

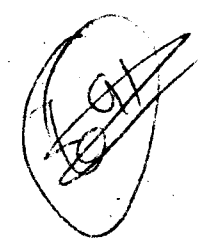
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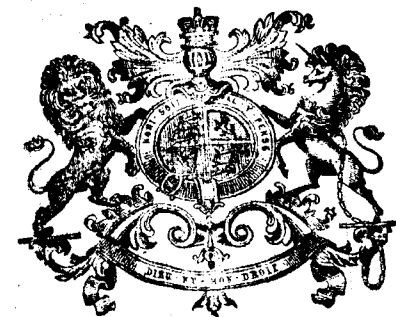
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RAILWAY CONFERENCE

OF



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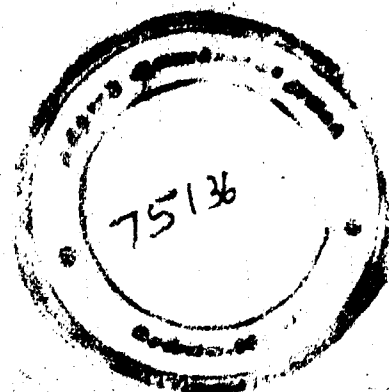
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செப்பனியவர் பெயர்
ப. கே. சுவாமி
 செப்பனியவருக்கு எடுத்துக்
 கொள்ளப்பட்ட, நாள்
1944 மார்ச் 1993
 செப்பனியு முடிந்த நாள்
ஆகஸ்ட் 1994
 செப்பனியுக்கும் ஆரம்பிக்கும்
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PROCEEDINGS OF
 RAILWAY CONFERENCE OF 1888.
 Appendix L "Standard Dimensions."

CORRIGENDA.

- PAGE XXIX.—For "50 feet" under A against Item 5 "Earthwork, &," read "30 feet."
 PAGE XXX.—For "10 tons" against Item 18 "Bridges," read "15 tons."
 PAGE XXXVIII.—For "five" in 3rd clause of N.B., read "live."

3

RAILWAY CONFERENCE, 1888.

Proceedings of the Conference of Railway Delegates assembled at Simla on the 3rd September, 1888, in accordance with Government of India, Public Works Department, Resolution No. 1281 R.T., dated the 29th October 1887.

Monday, the 3rd September, 1888.

MEMBERS PRESENT :

- L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
- W. S. S. BISSET, *Agent, Bombay, Baroda and Central India Railway.*
- D. W. CAMPBELL, *Agent, East Indian Railway.*
- H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
- A. IZAT, *Agent and Chief Engineer, Rohilkhand-Kumaon Railway.*
- J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
- W. S. BRITS, *Agent, South Indian Railway.*
- A. IZAT, *Agent and Chief Engineer, Bengal and North-Western Railway.*
- W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
- W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
- F. B. HANNA, *Agent and Manager, Madras Railway.*
- J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
- G. F. O. BOURGHEX, *Manager, Eastern Bengal State Railway.*
- R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Juaghad-Portlandar Railway.*

SECRETARY :

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officers also attended the Meeting :

- J. R. BELL, *Engineer-in-Chief, Chenab Bridge Works, North-Western Railway.*
- N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
- LOUIS S. MOSS, *Traffic Manager, Madras Railway.*
- I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*

The Committee deliberated :—

Resolved, that the following papers be read and recorded :

Resolution No. 1.

- (1) Resolution by the Government of India, Public Works Department, No. 1281 R.T., dated 29th October 1887 (*vide* Appendix A—Page i).
- (2) Letter from the Secretary, Railway Conference of 1888, No. 10, dated 1st December 1887 (*vide* Appendix B—Page ii).
- (3) Letter from the Secretary, Railway Conference of 1888, No. 103, dated 20th June 1888 (*vide* Appendix B—Page iii).
- (4) Letter from the Secretary, Railway Conference of 1888, No. 121, dated 9th July 1888 (*vide* Appendix C—Page iv).
- (5) Letter from the Government of Bengal, Public Works Department, to the Secretary, Railway Conference of 1888, No. 2536 R., dated 2nd August 1888 (*vide* Appendix D—Page v).
- (6) Telegram from the Consulting Engineer for Railways, Bombay, to the Secretary, Railway Conference of 1888, dated 20th August 1888 (*vide* Appendix D—Page v).
- (7) Letter from the Secretary to the Agent to the Governor-General, Rajputana and Central India, Public Works Department, to the Secretary, Railway Conference of 1888, No. 3129 S., dated 15th August 1888 (*vide* Appendix D—Page v).

- (8) Letter from the Acting Agent, His Highness the Nizam's Guaranteed State Railway Company, Limited, to the Secretary, Railway Conference of 1888, No. 1546 W., dated 24th August 1888 (*vide* Appendix D—Page v).
- (9) Telegram from the Chairman, Darjeeling-Himalayan Railway, to the Secretary, Railway Conference of 1888, dated 1st September 1888 (*vide* Appendix D—Page v).
- (10) Revised List of Delegates (*vide* Appendix E—Page vi).
- (11) Letter from the Secretary, Railway Conference of 1888, No. 138, dated 17th July 1888 (*vide* Appendix E—Pages vi to ix).

Resolution No. 2. Resolved unanimously, that the Committee will assemble daily at 11 o'clock and sit until 17 o'clock, Saturdays and Sundays excepted.

Resolution No. 3. Resolved, that Sub-Committees to consider Question No. 4B, framing of General rules under section 8 of the Railway Act of 1879 for working construction trains on unopened lines, and Question No. 9A, Revision of maxima and minima dimensions for Indian Railways, will sit daily at 11 o'clock, commencing on Tuesday, the 4th September; but that Question No. 9A, Safety appliances for working Railways, will be considered subsequently by the full Committee.

Resolution No. 4. Proposed by Colonel Conway-Gordon, seconded by Mr. Campbell,—
That the following gentlemen do form a Sub-Committee to consider Question No. 4B:

W. S. Betts.	J. Lightfoot.
W. V. Constable.	L. S. Moss.
J. Craik.	I. O'Callaghan.
N. St. L. Carter.	W. B. Wright.
R. Gardiner.	

Secretary,—G. F. Wilson.

Proposal put, and *agreed to* without dissent.

Resolution No. 5. Proposed by Colonel Conway-Gordon, seconded by Major Bisset,—
That the following gentlemen do form a Sub-Committee to consider Question No. 8A:

J. R. Bell.	H. Conder.
W. S. S. Bisset.	F. B. Hanna.
G. F. O. Boughey.	A. Izat.
D. W. Campbell.	Sir Guilford Molesworth.

Secretary,—E. H. Stone.

Proposal put, and *agreed to* without dissent.

Resolution No. 6. Proposed by Colonel Conway-Gordon, seconded by Mr. Campbell,—
That, with the above modifications, the programme of the Railway Conference as circulated with letter from the Secretary to the Conference, No. 138, dated 17th July 1888 (*vide* Appendix E—Pages vii and viii), be approved.

Proposal put, and *agreed to* without dissent.

Resolution No. 7. Resolved, that the general acceptance of the scale of voting powers proposed in letter from the Secretary to the Conference, No. 98, dated 18th June 1888 (*vide* Appendix E—Page vi), be recorded.

Resolution No. 8. Proposed by Major Bisset, seconded by Mr. Craik,—

That the mileage mentioned in letter from the Secretary to the Conference, No. 98, dated 18th June 1888 (*vide* Appendix E—Page vi), on which the number of votes each Railway is entitled to is calculated, is to include mileage under construction in the case of those Railways on which construction is now in progress.

Proposal put, and *agreed to* without dissent.

Resolution No. 9.

Proposed by Mr. Conder, seconded by Major Bisset,—

That the Railway Administration working a line of railway, and not the owners of the line, should carry the votes due to its mileage.

The Committee divided:—

Ayes—7.

W. S. S. Bisset.
D. W. Campbell.
H. Conder.
W. V. Constable.
J. Craik.
F. B. Hanna.
J. Lightfoot.

[Remaining delegates did not vote.]

Proposal *agreed to*.

Proposed by Mr. Conder, seconded by Mr. Hanna,—

Resolution No. 10.

That as the Oudh and Rohilkhand Railway, owing to its early transfer to the State, does not wish to be represented at the Railway Conference, the President should have the votes due to the mileage of that line.

Proposal put, and *agreed to* without dissent.

Resolved, that the draft Indian Railways Bill should be discussed informally by the full Committee, an officer of the Legislative Department being invited to be present at the discussion. Resolution No. 11.

Resolved, that the statement contained in the Appendix (*vide* Appendix Resolution No. 12 F—Page x) showing the votes possessed by the President and each delegate, calculated on the basis agreed to in Resolutions Nos. 8 and 9, be read and recorded.

[Adjourned to Tuesday next, the 4th September, at 15 o'clock.]

Tuesday, the 4th September, 1888.

MEMBERS PRESENT :

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 W. S. S. BISSET, *Agent, Bombay, Baroda and Central India Railway.*
 D. W. CAMPBELL, *Agent, East Indian Railway.*
 H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 A. IZAT, *Agent and Chief Engineer, Rohilkhand-Kumaun Railway.*
 J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
 W. S. BETTS, *Agent, South Indian Railway.*
 A. IZAT, *Agent and Chief Engineer, Bengal and North-Western Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
 F. B. HANNA, *Agent and Manager, Madras Railway.*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Porbandra Railway.*

SECRETARY :

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officers also attended the Meeting :

N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
 LOUIS S. MOSS, *Traffic Manager, Madras Railway.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*

Resolution No. 13. Resolved, that the following questions, which were received too late to circulate amongst the different Railways before the assembly of the Conference, be discussed :

1. Uniformity in recording Traffic statistics of Indian Railways.
2. Provision of latrines in intermediate class carriages; and inconveniences and discomforts of Native female passengers.
3. Revised rules for dealing with the accounts of through traffic, rolling stock, &c.
4. Preferential rates on Railways; and carriage of mails for the Postal Department.
5. Proposed code of initial letters for all Railway stations in India.
6. Railway receipt notes, and their modification so as to place them on the same footing as bills of lading.

Resolution No. 14. Resolved, that the following questions, received too late to be circulated, be not discussed :

1. Establishment of homes for European Railway employés when out of work.
2. Establishment of a Railway Temperance Association.
3. Article in the "Pioneer" Newspaper of the 30th July 1888, suggesting various subjects for discussion.

Discussion on question No. 18A, Reconsideration of some of the Rules or the interchange of rolling stock passed at the Railway Conference of 1882, proceeded with:—

Proposed by Mr. Campbell, that Conference Regulation No. 44 be altered Resolution No. 15. follows :

"(a) Empty vehicles may be returned to the owning Railway at any junction, provided that they shall not be hauled empty a greater distance over any one line than the distance hauled under load over that line on the outwards journey."

Amendment proposed by Mr. Lightfoot, seconded by Major Boughey,—

That the following addition be made to the end of clause (a) of Regulation No. 44 :

"unless otherwise arranged by desire or consent of owning Railway."

The Committee divided on the amendment:—

Ayes—52 votes.

Noes—6 votes.

W. S. Betts (S. I. Railway),	4 votes.	D. W. Campbell (E. I. Railway),	6 votes.
W. S. S. Bisset (B. B. & C. I. Railway),	7 "		
G. F. O. Boughey (Bengal Railways),	5 "		
H. Conder (G. I. P. Railway),	6 "		
L. Conway-Gordon (State Railways),	6 "		
J. Craik (S. M. Railway),	5 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
A. Izat (B. N. W. & R. K. Railways),	5 "		
J. Lightfoot (N. W. Railway),	7 "		
W. B. Wright (I. M. Railway),	4 "		

[Captain Constable (B. N. Ry.) and Mr. Hanna (Madras Ry.) did not vote.]

Resolution No. 14, clause (a), amended, and agreed to.

Proposed by Colonel Conway-Gordon, seconded by Major Bisset,—

Resolution No. 16.

That in all future discussions, the term "parent line" be limited to the line to which a wagon belongs, and the term "owning line" be restricted to the line at whose junction the wagon has been received on the outward journey; and that the Conference Regulations be throughout amended in this sense.

Proposal put, and agreed to without dissent.

Proposed by Mr. Craik, seconded by Mr. Campbell,—

Resolution No. 17.

That, subject to the provision contained in the latter part of Regulation 44 (a), as amended by Resolution No. 15, empty wagons should be returned to the parent line by the route by which they travelled on the outward journey, but such wagons may be loaded at any place on the homeward journey, short of or in the direction of the parent line, to the parent line itself, or to a place beyond and *via* the home line, and they may be sent thence by any route to destination, provided always that mileage shall be paid for that part of the return journey which did not form part of the outward journey.

Resolved, that the discussion on this proposal be taken up at the next Meeting.

[Adjourned to Wednesday next, the 5th September, at 15 o'clock.]

Wednesday, the 5th September, 1888.

MEMBERS PRESENT :

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 W. S. S. BISSET, *Agent, Bombay, Baroda and Central India Railway.*
 D. W. CAMPBELL, *Agent, East Indian Railway.*
 H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 A. IZAT, *Agent, and Chief Engineer, Rohilkhand-Kumaun Railway.*
 J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
 W. S. BETTS, *Agent, South Indian Railway.*
 A. IZAT, *Agent and Chief Engineer, Bengal and North-Western Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
 F. B. HANNA, *Agent and Manager, Madras Railway.*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager, and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Portland Railway.*

SECRETARY :

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officers also attended the Meeting :

N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
 LOUIS S. MOSS, *Traffic Manager, Madras Railway.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*

The Proceedings of the Meeting held on Monday, the 3rd September 1888, were read and confirmed.

Resolution No. 18.

Proposed by Mr. Campbell, seconded by Mr. Conder,—

That, with reference to Resolution No. 4, appointing a Sub-Committee to consider Question No. 4 B, the Sub-Committee confine itself to framing rules for *unopened* lines only.

Amendment proposed by Mr. Craik, seconded by Major Gardiner,—

That the Sub-Committee be instructed to consider the question raised in Appendix A to Question No. 4 B, *i.e.*, whether any modifications are, or are not, necessary in the General rules for working *open* lines, and to report thereon to the General Conference.

The Committee divided on the amendment:—

Ayes—54 votes.

Noes—12 votes.

W. S. Betts (S. I. Railway),	4 votes.	D. W. Campbell (E. I. Railway),	6 votes.
W. S. S. Bisset (B. B. and C. I. Ry.),	7 "	H. Conder (G. I. P. Railway),	6 "
G. F. O. Boughey (Bengal Rys.),	5 "		
W. V. Constable (B. N. Railway),	4 "		
L. Conway-Gordon (State Railways),	6 "		
J. Craik (S. M. Railway),	5 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
F. B. Hanna (Madras Railway)—	4 "		
A. Izat (B. N. W. & R. K. Railways),	5 "		
J. Lightfoot (N. W. Railway),	7 "		
W. B. Wright (I. M. Railway),	4 "		

Amendment agreed to.

The consideration of Question No. 18A. was then resumed:—

Proposed by Major Bisset, seconded by Major Boughey,—

Resolution No. 19.

That clause (d) of Regulation 44 be redrafted as follows:—"Any railway which deals with a foreign railway vehicle in contravention of the above rules shall pay to the owning railway a penalty of Rs. 22 per day or part of a day from the time such vehicle was misused until it returns to a station on the route by which it should have been sent."

Also that clause (g) of the same Regulation be modified by adding the words "which is properly booked in accordance with the rules" between the words "wagon" and "being" in the first line.

The Committee divided:—

Ayes—60 votes.

W. S. Betts (S. I. Railway),	4 votes.
W. S. S. Bisset (B. B. & C. I. Railway),	7 "
G. F. O. Boughey (Bengal Railways),	5 "
H. Conder (G. I. P. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
A. Izat (B. N. W. & R. K. Railways),	5 "
J. Lightfoot (N. W. Railway),	7 "
W. B. Wright (I. M. Railway),	4 "

[Mr. Campbell (E. I. Railway) did not vote.]

Proposal agreed to.

Proposed by Mr. Conder, seconded by Mr. Hanna,—

Resolution No. 20.

"That Regulation 44 (f) be cancelled."

The Committee divided:—

Ayes—18 votes.

Noes—36 votes.

W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
H. Conder (G. I. P. Railway),	6 "	D. W. Campbell (E. I. Railway),	6 "
F. B. Hanna (Madras Railway),	4 "	W. V. Constable (B. N. Railway),	4 "
W. B. Wright (I. M. Railway),	4 "	L. Conway-Gordon (State Railways),	6 "
		J. Craik (S. M. Railway),	5 "
		R. Gardiner (B. G. J. P. Railway),	3 "
		J. Lightfoot (N. W. Railway),	7 "

[Major Bisset (B. B. and C. I. Railway), and Mr. Izat (B. N. W. and R. K. Railways) did not vote.]

Proposal disagreed to.

[Adjourned to Thursday next the 6th September, at 15 o'clock.]

Thursday, the 6th September, 1888.

MEMBERS PRESENT:

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 W. S. S. BISSET, *Agent, Bombay, Baroda and Central India Railway.*
 D. W. CAMPBELL, *Agent, East Indian Railway.*
 H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 A. IZAT, *Agent and Chief Engineer, Rohilkhand Kumaun Railway.*
 J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
 W. S. BETTS, *Agent, South Indian Railway.*
 A. IZAT, *Agent, and Chief Engineer, Bengal and North-Western Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
 F. B. HANNA, *Agent, and Manager, Madras Railway.*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Portland Railway.*

SECRETARY:

G. F. WILSON, *Assistant-Secretary, Public Works Department, Railway Branch.*

The following officers also attended the Meeting:

N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
 LOUIS S. MOSS, *Traffic Manager, Madras Railway.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*

The Proceedings of the Meeting held on Tuesday, the 4th September 1888, were read and confirmed.

Resolution No. 21. Mr. Craik having withdrawn his proposal contained in Resolution No. 17, it was—

Proposed by Mr. Conder, seconded by Mr. Campbell,—

That Resolution No. 15 be cancelled, and that clauses (a), (b), and (c) of Regulation 44 be altered as follows:

- (a) That, subject to the provisions of clause (d) of this rule, empty wagons shall be returned to the parent line by the route by which they were received, except when, by consent of the parent line, it is arranged that they may be returned by any other agreed route.
- (b) That wagons may be loaded at any place on the route of the homeward journey to any place short of, or on, or beyond, the parent line by the route by which they were received; and in such cases mileage shall be paid only for the distance run under load short of or beyond the parent line.

Example No. 1.—

Benares to Howrah.—Oudh and Rohilkhand wagon handed to East Indian at Mogulserai. East Indian may use it by loading it from Howrah to Dinapore, or from Burdwan to Bankipur, paying mileage between those places respectively, and sending the wagon back empty to the Oudh and Rohilkhand Railway at Mogulserai.

Example No. 2.—

A Bengal-Nagpur Railway wagon loaded at Kampti for Ahmedabad would be handed to the Great Indian Peninsula Railway at Nagpur; and by the Great Indian Peninsula Railway at Bombay to the Bombay, Baroda and Central India Railway.

On the return journey, (a) the Bombay, Baroda and Central India Railway may load it at Ahmedabad to Nasseik (Great Indian Peninsula Railway), and mileage would be payable to the Bengal-Nagpur Railway by the Bombay, Baroda and Central India and the Great Indian Peninsula Railways from Ahmedabad to Nasseik; or (b) the Great Indian Peninsula Railway might load it (or any other wagon returning empty from the Bombay, Baroda and Central India Railway) to the Bengal-Nagpur Railway at Manmad to Bidnera, the Great Indian Peninsula Railway paying mileage between those two places to the Bengal-Nagpur Railway; or (c) the Bombay, Baroda and Central India might load it from Surat* (Bombay, Baroda and Central India Railway) to Raj Nandgaon (Bengal-Nagpur Railway), and no mileage would be payable for the return journey to the Bengal-Nagpur Railway; or (d) the Great Indian Peninsula Railway might load it from Callian to Donghargah (Bengal-Nagpur Railway), and no mileage would be payable to the Bengal-Nagpur Railway for the return journey.

Example No. 3.—

An Indian Midland wagon loaded from Jhansi to Lahore would be handed to the East Indian Railway at Agra, and to the North-Western Railway at Ghaziabad.

On the return journey, (a) the North-Western Railway might load it at Lahore or at Amritsar to Bombay, and mileage would be payable to the Indian Midland by the Great Indian Peninsula from Itarsi to Bombay, but no mileage would be payable by the North-Western and East Indian Railways; or (b) the East Indian Railway might load it from Aligarh to Madras, and mileage would be payable to the Indian Midland Railway by the Great Indian Peninsula and Madras Railways from Itarsi to Madras, but no mileage would be payable by the East Indian Railway.

- (c) That, subject to the proviso that the parent line may require that its wagons be returned by the route by which they were received in accordance with clauses (a) and (b), wagons may be loaded at any place on the homeward journey to any place on the parent line, or to any place beyond but *via* the parent line, and may be sent by the most direct route to that place, whether it be the route by which they were received on the outward journey or not; and in such cases mileage shall be paid for all the distance on the return journey which did not form part of the outward journey.

Example.—

An East Indian wagon from Allahabad to Bombay may be loaded and returned under clause (b), or it may be loaded from Bombay to Delhi, or from Nasseik to Meerut, being sent by Indian Midland (when open), East Indian, and North-Western Railways. Mileage would be paid in the case of the wagon for Delhi by the Indian Midland from Itarsi to Agra; and in the case of the wagon for Meerut, the Indian Midland would pay mileage from Itarsi to Agra, the North-Western paying mileage from Ghaziabad to Meerut.

- (d) That empty wagons may be diverted without penalty on the return journey for a distance of not more than twenty-five miles, in order to secure a return load.
- (e) That when a railway consists of two or more isolated sections, these sections shall, for the purposes of this regulation, be considered as separate railways.

Proposal put, and agreed to without dissent.

With reference to Regulation 54 (a), it was—

Proposed by Major Boughey, seconded by Major Bisset,—

“That the mileage rate be reduced from two-thirds to three-fifths pie.”

The Committee divided:—

Ayes—32 votes.

Noes—31 votes.

W. S. S. Bisset (B. B. & C. I. Ry.),	7 votes.	W. V. Constable (B. N. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 „	L. Conway-Gordon (State Railways),	6 „
W. S. Betts (S. I. Railway),	4 „	J. Craik (S. M. Railway),	5 „
D. W. Campbell (E. I. Railway),	6 „	F. B. Hanna (Madras Railway),	4 „
H. Conder (G. I. P. Railway),	6 „	J. Lightfoot (N. W. Railway),	7 „
W. B. Wright (I. M. Railway),	4 „	A. Izat (B. N. W. & R. K. Railways),	5 „

[Major Gardiner (B. G. J. P. Railway) did not vote.]

Proposal agreed to.

With reference to Regulation 61, it was—

Proposed by Mr. Campbell, seconded by Mr. Conder,—

“That the rate of demurrage be reduced from one anna to nine pies per ton of carrying capacity.”

The Committee divided:—

Ayes—41 votes.

Noes—25 votes.

W. S. Betts (S. I. Railway),	4 votes.	W. S. S. Bisset (B. B. & C. I. Ry.),	7 votes.
G. F. O. Boughey (Bengal Railways),	5 „	W. V. Constable (B. N. Railway),	4 „
D. W. Campbell (E. I. Railway),	6 „	R. Gardiner (B. G. J. P. Railway),	3 „
H. Conder (G. I. P. Railway),	6 „	F. B. Hanna (Madras Railway),	4 „
L. Conway-Gordon (State Railways),	6 „	J. Lightfoot (N. W. Railway),	7 „
J. Craik (S. M. Railway),	5 „		
A. Izat (B. N. W. & R. K. Railways),	5 „		
W. B. Wright (I. M. Railway),	4 „		

Proposal agreed to.

Resolution No. 22.

Resolution No. 23.

Resolution No. 24.

Proposed by Major Boughey, seconded by Mr. Campbell,—

That Regulation 40 be redrafted as follows:—"Whatever amount is paid for mileage and penalty by any railway for the use of vehicles of other railways shall in all cases belong to and be paid over to the parent line; but whatever demurrage is paid by any railway for vehicles of other railways shall belong to and be paid over to the owning railway. The amount of the rebate provided for in Rule 55, and of the extra payment provided for in Rule 56, shall be made to and retained by the railways which respectively form the junction at which the excess which causes those allowances arises, without reference to the railway to which any of the vehicles exchanged may actually belong."

The Committee divided:—

Ayes—51 votes.		Noes—15 votes.	
W. S. Betts (S. I. Railway),	4 votes.	F. B. Hanna (Madras Railway),	4 votes.
W. S. S. Bisset (B., B. & C. I. Railway),	7 "	J. Lightfoot (N. W. Railway),	7 "
G. F. O. Boughey (Bengal Railways),	5 "	W. B. Wright (I. M. Railway),	4 "
D. W. Campbell (E. I. Railway),	6 "		
H. Conder (G. I. P. Railway),	6 "		
W. V. Constable (B. N. Railway),	4 "		
L. Conway-Gordon (State Railways),	6 "		
J. Craik (S. M. Railway),	5 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
A. Izat (B. N. W. & R. K. Railways),	5 "		

Proposal agreed to.

Resolution No. 25.

With reference to Regulations 54 (a), (c), and (d), and 61, it was—

Proposed by Colonel Conway-Gordon, seconded by Mr. Hanna,—

That in all calculations for mileage and demurrage, fractions of half a ton and over be reckoned as one ton, and fractions under half a ton be dropped.

Proposal put, and agreed to without dissent.

[Adjourned to Friday next, the 7th September, at 15 o'clock.]

Friday, the 7th September, 1888.

MEMBERS PRESENT:

L. CONWAY-GORDON, Director General of Railways,—in the Chair.
 W. S. S. BISSET, Agent, Bombay, Baroda and Central India Railway.
 D. W. CAMPBELL, Agent, East Indian Railway.
 H. CONDER, General Traffic Manager, Great Indian Peninsula Railway.
 A. IZAT, Agent and Chief Engineer, Rohilkhand-Kumaun Railway.
 J. CRAIK, Traffic Manager, Southern Mahratta Railway.
 W. S. BETTS, Agent, South Indian Railway.
 A. IZAT, Agent and Chief Engineer, Bengal and North-Western Railway.
 W. B. WRIGHT, Traffic Manager, Indian Midland Railway.
 W. V. CONSTABLE, Deputy Agent, Bengal-Nagpur Railway.
 F. B. HANNA, Agent and Manager, Madras Railway.
 J. LIGHTFOOT, Manager, Sind Section, North-Western Railway.
 G. F. O. BOUGHEY, Manager, Eastern Bengal State Railway.
 R. GARDINER, Manager and Engineer-in-Chief, Bharnagar-Gondal-Junaghad-Porbandar Railway.

SECRETARY:

G. F. WILSON, Assistant Secretary, Public Works Department, Railway Branch.

The following Officers also attended the Meeting:

N. ST. L. CARTER, Traffic Manager, East Indian Railway.
 LOUIS S. MOSS, Traffic Manager, Madras Railway.
 I. O'CALLAGHAN, General Traffic Manager, Bombay, Baroda and Central India Railway.

The Proceedings of the Meeting held on Wednesday, the 5th September 1888, were read and confirmed.

Discussion on Question No. 20A, Reconsideration of various Regulations passed at the Railway Conference of 1882, proceeded with:—

Proposed by Major Boughey, seconded by Captain Constable,—

Resolution No. 26

That clause (c) of Regulation 55 be modified by substituting, for "all such junctions, &c.", in the second line to the end of the clause, "each junction shall be treated separately."

The Committee divided:—

Ayes—12 votes.		Noes—49 votes.	
G. F. O. Boughey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
W. V. Constable (B. N. Railway),	4 "	W. S. S. Bisset (B., B. & C. I. Ry.),	7 "
R. Gardiner (B. G. J. P. Railway),	3 "	D. W. Campbell (E. I. Railway),	6 "
		H. Conder (G. I. P. Railway),	6 "
		L. Conway-Gordon (State Railways),	6 "
		F. B. Hanna (Madras Railway),	4 "
		A. Izat (B. N. W. & R. K. Railways),	5 "
		J. Lightfoot (N. W. Railway),	7 "
		W. B. Wright (I. M. Railway),	4 "

[Mr. Craik (S. M. Railway) did not vote.]

Proposal disagreed to.

Resolution No. 27. Proposed by Major Bisset, seconded by Colonel Conway-Gordon,—

That clause (c) of Regulation 55 be amended as follows:—Substitute for the sentence, "*But the receiving railway*" in the second line to the end of the clause, "*But the receiving railway shall tender at each junction only such number of the wagons in excess of 210 as is in proportion to the total number of wagons received at that junction.*"

Proposal put, and agreed to without dissent.

Resolution No. 28. Proposed by Mr. Campbell, seconded by Major Bisset,—

That Regulation 23 be redrafted as follows:—"Advices of all changes must be despatched on and before the 20th of each month. The receiving railway may despatch one advice of consequent alterations not later than the end of the month. The railway originally notifying cannot give notice of a further change till the following month. Advices so sent shall become operative one month after the 1st of the month following the date of advice."

Proposal put, and agreed to without dissent.

[Adjourned to Monday next, the 10th September, at 15 o'clock.]

Monday, the 10th September, 1888.

MEMBERS PRESENT:

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
W. S. S. BISSET, *Agent, Bombay, Baroda and Central India Railway.*
D. W. CAMPBELL, *Agent, East Indian Railway.*
H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
A. IZAT, *Agent and Chief Engineer, Rohilkhand-Kumaun Railway.*
J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
W. S. BETTS, *Agent, South Indian Railway.*
A. IZAT, *Agent and Chief Engineer, Bengal and North-Western Railway.*
W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
F. B. HANNA, *Agent and Manager, Madras Railway.*
J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
G. F. O. BOUGHNEY, *Manager, Eastern Bengal State Railway.*
B. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Porbandar Railway.*

SECRETARY:

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officers also attended the Meeting:

N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
LEWIS S. MOSS, *Traffic Manager, Madras Railway.*
L. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*

The Proceedings of the Meeting held on Thursday, the 6th September 1888, were read and confirmed.

Proposed by Major Gardiner, seconded by Mr. Lightfoot,—

Resolution No. 29.

That the words "*but whatever*" in the third line down to the words "*the owning railway*" in the fifth line of Regulation 40, as passed by Resolution No. 24, be omitted, and the following be substituted as a separate Regulation:—"Demurrage shall be calculated separately on the time occupied in the passage of wagons over each line in succession, and when incurred shall be paid by the line on which it was incurred to the line to which the wagons are handed over; and the demurrage payment so received shall be paid over at the next junction to the next railway, less a rebate of demurrage based on the time saved through expeditious working, or increased by any further additional demurrage incurred through slow working, and so on in succession at each junction till return to the parent line."

This regulation applies to all wagons, whether full or empty, and whether the return journey be by the same route as the outward journey or not."

Example—

Railway A (parent line) hands a wagon to Railway B.

Railway B hands it to Railway C, having gained three days, and Railway B pays nothing to Railway C.

Railway C hands the wagon to Railway D, having lost three days, and therefore pays three days' demurrage due to Railway D.

Railway D hands it over to Railway E, having gained one day, and pays two days' demurrage on handing it over to Railway E.

Railway E hands it over to Railway A (parent line), having lost three days, and therefore Railway E pays to Railway A the demurrage for five days.

The Committee divided:—

Ayes—62 votes.

W. S. Betts (S. I. Railway),	4 votes.
W. S. S. Bisset (B. B. & C. I. Railway),	7 „
G. F. O. Boughey (Bengal Railways),	5 „
D. W. Campbell (E. I. Railway),	6 „
H. Conder (G. I. P. Railway),	6 „
L. Conway-Gordon (State Railways),	6 „
J. Craik (S. M. Railway),	5 „
R. Gardiner (B. G. J. P. Railway),	3 „
F. B. Hanna (Madras Railway),	4 „
A. Izat (B. N. W. & R. K. Railways),	5 „
J. Lightfoot (N. W. Railway),	7 „
W. B. Wright (I. M. Railway),	4 „

[Captain Constable (B. N. Railway) did not vote.]

Proposal agreed to.

Discussion on Question No. 13 A, Reconsideration of Conference Regulation 37 (f) [Rule VI, Resolution 33, Conference 1882], proceeded with:—

Resolution No. 30.

Proposed by Major Bisset, seconded by Mr. Izat,—

That the sum of Rs. 10 prescribed in Regulation 37 (f) be reduced to Rs. 5 for broad gauge vehicles, and Rs. 3 for narrow gauge vehicles.

The Committee divided:—

Ayes—19 votes.

W. S. S. Bisset (B. B. & C. I. Ry.),	7 votes.
W. V. Constable (B. N. Railway),	4 „
R. Gardiner (B. G. J. P. Railway),	3 „
A. Izat (B. N. W. & R. K. Railways),	5 „

Noes—47 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 „
D. W. Campbell (E. I. Railway),	6 „
H. Conder (G. I. P. Railway),	6 „
L. Conway-Gordon (State Railways),	6 „
J. Craik (S. M. Railway),	5 „
F. B. Hanna (Madras Railway),	4 „
J. Lightfoot (N. W. Railway),	7 „
W. B. Wright (I. M. Railway),	4 „

Proposal disagreed to.

[Adjourned to Tuesday next, the 11th September, at 15 o'clock.]

Tuesday, the 11th September, 1888.

MEMBERS PRESENT:

L. CONWAY-GORDON, Director General of Railways,—in the Chair.
W. S. S. BISSET, Agent, Bombay, Baroda and Central India Railway.
D. W. CAMPBELL, Agent, East Indian Railway.
H. CONDER, General Traffic Manager, Great Indian Peninsula Railway.
A. IZAT, Agent and Chief Engineer, Rohilkhand-Kumaun Railway.
J. CRAIK, Traffic Manager, Southern Mahratta Railway.
W. S. BETTS, Agent, South Indian Railway.
A. IZAT, Agent and Chief Engineer, Bengal and North-Western Railway.
W. B. WRIGHT, Traffic Manager, Indian Midland Railway.
W. V. CONSTABLE, Deputy Agent, Bengal-Nagpur Railway.
F. B. HANNA, Agent and Manager, Madras Railway.
J. LIGHTFOOT, Manager, Sind Section, North-Western Railway.
G. F. O. BOUGHEY, Manager, Eastern Bengal State Railway.
R. GARDINER, Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Portbandar Railway.

SECRETARY:

G. F. WILSON, Assistant Secretary, Public Works Department, Railway Branch.

The following Officers also attended the Meeting:

N. ST. L. CARTER, Traffic Manager, East Indian Railway.
LOUIS S. MOSS, Traffic Manager, Madras Railway.
I. O'CALLAGHAN, General Traffic Manager, Bombay, Baroda and Central India Railway.

The Proceedings of the Meeting held on Friday, the 7th September 1888, were read and confirmed.

Discussion on Question No. 15A, Reconsideration of Conference Regulation No. 43 (Rule XII of the Conference Rules of 1882), proceeded with:—

Proposed by Mr. Conder, seconded by Mr. Lightfoot,—

Resolution No. 31.

That a new clause be added to Regulation 43 as clause (c), as follows:—

“(c) In the case of horse-boxes, carriage trucks, prison-vans, and hospital carriages, mileage shall be charged only when the vehicles are running under load.”

Proposal put, and agreed to without dissent.

Proposed by Major Bisset, seconded by Mr. Conder,—

Resolution No. 32

That an additional clause (d) be added to Regulation 43, as follows:—

“(d) When a horse-box carries more than three horses, double mileage shall be charged.”

Amendment proposed by Mr. Craik, seconded by Mr. Wright,—

That clause (d) read as follows:—

“(d) For horse-boxes containing more than three horses, a mileage rate of 10½ pice per mile shall be paid when they are under load.”

The Committee divided on the amendment:—

Ayes—25 votes.		Noes—41 votes.	
W. S. Betts (S. I. Railway),	4 votes.	W. S. S. Bisset (B. B. & C. I. Ry.),	7 votes.
G. F. O. Boughhey (Bengal Railways),	5 "	D. W. Campbell (E. I. Railway),	6 "
J. Craik (S. M. Railway),	5 "	H. Conder (G. I. P. Railway),	6 "
J. Lightfoot (N. W. Railway),	7 "	W. V. Constable (B. N. Railway),	4 "
W. B. Wright (I. M. Railway),	4 "	L. Conway-Gordon (State Railways),	6 "
		R. Gardiner (B. G. J. P. Railway),	3 "
		F. B. Hanna (Madras Railway),	4 "
		A. Izat (B. N. W. & R. K. Rys.),	5 "

The amendment being disagreed to, the Committee divided on the original proposal:—

Ayes—19 votes.		Noes—47 votes.	
W. S. S. Bisset (B. B. & C. I. Ry.),	7 votes.	W. S. Betts (S. I. Railway),	4 votes.
D. W. Campbell (E. I. Railway),	6 "	G. F. O. Boughhey (Bengal Railways),	5 "
H. Conder (G. I. P. Railway),	6 "	W. V. Constable (B. N. Railway),	4 "
		L. Conway-Gordon (State Railways),	6 "
		J. Craik (S. M. Railway),	5 "
		R. Gardiner (B. G. J. P. Railway),	3 "
		F. B. Hanna (Madras Railway),	4 "
		A. Izat (B. N. W. & R. K. Railways),	5 "
		J. Lightfoot (N. W. Railway),	7 "
		W. B. Wright (I. M. Railway),	4 "

Proposal disagreed to.

Regulation 43 will therefore stand unaltered.

Resolution No. 33. Resolved, with reference to No. 4 of the Rules for the conduct of business, that the decision of the Boards of Directors, confirming or otherwise the alterations and additions to the Regulations now agreed upon, be submitted to the Government of India not later than the 1st March 1889, and that the revised Regulations so confirmed come into force on the 1st April following.

Resolution No. 34. Resolved, with reference to Question No. 9A, Safety appliances for working Railways, that the members of the Conference will vote on the question as to the best brake for general adoption in India after having witnessed the experiments made with the different kinds of continuous brakes, and that those members, who cannot attend the experiments, will record their votes before the Conference breaks up.

[Adjourned to Wednesday next, the 12th September, at 15 o'clock.]

Wednesday, the 12th September, 1888.

MEMBERS PRESENT:

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 W. S. S. BISSET, *Agent, Bombay, Baroda and Central India Railway.*
 D. W. CAMPBELL, *Agent, East Indian Railway.*
 H. GONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 A. IZAT, *Agent and Chief Engineer, Rohilkhand-Kumaun Railway.*
 J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
 W. S. BETTS, *Agent, South Indian Railway.*
 A. IZAT, *Agent and Chief Engineer, Bengal and North-Western Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
 F. B. HANNA, *Agent and Manager, Madras Railway.*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager and Engineer-in-Chief, Bharnagar-Gondal-Junaghad-Porbandar Railway.*

SECRETARY:

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officers also attended the Meeting:

N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
 LOUIS S. MOSS, *Traffic Manager, Madras Railway.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*

The Proceedings of the Meeting held on Monday, the 10th September 1888, were read and confirmed.

Discussion on Question No. 3A, Reconsideration of certain Regulations passed at the Traffic Conference of 1884, which, although carried, were objected to by certain Railways, proceeded with:—

Proposed by Mr. Izat, seconded by Mr. Campbell,—

Resolution No. 35.

That the free allowance of passengers' luggage laid down in Regulation 64 be altered as follows:—

For a 1st class passenger	...	...	1½ maunds.
2nd ditto	...	...	30 seers.
Intermediate	...	...	20 "
Third	...	...	15 "

and half these quantities for each child's half ticket.

The Committee divided:—

Ayes—52 votes.	
W. S. S. Bisset (B. B. & C. I. Ry.),	7 votes.
G. F. O. Boughhey (Bengal Railways),	5 "
D. W. Campbell (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
A. Izat (B. N. W. & R. K. Rys.),	5 "
J. Lightfoot (N. W. Railway),	7 "

[Messrs. Betts (S. I. Railway), Conder (G. I. P. Railway), and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Resolution No. 36. Proposed by Mr. Izat, seconded by Mr. Campbell,—

That all luggage in excess of the free allowance, be charged for at a uniform rate of $1\frac{1}{2}$ pies per maund per mile.

Amendment proposed by Mr. Craik, seconded by Mr. Lightfoot,—

That the rates for excess luggage be those charged for parcels, except that they be arranged and made applicable under a table of weights and distances.

The Committee divided on the amendment :—

Ayes—37 votes.		Noes—23 votes.	
W. S. S. Bisset (B. B. & C. I. Ry.),	7 votes.	W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "	D. W. Campbell (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "	F. B. Hanna (Madras Railway),	4 "
L. Conway-Gordon (State Railways),	6 "	A. Izat (B. N. W. & R. K. Rys.),	5 "
J. Craik (S. M. Railway),	5 "	W. B. Wright (I. M. Railway),	4 "
R. Gardiner (B. G. J. P. Railway),	3 "		
J. Lightfoot (N. W. Railway),	7 "		

[Mr. Conder (G. I. P. Railway) did not vote.]

Amendment agreed to.

Resolution No. 37. Proposed by Mr. Campbell, seconded by Major Boughey,—

That Regulation No. 66 be expunged.

The Committee divided :—

Ayes—29 votes.		Noes—37 votes.	
W. S. S. Bisset (B. B. & C. I. Ry.),	7 votes.	W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "	H. Conder (G. I. P. Railway),	6 "
D. W. Campbell (E. I. Railway),	6 "	W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "	J. Craik (S. M. Railway),	5 "
A. Izat (B. N. W. & R. K. Rys.),	5 "	R. Gardiner (B. G. J. P. Railway),	3 "
		F. B. Hanna (Madras Railway),	4 "
		J. Lightfoot (N. W. Railway),	7 "
		W. B. Wright (I. M. Railway),	4 "

Proposal disagreed to.

[Adjourned to Friday next, the 14th September, at 15 o'clock, Thursday having been set aside, in accordance with Resolution No. 11, for an informal discussion of the draft Indian Railways Bill.]

Friday, the 14th September, 1888.

MEMBERS PRESENT :

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
W. S. S. BISSET, *Agent, Bombay, Baroda and Central India Railway.*
D. W. CAMPBELL, *Agent, East Indian Railway.*
H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
W. S. BETTS, *Agent, South Indian Railway.*
W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
F. B. HANNA, *Agent and Manager, Madras Railway.*
J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Porbandar Railway.*

SECRETARY :

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officers also attended the Meeting :

N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
LOUIS S. MOSS, *Traffic Manager, Madras Railway.*
L. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*

The Proceedings of the Meeting held on Tuesday, the 11th September 1888, were read and confirmed.

Proposed by Mr. Campbell, seconded by Major Boughey,—

Resolution No. 38.

That the rates laid down in Regulation 4 for low-priced horses, ponies, &c., &c., be altered as follows for broad gauge railways :—

Per mile per vehicle used.

	DISTANCES LESS THAN 500 MILES.		DISTANCES MORE THAN 500 MILES.	
	Railway risk.	Owner's risk.	Railway risk.	Owner's risk.
4 animals or less	4 annas	3 annas	4 annas	3 annas.
More than 4 animals	7 "	6 "	6 "	5 "

Amendment proposed by Mr. Hanna, seconded by Mr. Betts,—

That the Great Indian Peninsula rate of one anna per head with a minimum of five annas be adopted.

Second amendment proposed by Mr. Craik, seconded by Major Gardiner,—

That Conference Regulation 4 be revised as follows:—

The rate for low-priced horses, ponies, mules, donkeys, horned cattle or other animals, except pigs, sheep, goats, wild animals, camels, or elephants, shall be as follows:—

	Railway risk, per truck.	Owner's risk, per truck.
4 animals or less	4 annas	3 annas.
More than 4 animals in one truck	5 pies for each additional animal.	6 pies for each additional animal.

The Committee divided on the second amendment:—

Ayes—25 votes.	Noes—23 votes.
W. S. S. Bisset (B. B. & C. I. Ry.), 7 votes.	W. S. Betts (S. I. Railway), 4 votes.
W. V. Constable (B. N. Railway), 4 "	G. F. O. Boughey (Bengal Railways), 5 "
L. Conway-Gordon (State Railways), 6 "	D. W. Campbell (E. I. Railway), 6 "
J. Craik (S. M. Railway), 5 "	F. B. Hanna (Madras Railway), 4 "
R. Gardiner (B. G. J. P. Railway), 3 "	W. B. Wright (I. M. Railway), 4 "

[Messrs. Conder (G. I. P. Railway) and Lightfoot (N. W. Railway) did not vote.]

Second amendment agreed to.

Resolution No. 39. Proposed by Major Bisset, seconded by Mr. Betts,—

That it is the opinion of the Conference that the question of uniform common mileage rates be eliminated from the question of uniformity of classification, and that the whole of Regulations 6 to 11 be cancelled.

The Committee divided:—

Ayes—29 votes.	Noes—32 votes.
W. S. Betts (S. I. Railway), 4 votes.	D. W. Campbell (E. I. Railway), 6 votes.
W. S. S. Bisset (B. B. & C. I. Ry.), 7 "	W. V. Constable (B. N. Railway), 4 "
G. F. O. Boughey (Bengal Railways), 5 "	L. Conway-Gordon (State Railways), 6 "
H. Conder (G. I. P. Railway), 6 "	J. Craik (S. M. Railway), 5 "
R. Gardiner (B. G. J. P. Railway), 3 "	F. B. Hanna (Madras Railway), 4 "
W. B. Wright (I. M. Railway), 4 "	J. Lightfoot (N. W. Railway), 7 "

Proposal disagreed to.

Resolution No. 40. Proposed by Mr. Hanna, seconded by Mr. Betts,—

That the questions of the classification of goods, and of uniform charges per ton or per maund per mile be dealt with separately.

The Committee divided:—

Ayes—39 votes.	Noes—22 votes.
W. S. Betts (S. I. Railway), 4 votes.	W. V. Constable (B. N. Railway), 4 votes.
W. S. S. Bisset (B. B. & C. I. Ry.), 7 "	L. Conway-Gordon (State Railways), 6 "
G. F. O. Boughey (Bengal Railways), 5 "	J. Craik (S. M. Railway), 5 "
D. W. Campbell (E. I. Railway), 6 "	J. Lightfoot (N. W. Railway), 7 "
H. Conder (G. I. P. Railway), 6 "	
R. Gardiner (B. G. J. P. Railway), 3 "	
F. B. Hanna (Madras Railway), 4 "	
W. B. Wright (I. M. Railway), 4 "	

Proposal agreed to.

Mr. Izat (B. N. W. & R. K. Railways) withdrew from the Conference from this day.

[Adjourned to Monday next, the 17th September, at 12 o'clock.]

Monday, the 17th September, 1888.

MEMBERS PRESENT:

W. S. BETTS, Agent, South Indian Railway,—in the Chair.

I. O'CALLAGHAN, General Traffic Manager, Bombay, Baroda and Central India Railway.

N. ST. L. CARTER, Traffic Manager, East Indian Railway.

H. CONDER, General Traffic Manager, Great Indian Peninsula Railway.

J. CRAIK, Traffic Manager, Southern Mahratta Railway.

W. B. WRIGHT, Traffic Manager, Indian Midland Railway.

W. V. CONSTABLE, Deputy Agent, Bengal-Nagpur Railway.

F. B. HANNA, Agent and Manager, Madras Railway.

J. LIGHTFOOT, Manager, Sind Section, North-Western Railway.

G. F. O. BOUGHEY, Manager, Eastern Bengal State Railway.

R. GARDINER, Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Porbandar Railway.

SECRETARY:

G. F. WILSON, Assistant Secretary, Public Works Department, Railway Branch.

The following Officer also attended the Meeting:

LOUIS S. MOSS, Traffic Manager, Madras Railway.

Read, letter from Colonel Conway-Gordon saying that, owing to illness, he would be unable to attend the meeting to-day, and requesting that a Chairman be elected for the day from amongst the delegates present.

Proposed by Mr. Hanna, seconded by Mr. Carter,—

That Mr. Betts do take the chair.

Resolution No. 41.

Proposal put, and agreed to without dissent.

The Proceedings of the Meeting held on Wednesday, the 12th September, 1888, were read and confirmed.

Resolved, that a note by the Military Department on the employment of native Military pensioners in civil capacities is not a subject for discussion by the Conference, and that the papers be reprinted and circulated for consideration by each line, respectively.

The consideration of Question No. 3 A was then resumed:—

Proposed by Mr. Conder, seconded by Mr. Carter,—

Resolution No. 43.

That Regulation 5 be cancelled and the following substituted:

"A list of commodities and the classification of each, as adopted by each railway, respectively, shall be prepared by each railway and shall include all articles now and from time to time in future carried on any railway. Advices of alterations or additions to this classification shall be advised in accordance with Regulation 23."

The Committee divided:—

Ayes—48 votes.	
W. S. Betts (S. I. Railway), 4 votes.	
G. F. O. Boughey (Bengal Railways), 5 "	
N. St. L. Carter (E. I. Railway), 6 "	
H. Conder (G. I. P. Railway), 6 "	
W. V. Constable (B. N. Railway), 4 "	
J. Craik (S. M. Railway), 5 "	
R. Gardiner (B. G. J. P. Railway), 3 "	
F. B. Hanna (Madras Railway), 4 "	
I. O'Callaghan (B. B. and C. I. Railway), 7 "	
W. B. Wright (I. M. Railway), 4 "	

[Mr. Lightfoot (N. W. Railway) did not vote.]

Proposal agreed to.

Resolution No. 44. Proposed by Captain Constable, seconded by Major Gardiner,—
That Regulations 12 and 13 be expunged.

The Committee divided :—

Ayes—28 votes.

Noes—7 votes.

W. S. Betts (S. I. Railway),	4 votes.	J. Lightfoot (N. W. Railway),	7 votes.
H. Conder (G. I. P. Railway),	6 "		
W. V. Constable (B. N. Railway),	4 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
I. O'Callaghan (B. B. & C. I. Ry.),	7 "		
W. B. Wright (I. M. Railway),	4 "		

[Messrs. Boughey (Bengal Railways), Carter (E. I. Railway), Craik (S. M. Railway), and Hanna (Madras Railway) did not vote.]

Proposal agreed to.

Resolution No. 45. Proposed by Mr. Lightfoot, seconded by Major Boughey,—
That it is most advisable in the interests of the public that hides, skins, horns and bones shall be booked under uniform conditions, irrespective of rates, on all railways.

The Committee divided :—

Ayes—37 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N. W. Railway),	7 "
W. B. Wright (I. M. Railway),	4 "

[Messrs. Conder (G. I. P. Railway), Craik (S. M. Railway) and O'Callaghan (B. B. & C. I. Railway) did not vote.]

Proposal agreed to.

Resolution No. 46. Proposed by Mr. Lightfoot, seconded by Mr. O'Callaghan,—
That, with reference to Resolution No. 45, the rates be quoted at "per maund," and if a minimum charge is levied, it shall be quoted at "per vehicle."

The Committee divided :—

Ayes—31 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
W. V. Constable (B. N. Railway),	4 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "
W. B. Wright (I. M. Railway),	4 "

[Messrs. Carter (E. I. Railway), Conder (G. I. P. Railway), Craik (S. M. Railway), Gardiner (B. G. J. P. Railway), and Hanna (Madras Railway) did not vote.]

Proposal agreed to.

Resolution No. 47. Proposed by Mr. O'Callaghan, seconded by Major Boughey,—
That the following be substituted for Regulation 25 :
"The charges for terminal services in through traffic shall be fixed by each railway concerned and shall be included in the quoted rates."

The Committee divided :—

Ayes—30 votes.

Noes—19 votes.

W. S. Betts (S. I. Railway),	4 votes.	J. Craik (S. M. Railway),	5 votes.
G. F. O. Boughey (Bengal Railways),	5 "	R. Gardiner (B. G. J. P. Railway),	3 "
N. St. L. Carter (E. I. Railway),	6 "	F. B. Hanna (Madras Railway),	4 "
W. V. Constable (B. N. Railway),	4 "	J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "		
W. B. Wright (I. M. Railway),	4 "		

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Proposed by Mr. Conder, seconded by Mr. Carter,—

That Regulation 29 be expunged.

Resolution No. 48.

The Committee divided :—

Ayes—39 votes.

Noes—16 votes.

W. S. Betts (S. I. Railway),	4 votes.	J. Craik (S. M. Railway),	5 votes.
G. F. O. Boughey (Bengal Railways),	5 "	F. B. Hanna (Madras Railway),	4 "
N. St. L. Carter (E. I. Railway),	6 "	J. Lightfoot (N. W. Railway),	7 "
W. V. Constable (B. N. Railway),	4 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
I. O'Callaghan (B. B. & C. I. Railway),	7 "		
W. B. Wright (I. M. Railway),	4 "		

Proposal agreed to.

Proposed by Mr. Carter, seconded by Major Boughey,—

That Regulation 73 be revised as follows:

Resolution No. 49.

"The rates for insurance of goods, parcels, &c., are fixed as follows :—

Articles.	Rate of insurance per cent. in rupees, on declared value.
On Art pottery and all articles made of glass, china or marble.	4 annas per 100 miles or fraction of 100 miles.
Gold, silver and all other excepted articles	2 " " " "

These rates shall be applied in through booking, and be divided on mileage, subject to a maximum of 1 per cent. and a minimum of Rs. 2 on the whole distance."

The Committee divided :—

Ayes—32 votes.

Noes—13 votes.

G. F. O. Boughey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
N. St. L. Carter (E. I. Railway),	6 "	J. Craik (S. M. Railway),	5 "
W. V. Constable (B. N. Railway),	4 "	F. B. Hanna (Madras Railway),	4 "
R. Gardiner (B. G. J. P. Railway),	3 "		
J. Lightfoot (N. W. Railway),	7 "		
I. O'Callaghan (B. B. & C. I. Ry.),	7 "		

[Messrs. Conder (G. I. P. Railway) and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Proposed by Mr. Carter, seconded by Major Boughey,—

That Regulation 72 be altered as follows, as regards the insurance of horses:

Resolution No. 50.

"The rate for insurance of horses is 1 per cent. per 100 miles or fraction of 100 miles on the excess value over Rs. 500 as declared."

The Committee divided:—

Ayes—32 votes.

Noes—17 votes.

G. F. O. Boughhey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
N. St. L. Carter (E. I. Railway),	6 "	J. Craik (S. M. Railway),	5 "
W. V. Constable (B. N. Railway),	4 "	F. B. Hanna (Madras Railway),	4 "
R. Gardiner (B. G. J. P. Railway),	3 "	W. B. Wright (I. M. Railway),	4 "
J. Lightfoot (N. W. Railway),	7 "		
I. O'Callaghan (B. B. & C. I. Ry.),	7 "		

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 51. Proposed by Mr. Betts, seconded by Major Boughhey,—

That the insurance rate for dogs of declared value in excess of Rs. 10, in Regulation 72, be as follows:

"8 annas per cent. per 100 miles or fraction of 100 miles, on the declared value in excess of Rs. 10, subject to a maximum of 10 per cent. on the excess declared value; but the insurance in no case to be less than Rs. 2."

The Committee divided:—

Ayes—45 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughhey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

[Messrs. Conder (G. I. P. Railway) and Hanna (Madras Railway) did not vote.]

Proposal agreed to.

Major Bisset (B. B. & C. I. Railway) and Mr. Campbell (E. I. Railway) having left the Conference, their places were taken by Mr. I. O'Callaghan and Mr. N. St. L. Carter, respectively, from this day.

[Adjourned to Tuesday next, the 18th September, at 12 o'clock.]

Tuesday, the 18th September, 1888.

MEMBERS PRESENT:

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*
 N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
 H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
 W. S. BETTS, *Agent, South Indian Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
 F. B. HANNA, *Agent and Manager, Madras Railway.*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Porbandar Railway.*

SECRETARY:

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officer also attended the Meeting:

LOUIS S. MOSS, *Traffic Manager, Madras Railway.*

The Proceedings of the Meeting held on Friday, the 14th September, 1888, were read and confirmed.

Proposed by Mr. Hanna, seconded by Mr. Conder,—

Resolution No. 52.

(a) That the Committee is of opinion that a uniform classification, and uniform conditions, are very desirable. The Committee is not prepared however to deal with the question at the Conference, but considers that each railway should endeavour to make its own classification and conditions uniform with others, as far as may be practicable.

(b) That all articles, of which the classification is uniform on all railways, be printed in small "capitals," in the general classification of each railway.

Proposal put, and agreed to without dissent.

(N.B.—It was stated that the Oudh and Rohilkhand Railway, the Eastern Bengal State Railway, and the South Indian Railway agree to adopt, for purposes of through booking, the five and special classes of goods obtaining on other railways.)

Proposed by Mr. Craik, seconded by Mr. Wright,—

Resolution No. 53.

That Regulation 9 be cancelled, and the following substituted:

"In respect to through goods traffic, each railway shall publish tables of rates from each of its junctions with Foreign lines to every station on its own system. Terminals, when charged, shall be included in the rates quoted."

The Committee divided:—

Ayes—55 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughhey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 54.

Proposed by Mr. O'Callaghan, seconded by Mr. Hanna,—

That, with reference to Resolution No. 52, the present Regulations Nos. 6, 7, 8, 10 and 11 be cancelled.

The Committee divided :—

Ayes—23 votes.

W. S. Betts (S. I. Railway), 4 votes.
 G. F. O. Boughey (Bengal Railways), 5 „
 R. Gardiner (B. G. J. P. Railway), 3 „
 F. B. Hanna (Madras Railway), 4 „
 I. O'Callaghan (B. B. & C. I. Ry.), 7 „

Noes—22 votes.

W. V. Constable (B. N. Railway), 4 votes.
 L. Conway-Gordon (State Railways), 6 „
 J. Craik (S. M. Railway), 5 „
 J. Lightfoot (N. W. Railway), 7 „

[Messrs. Carter (E. I. Railway), Conder (G. I. P. Railway), and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Discussion on Question No. 17A, Concessions for the conveyance of race-horses by railway, proceeded with :—

Resolution No. 55.

Proposed by Mr. Lightfoot, seconded by Mr. Carter,—

That the following Regulation be adopted :

“Return tickets will be issued for horses for racing purposes at a fare and a tenth under the following conditions :—

- That the horses be carried at owner's risk.
- That the outward and return journey be completed within six months.
- That before the horse is carried on the return journey, a certificate be produced from the Secretary to the Race Meeting to which the horse was booked, that the horse was actually entered.
- That three or more horses travel in the same box booked by the same sender.
- That it will be permissible for horses attending more than one Meeting to break journey on either the outward or the homeward route for the purpose of attending other Race Meetings; always provided that the horses do not travel over the line more than once in the same direction.”

Amendment proposed by Mr. Craik, seconded by Mr. O'Callaghan,—

That, under the same conditions as stated in the above proposal, a race-horse be carried at a single fare for a double journey.

The Committee divided on the amendment :—

Ayes—20 votes.

G. F. O. Boughey (Bengal Railways), 5 votes.
 J. Craik (S. M. Railway), 5 „
 R. Gardiner (B. G. J. P. Railway), 3 „
 I. O'Callaghan (B. B. and C. I. Ry.), 7 „

Noes—20 votes.

W. S. Betts (S. I. Railway), 4 votes.
 N. St. L. Carter (E. I. Railway), 6 „
 W. V. Constable (B. N. Railway), 4 „
 F. B. Hanna (Madras Railway), 4 „
 J. Lightfoot (N. W. Railway), 7 „
 W. B. Wright (I. M. Railway), 4 „

[Messrs. Conder (G. I. P. Railway) and Conway-Gordon (State Railways) did not vote.]

The amendment being *disagreed to*, the Committee divided on the original proposal :—

Ayes—40 votes.

G. F. O. Boughey (Bengal Railways), 5 votes.
 N. St. L. Carter (E. I. Railway), 6 „
 W. V. Constable (B. N. Railway), 4 „
 L. Conway-Gordon (State Railways), 6 „
 J. Craik (S. M. Railway), 5 „
 R. Gardiner (B. G. J. P. Railway), 3 „
 J. Lightfoot (N. W. Railway), 7 „
 W. B. Wright (I. M. Railway), 4 „

Noes—15 votes.

W. S. Betts (S. I. Railway), 4 votes.
 F. B. Hanna (Madras Railway), 4 „
 I. O'Callaghan (B. B. and C. I. Ry.), 7 „

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

[Adjourned to Wednesday next, the 19th September, at 11 o'clock.]

Wednesday, the 19th September, 1888.

MEMBERS PRESENT :

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*J. CRAWK, *Traffic Manager, Southern Mahratta Railway.*W. S. BETTS, *Agent, South Indian Railway.*W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*LOUIS S. MOSS, *Traffic Manager, Madras Railway.*J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Porbandar Railway.*

SECRETARY :

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The Proceedings of the Meeting held on Monday, the 17th September, 1888, were read and confirmed.

Discussion on Question No. 11A, Extension of the system of Messrs. Cook & Son's circular tours in India, so as to embrace residents in India, proceeded with :—

Proposed by Major Boughey, seconded by Mr. Carter,—

Resolution No. 56

That all railways issue 1st and 2nd class Circular Tourist Tickets for journeys exceeding 1,000 miles, over any succession of lines, available for not more than six months, at a reduction of 10 per cent. on ordinary single fares, subject to a minimum of 12 pies per mile for 1st class passengers and of 6 pies per mile for 2nd class passengers.

The Committee divided :—

Ayes—48 votes.

G. F. O. Boughey (Bengal Railways), 5 votes.
 N. St. L. Carter (E. I. Railway), 6 „
 W. V. Constable (B. N. Railway), 4 „
 L. Conway-Gordon (State Railways), 6 „
 J. Craik (S. M. Railway), 5 „
 J. Lightfoot (N. W. Railway), 7 „
 L. S. Moss (Madras Railway), 4 „
 I. O'Callaghan (B. B. & C. I. Railway), 7 „
 W. B. Wright (I. M. Railway), 4 „

[Messrs. Betts, Conder and Gardiner abstained from voting owing to the 1st and 2nd class fares on the South Indian Railway, on the G. I. P. Railway and on the B. G. J. P. Railway being already 12 and 6 pies, respectively.]

Proposal agreed to.

Resolution No. 57. Proposed by Mr. Craik, seconded by Major Boughey,—

That a commission of 5 per cent. be allowed by all railways to Messrs. Thomas Cook and Son upon the value of all such six-monthly circular tour tickets for journeys exceeding 1,000 miles in length issued by that firm.

The Committee divided :—

Ayes—47 votes.

G. F. O. Boughey (Bengal Railways), 5 votes.
N. St. L. Carter (E. I. Railway), 6 „
W. V. Constable (B. N. Railway), 4 „
L. Conway-Gordon (State Railways), 6 „
J. Craik (S. M. Railway), 5 „
R. Gardiner (B. G. J. P. Railway), 3 „
J. Lightfoot (N.-W. Railway), 7 „
L. S. Moss (Madras Railway), 4 „
I. O'Callaghan (B. B. & C. I. Railway), 7 „

[Messrs. Betts (S. I. Railway), Conder (G. I. P. Railway), and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Discussion on Question No. 1A, Limits to which errors should be disregarded in invoices for goods booked through, proceeded with :—

Resolution No. 58. Proposed by Mr. Wright, seconded by Mr. Lightfoot,—

That the limit to which errors should be disregarded in each Company's proportion, shown on invoices for goods booked through, be raised from As. 2 to Re. 1 in respect to both over and under charges.

Amendment proposed by Mr. Craik, seconded by Mr. Carter,—

That the extent to which errors, involving over charges or under charges in the proportions shown as due to each railway, in each through invoice, be limited to As. 2.

The Committee divided on the amendment :—

Ayes—26 votes.

W. S. Betts (S. I. Railway), 4 votes.
N. St. L. Carter (E. I. Railway), 6 „
W. V. Constable (B. N. Railway), 4 „
J. Craik (S. M. Railway), 5 „
I. O'Callaghan (B. B. & C. I. Ry.), 7 „

Noes—35 votes.

G. F. O. Boughey (Bengal Railways), 5 votes.
H. Conder (G. I. P. Railway), 6 „
L. Conway-Gordon (State Railways), 6 „
R. Gardiner (B. G. J. P. Railway), 3 „
J. Lightfoot (N.-W. Railway), 7 „
L. S. Moss (Madras Railway), 4 „
W. B. Wright (I. M. Railway), 4 „

The amendment being *disagreed to*, the Committee divided on the original proposal :—

Ayes—35 votes.

G. F. O. Boughey (Bengal Railways), 5 votes.
H. Conder (G. I. P. Railway), 6 „
L. Conway-Gordon (State Railways), 6 „
R. Gardiner (B. G. J. P. Railway), 3 „
J. Lightfoot (N.-W. Railway), 7 „
L. S. Moss (Madras Railway), 4 „
W. B. Wright (I. M. Railway), 4 „

Noes—19 votes.

W. S. Betts (S. I. Railway), 4 votes.
N. St. L. Carter (E. I. Railway), 6 „
W. V. Constable (B. N. Railway), 4 „
J. Craik (S. M. Railway), 5 „

[Mr. O'Callaghan (B. B. & C. I. Railway) did not vote.]

Proposal agreed to.

Discussion on Question No. 5A, Penalty for breach of the Conference rule, under which all traffic shall be sent by the shortest route, provided it is the cheapest, proceeded with :—

Proposed by Mr. Lightfoot, seconded by Major Boughey,—

Resolution No. 59.

I. That in the case of through goods traffic being despatched by a different route from that laid down in Regulation No. 3, each railway, other than the missending Railway over which the consignment passes, shall receive its full freight for the mileage over which the consignment was actually carried, but the proportion of freight due to the missending Railway (less any refund that may have to be made to the consignor or consignee) shall be divided in mileage proportion between the Railways, including the missending Railway, forming the correct route, subject to the following provisos in the event of both the correct route and the missent route, comprising some portion of a Railway, other than the missending Railway :—

(a) If the mileage by the missent route on any such railway is greater than the mileage by the correct route, such Railway is not to receive more than the freight for the mileage over which the goods were actually carried.

(b) If the length of the missent route is less than the mileage by the correct route, the Railway is to receive the freight for the mileage over which the goods were actually carried in addition to its mileage proportion of the freight of the missending Railway, which is due to the difference of mileage between the correct and the missent route.

II. Any Railway having entire command of a route between the despatching and receiving stations, may send the traffic by its own route, provided that the charge to the public does not exceed that of the route laid down in Regulation No. 3.

The Committee divided :—

Ayes—29 votes.

G. F. O. Boughey (Bengal Railways), 5 votes.
W. V. Constable (B. N. Railway), 4 „
L. Conway-Gordon (State Railways), 6 „
R. Gardiner (B. G. J. P. Railway), 3 „
J. Lightfoot (N.-W. Railway), 7 „
L. S. Moss (Madras Railway), 4 „

Noes—21 votes.

W. S. Betts (S. I. Railway), 4 votes.
H. Conder (G. I. P. Railway), 6 „
I. O'Callaghan (B. B. & C. I. Ry.), 7 „
W. B. Wright (I. M. Railway), 4 „

[Messrs. Carter (E. I. Railway), and Craik (S. M. Railway), did not vote.]

Proposal agreed to.

Discussion on Question No. 4A, Conditions under which the stores of a Railway should be carried on foreign lines including surplus stores, proceeded with :—

Proposed by Mr. Craik, seconded by Colonel Conway-Gordon,—

Resolution No. 60.

That the following Regulation be adopted :

“The rate for surplus stores sold by one Railway to another, and carried over Railways, other than the selling or the purchasing Railway, shall be charged at one-sixth of a pie per maund per mile, subject to a minimum charge of 81 maunds per truck used.”

Amendment proposed by Major Gardiner, seconded by Mr. Lightfoot,—

That the following Regulation be adopted in lieu of the above :

“All surplus stores sold by one Railway to another, and carried over Railways other than the selling or the purchasing Railway shall be charged at a uniform rate of one-eighth of a pie per maund per mile, subject to a minimum charge of 81 maunds per truck used, if the stores are such as to require a whole truck.”

The Committee divided on the amendment :—

Ayes—25 votes.

W. S. Betts (S. I. Railway), 4 votes.
G. F. O. Boughey (Bengal Railways), 5 „
L. Conway-Gordon (State Railways), 6 „
R. Gardiner (B. G. J. P. Railway), 3 „
J. Lightfoot (N.-W. Railway), 7 „

Noes—15 votes.

N. St. L. Carter (E. I. Railway), 6 votes.
W. V. Constable (B. N. Railway), 4 „
J. Craik (S. M. Railway), 5 „

[Messrs. Conder (G. I. P. Railway), Moss (Madras Railway), O'Callaghan (B. B. & C. I. Railway) and Wright (I. M. Railway) did not vote.]

Amendment agreed to.

- Resolution No. 61.** Proposed by Colonel Conway-Gordon, seconded by Mr. O'Callaghan,—
That with regard to the uniform classification of Railway materials and stores, the subject be considered as covered by Resolution No. 52.
Proposal put, and agreed to without dissent.

Discussion on Question No. 2A, Application of the Value-Payable System to Railway Receipt Notes, proceeded with :—

- Resolution No. 62.** Proposed by Mr. Conder, seconded by Colonel Conway-Gordon,—
That the Committee are not prepared to propose the adoption of any arrangement in connection with the Post Office in regard to the value-payable system for either goods or parcels.
But the Committee consider that a system of "paid on, to pay" for parcels (not goods) might be adopted with advantage.
The details to be settled between the Railways upon the following general conditions, namely,—
- That parcels not exceeding Rs. 1,000 in value be accepted by Railways from the public, the value being declared by the sender. This value to be added to the freight and collected from the consignee on delivery.
 - The Railway to undertake to pay the value (less commission) to the sender within a week after receipt by the forwarding station of an advice of the receipt of the money from the consignee.
 - If the value of the parcel cannot be recovered from the consignee, the parcel to be brought back to the original station of despatch, the freight for the return journey being added to the freight for the outward journey, and paid by the sender before the parcel is handed back to him.
 - The receipt to be given to the sender to be in two parts. The first part which the sender should retain, should show the value and should be returned to the Railway when the amount (less the commission) is paid to him after collection by the Railway. The other part to be dealt with in the same way as other receipts for parcels.
 - Railways to charge a uniform rate of commission. The following rates are proposed:—Two annas for parcels valued at not more than Rs. 10, four annas for those valued at between Rs. 10 and Rs. 25, and four annas for each additional Rs. 25 or part of Rs. 25 of the declared value.

The amount of the commission to be divided equally between the Railways owning the station of despatch and the station of receipt.

The Committee divided :—

Ayes—55 votes.		Noes—6 votes.	
W. S. Betts (S. I. Railway),	4 votes.	N. St. L. Carter (E. I. Railway),	6 votes.
G. F. O. Boughey (Bengal Railways),	5 "		
H. Conder (G. I. P. Railway),	6 "		
W. V. Constable (B. N. Railway),	4 "		
L. Conway-Gordon (State Railways),	6 "		
J. Craik (S. M. Railway),	5 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
J. Lightfoot (N.-W. Railway),	7 "		
L. S. Moss (Madras Railway),	4 "		
I. O'Callaghan (B. B. & C. I. Ry.),	7 "		
W. B. Wright (I. M. Railway),	4 "		

Proposal agreed to.

Discussion on Question No. 12A, Consideration of the question of reducing the number of classes of Railway Carriages in India, proceeded with :—

- Resolution No. 63.** Proposed by Mr. Craik, seconded by Mr. Betts,—

That in the opinion of this Conference it is inadvisable to have more than three classes of passenger carriages on trains in India.

The Committee divided :—

Ayes—48 votes.		Noes—18 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
H. Conder (G. I. P. Railway),	6 "	N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "	J. Lightfoot (N.-W. Railway),	7 "
L. Conway-Gordon (State Railways),	6 "		
J. Craik (S. M. Railway),	5 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
L. S. Moss (Madras Railway),	4 "		
I. O'Callaghan (B. B. & C. I. Ry.),	7 "		
W. B. Wright (I. M. Railway),	4 "		

Proposal agreed to.

- Proposed by Mr. Moss, seconded by Mr. Craik,—

Resolution No. 64.

That the desirability of reserving accommodation in carriages of any of the three classes at moderate rates is fully recognized by the Conference, but that it is inadvisable to lay down any rules on the subject generally applicable to all railways.

The Committee divided :—

Ayes—37 votes.		Noes—18 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 "
G. F. O. Boughey (Bengal Railways),	5 "	N. St. L. Carter (E. I. Railway),	6 "
N. St. L. Carter (E. I. Railway),	6 "	W. V. Constable (B. N. Railway),	4 "
W. V. Constable (B. N. Railway),	4 "	L. Conway-Gordon (State Railways),	6 "
L. Conway-Gordon (State Railways),	6 "	J. Craik (S. M. Railway),	5 "
J. Craik (S. M. Railway),	5 "	R. Gardiner (B. G. J. P. Railway),	3 "
R. Gardiner (B. G. J. P. Railway),	3 "	L. S. Moss (Madras Railway),	4 "
L. S. Moss (Madras Railway),	4 "		

[Messrs. Conder (G. I. P. Railway), Lightfoot (N.-W. Railway), O'Callaghan (B. B. & C. I. Railway), and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

[Adjourned to Thursday next, the 20th September, at 11 o'clock.]

Thursday, the 20th September, 1888.

MEMBERS PRESENT :

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*
 N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
 H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
 W. S. BETTS, *Agent, South Indian Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur-Railway.*
 F. B. HANNA, *Agent and Manager, Madras Railway.*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Porbandar Railway.*

SECRETARY :

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officers also attended the Meeting :

LOUIS S. MOSS, *Traffic Manager, Madras Railway.*
 G. K. WINTER, *Telegraph Engineer, Madras Railway.*

The Proceedings of the Meeting held on Tuesday, the 18th September, 1888, were read and confirmed.

Discussion on Question No. 6A, Development of season ticket traffic, and simplification of the conditions under which return tickets are issued, proceeded with :—

Resolution No. 65. Resolved that, as regards the first issue under Question No. 6A, *i.e.*, "Whether and to what extent the fares charged for season tickets of all classes would bear reduction on all Railways having a suburban traffic, with a view to fostering this traffic, and whether some of the concessions granted to season ticket holders on English lines could not be extended to Indian Railways also," the Committee is of opinion that, as the issue does not affect through passenger traffic, the question should be left to be dealt with separately by the different Railway Administrations concerned.

Resolution No. 66. Proposed by Mr. Craik, seconded by Mr. Wright,—

That in the opinion of the Committee, the plan adopted on some Railways, except for special traffic and on particular occasions, of fixing the single fares for 1st and 2nd class passengers on such a scale that two single fares may reasonably be charged for return tickets, is preferable to fixing the single fare at a higher scale, and the return fare at a fare and a half, or a fare and some other proportion.

The Committee divided :—

Ayes—31 votes.		Noes—17 votes.	
W. S. Betts (S. I. Railway),	4 votes.	N. St. L. Carter (E. I. Railway),	6 votes.
G. F. O. Boughey (Bengal Railways),	5 "	W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "	R. Gardiner (B. G. J. P. Railway),	3 "
J. Craik (S. M. Railway),	5 "	F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "		
W. B. Wright (I. M. Railway),	4 "		

[Messrs. Conder (G. I. P. Railway) and O'Callaghan (B. B. & C. I. Railway) did not vote.]

Proposal agreed to.

Proposed by Major Boughey, seconded by Mr. Carter,—

Resolution No. 67.

That through return tickets be issued to all classes, except the lowest, as well as to servants of 1st and 2nd class passengers in the lowest class.

Amendment proposed by Mr. Craik, seconded by Captain Constable,—

That except upon special occasions, the issue of through return tickets be restricted to 1st and 2nd class passengers and the servants of such passengers travelling in a lower class.

The Committee divided on the amendment :—

Ayes—34 votes.		Noes—18 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
W. V. Constable (B. N. Railway),	4 "	N. St. L. Carter (E. I. Railway),	6 "
L. Conway-Gordon (State Railways),	6 "	J. Lightfoot (N.-W. Railway),	7 "
J. Craik (S. M. Railway),	5 "		
F. B. Hanna (Madras Railway),	4 "		
I. O'Callaghan (B. B. & C. I. Railway),	7 "		
W. B. Wright (I. M. Railway),	4 "		

[Mr. Conder (G. I. P. Railway) and Major Gardiner (B. G. J. P. Railway) did not vote.]

Amendment agreed to.

Proposed by Major Boughey, seconded by Mr. Carter,—

Resolution No. 68.

That return tickets, in through booking, be available for only two periods, *viz.*, for short distances, for a period not exceeding 15 days, and in other cases, for four months.

Amendment proposed by Mr. Craik, seconded by Captain Constable,—

That all through return tickets be available, irrespective of distance, for four months, and that the holders be permitted to break journey anywhere on the outward or return journey, provided that the double journey be completed within four months and that the holders do not travel over the line more than once in the same direction.

The Committee divided on the amendment :—

Ayes—44 votes.		Noes—11 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
W. V. Constable (B. N. Railway),	4 "	N. St. L. Carter (E. I. Railway),	6 "
L. Conway-Gordon (State Railways),	6 "		
J. Craik (S. M. Railway),	5 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
F. B. Hanna (Madras Railway),	4 "		
J. Lightfoot (N.-W. Railway),	7 "		
I. O'Callaghan (B. B. & C. I. Ry),	7 "		
W. B. Wright (I. M. Railway),	4 "		

[Mr. Conder (G. I. P. Railway) did not vote.]

Amendment agreed to.

Resolution No. 69. Proposed by Mr. Craik, seconded by Mr. Conder,—

That applications for refund of lost halves of return tickets be dealt with in each case upon its merits by the Railways interested.

Amendment proposed by Major Boughey, seconded by Mr. Carter,—

That, in the case of *lost* halves of return tickets, a new single fare must be paid for the return journey, and upon expiry of the date for which the return ticket was issued, the passenger may receive a refund of the amount paid for in excess of two single fares for the double journey.

Second amendment proposed by Mr. Hanna, seconded by Mr. O'Callaghan,—

That refunds will not be granted on *lost* halves of return tickets.

The Committee divided on the second amendment:—

Ayes—31 votes.		Noes—24 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
L. Conway-Gordon (State Railways),	6 "	N. St. L. Carter (E. I. Railway),	6 "
R. Gardiner (B. G. J. P. Railway),	3 "	W. V. Constable (B. N. Railway),	4 "
F. B. Hanna (Madras Railway),	4 "	J. Craik (S. M. Railway),	5 "
J. Lightfoot (N.-W. Railway),	7 "	W. B. Wright (I. M. Railway),	4 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "		

[Mr. Conder (G. I. P. Railway) did not vote.]

Second amendment *agreed to*.

Resolution No. 70. Proposed by Mr. Craik, seconded by Mr. Conder,—

That applications for refund of *unused* halves of return tickets be dealt with in each case upon its merits by the Railways interested.

Amendment proposed by Mr. Carter, seconded by Major Boughey,—

That no refund be granted on *unused (expired or unexpired)* second halves of return journey tickets, except under special circumstances.

Any refund made will be subject to a deduction of 10 per cent. from the amount refunded.

Second amendment proposed by Mr. O'Callaghan, seconded by Mr. Lightfoot,—

That no refund be granted on *unused unexpired* second halves of return journey tickets, except under special circumstances.

That no refund be granted on *unused expired* second halves of return journey tickets.

The Committee divided on the second amendment:—

Ayes—27 votes.		Noes—34 votes.	
L. Conway-Gordon (State Railways),	6 votes.	W. S. Betts (S. I. Railway),	4 votes.
R. Gardiner (B. G. J. P. Railway),	3 "	G. F. O. Boughey (Bengal Railways),	5 "
F. B. Hanna (Madras Railway),	4 "	N. St. L. Carter (E. I. Railway),	6 "
J. Lightfoot (N.-W. Railway),	7 "	H. Conder (G. I. P. Railway),	6 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "	W. V. Constable (B. N. Railway),	4 "
		J. Craik (S. M. Railway),	5 "
		W. B. Wright (I. M. Railway),	4 "

The second amendment being *disagreed to*, the Committee divided on the first amendment:—

Ayes—31 votes.		Noes—30 votes.	
G. F. O. Boughey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
N. St. L. Carter (E. I. Railway),	6 "	H. Conder (G. I. P. Railway),	6 "
L. Conway-Gordon (State Railways),	6 "	W. V. Constable (B. N. Railway),	4 "
R. Gardiner (B. G. J. P. Railway),	3 "	J. Craik (S. M. Railway),	5 "
F. B. Hanna (Madras Railway),	4 "	J. Lightfoot (N.-W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "	W. B. Wright (I. M. Railway),	4 "

First amendment *agreed to*.

The first amendment was again brought forward as a substantive proposal—

Amendment proposed by Mr. Lightfoot, seconded by Mr. Hanna,—

That no refund be granted on *unused (expired or unexpired)* second halves of return tickets, except under special circumstances.

Second amendment proposed by Mr. Craik, seconded by Mr. Conder,—

That applications for refund of *unused* halves of return tickets be dealt with in each case upon its merits by the Railways interested.

The Committee divided on the second amendment:—

Ayes—23 votes.		Noes—38 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
H. Conder (G. I. P. Railway),	6 "	N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "	L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "	R. Gardiner (B. G. J. P. Railway),	3 "
W. B. Wright (I. M. Railway),	4 "	F. B. Hanna (Madras Railway),	4 "
		J. Lightfoot (N.-W. Railway),	7 "
		I. O'Callaghan (B. B. & C. I. Ry.),	7 "

The second amendment being *disagreed to*, the Committee divided on the first amendment:—

Ayes—21 votes.		Noes—40 votes.	
R. Gardiner (B. G. J. P. Railway),	3 votes.	W. S. Betts (S. I. Railway),	4 votes.
F. B. Hanna (Madras Railway),	4 "	G. F. O. Boughey (Bengal Railways),	5 "
J. Lightfoot (N.-W. Railway),	7 "	N. St. L. Carter (E. I. Railway),	6 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "	H. Conder (G. I. P. Railway),	6 "
		W. V. Constable (B. N. Railway),	4 "
		L. Conway-Gordon (State Railways),	6 "
		J. Craik (S. M. Railway),	5 "
		W. B. Wright (I. M. Railway),	4 "

Both amendments having been *disagreed to*, the Committee divided on the substantive proposal (original first amendment):—

Ayes—38 votes.		Noes—23 votes.	
G. F. O. Boughey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
N. St. L. Carter (E. I. Railway),	6 "	H. Conder (G. I. P. Railway),	6 "
L. Conway-Gordon (State Railways),	6 "	W. V. Constable (B. N. Railway),	4 "
R. Gardiner (B. G. J. P. Railway),	3 "	J. Craik (S. M. Railway),	5 "
F. B. Hanna (Madras Railway),	4 "	W. B. Wright (I. M. Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "		
I. O'Callaghan (B. B. & C. I. Railway),	7 "		

Substantive proposal (original first amendment) confirmed and *agreed to*.

Resolution No. 71. Proposed by Major Boughey, seconded by Major Gardiner,—

That when reserved accommodation is required by return ticket holders, each half return ticket shall be accepted as one of the tickets required to reserve the accommodation in question.

The Committee divided :—

Ayes—49 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "
W. B. Wright (I. M. Railway),	4 "

[Messrs. Carter (E. I. Railway) and Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 72. Proposed by Mr. Craik, seconded by Colonel Conway-Gordon,—

That Commissioned Officers in the Army in military employ when travelling on leave be carried, in accordance with the general English practice, in first class carriages at second class fares.

The Committee divided :—

Ayes—11 votes.

L. Conway-Gordon (State Railways),	6 votes.
J. Craik (S. M. Railway),	5 "

Noes—21 votes.

N. St. L. Carter (E. I. Railway),	6 votes.
W. V. Constable (B. N. Railway),	4 "
F. B. Hanna (Madras Railway),	4 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "

[Messrs. Betts (S. I. Railway), Conder (G. I. P. Railway), Boughey (Bengal Railways), Gardiner (B. G. J. P. Railway), Lightfoot (N. W. Railway) and Wright (I. M. Railway) did not vote.]

Proposal disagreed to.

Resolution No. 73. Proposed by Mr. Lightfoot, seconded by Mr. O'Callaghan,—

That passengers travelling with the wrong half of a return ticket, shall be treated as if travelling without a ticket.

Amendment proposed by Mr. Carter, seconded by Major Boughey,—

That holders of wrong halves of return tickets shall be liable to be charged excess fares unless they can show reason why they should be exempted.

The Committee divided on the amendment :—

Ayes—24 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
J. Craik (S. M. Railway),	5 "
W. B. Wright (I. M. Railway),	4 "

Noes—37 votes.

H. Conder (G. I. P. Railway),	6 votes.
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "

The amendment being *disagreed to*, the Committee divided on the original proposal :—

Ayes—46 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
H. Conder (G. I. P. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "

[Messrs. Carter (E. I. Railway), Craik (S. M. Railway) and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Resolution No. 74. Proposed by Mr. Lightfoot, seconded by Mr. Conder,—

That return tickets be available only by the route for which they are issued.

Proposal put, and *agreed to* without dissent.

Resolution No. 75. Proposed by Mr. Lightfoot, seconded by Major Gardiner,—

That the following regulation be adopted :—

" A return ticket is available up to midnight of the date of its expiry, and the holder is liable to pay a single journey fare for any portion of the return journey travelled after the expiry of the ticket."

The Committee divided :—

Ayes—50 votes.

W. S. Betts (S. I. Railway),	4 votes.
H. Conder (G. I. P. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

Noes—11 votes.

G. F. O. Boughey (Bengal Railways),	5 votes.
N. St. L. Carter (E. I. Railway),	6 "

Proposal agreed to.

Resolution No. 76. Proposed by Colonel Conway-Gordon, seconded by Mr. Lightfoot,—

That the second half of a return ticket be invariably distinguished by a cross shown across the face.

Proposal put, and *agreed to* without dissent.

Discussion on Question No. 7A, Suggested modifications in the miscellaneous Goods Receipt Form, S. N. 36, proceeded with :—

Proposed by Mr. Lightfoot, seconded by Mr. Conder,—

Resolution No. 77.

That in the opinion of this Conference the uniformity of the conditions to be printed upon Consignment Notes and Goods Receipts is very desirable; but that it is not advisable to make any general alteration in the existing forms until the new Railway Bill is made law.

But that on the Railway Bill being passed, it will be advisable to take the opinion of the Law Officers of the Crown as to what conditions, if any, or what alterations of present conditions on the Consignment Notes and Goods Receipts are necessary under the altered legislation.

Proposal put, and *agreed to* without dissent.

[Adjourned to Friday next, the 21st September, at 11 o'clock.]

Friday, the 21st September, 1888.

MEMBERS PRESENT :

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*
 N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
 H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
 W. S. BETTS, *Agent, South Indian Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
 F. B. HANNA, *Agent and Manager, Madras Railway.*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Porbander Railway.*

SECRETARY :

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officers also attended the Meeting :—

LOUIS S. MOSS, *Traffic Manager, Madras Railway.*
 G. K. WINTER, *Telegraph Engineer, Madras Railway.*

The Proceedings of the Meeting held on Wednesday, the 19th September, 1888, were read and confirmed.

Discussion on Question No. 14A, Publication of a single monthly or quarterly Goods Tariff for all Indian Railways, proceeded with :—

Resolution No. 78. Proposed by Mr. Conder, seconded by Mr. Betts,—

That in the opinion of this Conference it is not desirable that a joint quarterly Goods Tariff for all through traffic should be introduced. The separation of the through and local tariffs would, it is considered, make the expense greater than at present, and would introduce an additional tariff, that is, a separate through tariff and a separate local tariff, which would only complicate matters.

The Committee divided :—

Ayes—10 votes.		Noes—57 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
H. Conder (G. I. P. Railway),	6 „	W. V. Constable (B. N. Railway),	4 „
		L. Conway-Gordon (State Railways),	6 „
		J. Craik (S. M. Railway),	5 „
		R. Gardiner (B. G. J. P. Railway),	3 „
		J. Lightfoot (N.-W. Railway),	7 „
		I. O'Callaghan (B. B. & C. I. Railway),	7 „

[Messrs. Carter (E. I. Railway), Hanna (Madras Railway) and Wright (I. M. Railway) did not vote.]

Proposal disagreed to.

Proposed by Colonel Conway-Gordon, seconded by Mr. O'Callaghan,— Resolution No. 79.

That a specimen copy of a general Goods Tariff for through traffic on all Railways be printed by the Oudh and Rohilkhand Railway, under the superintendence of Mr. Lightfoot, and circulated to all Railways.

If this specimen copy be approved, the printing of a general Goods Tariff for through booking be continued, at such place and under such conditions, as may subsequently be agreed upon by the Railways joining the movement.

The Committee divided :—

Ayes—43 votes.		Noes—10 votes.	
G. F. O. Boughey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
N. St. L. Carter (E. I. Railway),	6 „	H. Conder (G. I. P. Railway),	6 „
W. V. Constable (B. N. Railway),	4 „		
L. Conway-Gordon (State Railways),	6 „		
J. Craik (S. M. Railway),	5 „		
R. Gardiner (B. G. J. P. Railway),	3 „		
J. Lightfoot (N.-W. Railway),	7 „		
I. O'Callaghan (B. B. & C. I. Railway),	7 „		

[Messrs. Hanna (Madras Railway) and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Proposed by Captain Constable, seconded by Major Gardiner,—

Resolution No. 80.

That it is very desirable to print and issue at some central place a periodical joint Coaching Guide for through traffic for all Railways, to contain the Rules, conditions, fares and Time Tables of each Railway.

The Committee divided :—

Ayes—20 votes.		Noes—25 votes.	
W. V. Constable (B. N. Railway),	4 votes.	W. S. Betts (S. I. Railway),	4 votes.
L. Conway-Gordon (State Railways),	6 „	N. St. L. Carter (E. I. Railway),	6 „
R. Gardiner (B. G. J. P. Railway),	3 „	H. Conder (G. I. P. Railway),	6 „
I. O'Callaghan (B. B. & C. I. Railway),	7 „	J. Craik (S. M. Railway),	5 „
		W. B. Wright (I. M. Railway),	4 „

[Major Boughey (Bengal Railways), and Messrs. Hanna (Madras Railway) and Lightfoot (North-Western Railway), did not vote.]

Proposal disagreed to.

Discussion on Question No. 10A, Inter-communication between driver, guard and passengers in Railway trains, proceeded with :—

Proposed by Mr. Conder, seconded by Mr. Carter,—

Resolution No. 81.

That the Conference is not prepared, at present, to recommend the general adoption of any system of communication between passengers and guards and drivers of trains carrying passengers; and with reference to the Secretary of State's despatch No. 69 Railway, dated the 30th June 1887, it is suggested that the question be referred back to the Secretary of State with a request that the details of any system which may be adopted in England, with the sanction of the Board of Trade, may be communicated to the Government of India, with a view to its consideration by the various Railway Administrations in India.

The Committee divided :—

Ayes—48 votes.		Noes—5 votes.	
W. S. Betts (S. I. Railway),	4 votes.	J. Craik (S. M. Railway),	5 votes.
G. F. O. Boughey (Bengal Railways),	5 „		
N. St. L. Carter (E. I. Railway),	6 „		
H. Conder (G. I. P. Railway),	6 „		
L. Conway-Gordon (State Railways),	6 „		
R. Gardiner (B. G. J. P. Railway),	3 „		
J. Lightfoot (N.-W. Railway),	7 „		
I. O'Callaghan (B. B. & C. I. Railway),	7 „		
W. B. Wright (I. M. Railway),	4 „		

[Captain Constable (B. N. Railway) and Mr. Hanna (Madras Railway) did not vote.]

Proposal agreed to.

Resolution No. 82. Proposed by Major Boughey, seconded by Major Gardiner,—

That any known system of communication other than electric does not commend itself to this Conference; but in view of the expense of the system, it is thought desirable, before recommending its general adoption, that electric communication should be considered in combination with an efficient system of lighting or braking.

The Committee divided :—

Ayes—55 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 „
N. St. L. Carter (E. I. Railway),	6 „
W. V. Constable (B. N. Railway),	4 „
L. Conway-Gordon (State Railways),	6 „
J. Craik (S. M. Railway),	5 „
R. Gardiner (B. G. J. P. Railway),	3 „
P. B. Hanna (Madras Railway),	4 „
J. Lightfoot (N. W. Railway),	7 „
I. O'Callaghan (B. B. & C. I. Ry.),	7 „
W. B. Wright (I. M. Railway),	4 „

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Discussion on Question No. 16A, Proposed alterations in the rules for booking parcels, proceeded with :—

Resolution No. 83. Proposed by Mr. Lightfoot, seconded by Major Boughey,—

That in continuation of Resolution No. 36, the rates for parcels and luggage be fixed in accordance with the following scale :—

I. PARCELS to be charged by either weight or measurement, whichever gives the greater charge, 2 cubic feet being considered equal to 10 seers in weight. Each parcel to be charged separately.

II. PARCELS not exceeding 1 cubic foot in dimension—

- (a) When the weight { 2½ seers } 4 annas per 500 miles, subject to a maximum charge of Rs. 1.
- (b) Ditto { 5 „ } 4 annas per 250 miles, subject to a maximum charge of Rs. 2.

III. PARCELS exceeding 1 cubic foot in dimension or 5 seers in weight—

(a) Distances not exceeding 150 miles—

4 annas per maund per 25 miles up to 50 miles.

8 annas „ 50 „ „ 150 miles, equal 1·9 pie per maund per mile—

Divisible into even quarters—subject to a minimum charge or increment of 4 annas.

(b) Distances exceeding 150 miles, and not exceeding 750 miles—

4 annas per 10 seers, or part of 10 seers, for each 150 miles or part of 150 miles, equal 1·28 pie per maund per mile.

(c) Distances exceeding 750 miles—

4 annas per 10 seers, or part of 10 seers, for each 166⅔ miles or part of 166⅔ miles, equal 1·15 pie per maund per mile.

Rate list.

Distances in miles.				Not exceeding 10 seers.		Exceeding 10 seers, but not exceeding 20 seers.		Exceeding 20 seers, but not exceeding 30 seers.		Exceeding 30 seers, but not exceeding 40 seers.		Additional charge for fractions in excess of even maunds.	
				Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.		
Not exceeding	...	...	25	0	4	0	0	4	0	0	4	0	The amounts entered in the respective columns.
Exceeding 25, but not exceeding	...	...	50	0	4	0	0	4	0	0	8	0	
"	50	"	100	0	4	0	0	8	0	0	12	0	
"	100	"	150	0	8	0	0	12	0	1	0	0	
"	150	"	300	0	8	0	1	0	0	1	8	0	
"	300	"	450	0	12	0	1	8	0	2	4	0	
"	450	"	600	1	0	0	2	0	0	3	0	0	
"	600	"	750	1	4	0	2	8	0	3	12	0	
"	750	"	1,000	1	8	0	3	0	0	4	8	0	
"	1,000	"	1,166	1	12	0	3	8	0	5	4	0	
"	1,166	"	1,333	2	0	0	4	0	0	6	0	0	
"	1,333	"	1,500	2	4	0	4	8	0	6	12	0	
"	1,500	"	1,666	2	8	0	5	0	0	7	8	0	
"	1,666	"	1,833	3	12	0	5	8	0	8	4	0	
"	1,833	"	2,000	3	0	0	6	0	0	9	0	0	
"	2,000	"	2,166	3	4	0	6	8	0	9	12	0	
"	2,166	"	2,333	3	8	0	7	0	0	10	8	0	
"	2,333	"	2,500	3	12	0	7	8	0	11	4	0	
"	2,500	"	2,666	4	0	0	8	0	0	12	0	0	
"	2,666	"	2,833	4	4	0	8	8	0	12	12	0	
"	2,833	"	3,000	4	8	0	9	0	0	13	8	0	
For each additional 167 beyond 3,000 miles	...	...	...	0	4	0	0	8	0	0	12	0	

The amounts entered in the respective columns.

IV. EXCESS LUGGAGE whether booked for conveyance by the same train in which the owner travels, or not, will be charged at the rates given in paragraph III, by weight only; and when booked by sender to self, will be charged upon the gross weight of the total number of packages.

The Committee divided :—

Ayes—45 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 „
W. V. Constable (B. N. Railway),	4 „
L. Conway-Gordon (State Railways),	6 „
J. Craik (S. M. Railway),	5 „
R. Gardiner (B. G. J. P. Railway),	3 „
P. B. Hanna (Madras Railway),	4 „
J. Lightfoot (N. W. Railway),	7 „
I. O'Callaghan (B. B. & C. I. Ry.),	7 „

[Messrs. Carter (E. I. Railway), Conder (G. I. P. Railway) and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Discussion on Question No. 21A, Uniform rates for certain descriptions of coaching traffic on Indian Railways, proceeded with :—

Resolution No. 84. Proposed by Colonel Conway-Gordon, seconded by Mr. Carter,—

That 'Newspapers' be carried at $\frac{1}{2}$ parcels rates, subject to a minimum charge of 2 annas.

The Committee divided :—

Ayes—55 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 „
N. St. L. Carter (E. I. Railway),	6 „
W. V. Constable (B. N. Railway),	4 „
L. Conway-Gordon (State Railways),	6 „
J. Craik (S. M. Railway),	5 „
R. Gardiner (B. G. J. P. Railway),	3 „
F. B. Hanna (Madras Railway),	4 „
J. Lightfoot (N.-W. Railway),	7 „
I. O'Callaghan (B. B. & C. I. Ry.),	7 „
W. B. Wright (I. M. Railway),	4 „

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 85. Proposed by Mr. Carter, seconded by Colonel Conway-Gordon,—

That commercial travellers' samples be charged at 3rd class goods rates, at their own risk, subject to a maximum weight of 3 maunds in each case.

Amendment proposed by Mr. Craik, seconded by Captain Constable,—

That commercial travellers' luggage, including packages of samples, be carried by passenger train at half luggage rates, no free allowance being given.

The Committee divided on the amendment :—

Ayes—39 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 „
W. V. Constable (B. N. Railway),	4 „
J. Craik (S. M. Railway),	5 „
R. Gardiner (B. G. J. P. Railway),	3 „
F. B. Hanna (Madras Railway),	4 „
J. Lightfoot (N.-W. Railway),	7 „
I. O'Callaghan (B. B. & C. I. Ry.),	7 „

[Messrs. Carter (E. I. Railway), Conder (G. I. P. Railway), Conway-Gordon (State Railways) and Wright (I. M. Railway), did not vote.]

Amendment agreed to.

Proposed by Major Boughey, seconded by Mr. Lightfoot,—

Resolution No. 86.

(a) That plants and shrubs be charged at parcels rates.

(b) That cut flowers be charged at half parcels rates.

The Committee divided :—

Ayes—45 votes.

Noes—6 votes.

W. S. Betts (S. I. Railway),	4 votes.	N. St. L. Carter (E. I. Railway),	6 votes.
G. F. O. Boughey (Bengal Railways),	5 „		
W. V. Constable (B. N. Railway),	4 „		
L. Conway-Gordon (State Railways),	6 „		
J. Craik (S. M. Railway),	5 „		
R. Gardiner (B. G. J. P. Railway),	3 „		
F. B. Hanna (Madras Railway),	4 „		
J. Lightfoot (N.-W. Railway),	7 „		
I. O'Callaghan (B. B. & C. I. Ry.),	7 „		

[Messrs. Conder (G. I. P. Railway) and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Proposed by Mr. Craik, seconded by Mr. Hanna,—

Resolution No. 87.

(c) That ice blankets, numdabs, boxes and other package returned empty, in which articles have been carried at either parcels or half parcels rates, be charged at half parcels rates.

Amendment proposed by Major Boughey, seconded by Mr. Lightfoot,—

(d) That returned empties be carried at a quarter parcels rates subject to a minimum charge of two annas.

The Committee divided on the amendment :—

Ayes—35 votes.

Noes—20 votes.

G. F. O. Boughey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
N. St. L. Carter (E. I. Railway),	6 „	J. Craik (S. M. Railway),	5 „
W. V. Constable (B. N. Railway),	4 „	F. B. Hanna (Madras Railway),	4 „
L. Conway-Gordon (State Railways),	6 „	I. O'Callaghan (B. B. & C. I. Ry.),	7 „
R. Gardiner (B. G. J. P. Railway),	3 „		
J. Lightfoot (N.-W. Railway),	7 „		
W. B. Wright (I. M. Railway),	4 „		

[Mr. Conder (G. I. P. Railway) did not vote.]

Amendment agreed to.

Proposed by Mr. Craik, seconded by Mr. Hanna,—

Resolution No. 88.

That corpses be carried at 8 annas a mile, subject to a minimum of Rs. 5.

The Committee divided :—

Ayes—51 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 „
N. St. L. Carter (E. I. Railway),	6 „
W. V. Constable (B. N. Railway),	4 „
L. Conway-Gordon (State Railways),	6 „
J. Craik (S. M. Railway),	5 „
R. Gardiner (B. G. J. P. Railway),	3 „
F. B. Hanna (Madras Railway),	4 „
J. Lightfoot (N.-W. Railway),	7 „
I. O'Callaghan (B. B. & C. I. Railway),	7 „

[Messrs. Conder (G. I. P. Railway) and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Resolution No. 89. Proposed by Mr. Carter, seconded by Major Boughey,—

That sporting ammunition and fog signals, each package not exceeding 20 seers in weight, and loaded cartridges, and percussion caps, without restriction as to weight, be charged at parcels rates; not more than 3 packages to be despatched in the same train.

The Committee divided:—

<i>Ayes—45 votes.</i>		<i>Noes—10 votes.</i>	
W. S. Betts (S. I. Railway),	4 votes.	R. Gardiner (B. G. J. P. Railway),	3 votes.
G. F. O. Boughey (Bengal Railways),	5 "	I. O'Callaghan (B. B. and C. I. Ry.),	7 "
N. St. L. Carter (E. I. Railway),	6 "		
W. V. Constable (B. N. Railway),	1 "		
L. Conway-Gordon (State Railways),	6 "		
J. Craik (S. M. Railway),	5 "		
F. B. Hanna (Madras Railway),	4 "		
J. Lightfoot (N.-W. Railway),	7 "		
W. B. Wright (I. M. Railway),	4 "		

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 90. Proposed by Mr. Lightfoot, seconded by Mr. Hanna,—

That puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea pigs, and other small animals, not in cages, be charged as dogs when in cages, at parcels rates.

The Committee divided:—

<i>Ayes—55 votes.</i>	
W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 91. Proposed by Major Boughey, seconded by Major Gardiner,—

That birds in cages or in hand be charged as parcels.

The Committee divided:—

<i>Ayes—55 votes.</i>	
W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 92. Proposed by Mr. Hanna, seconded by Mr. Betts,—

That betel and pawn leaves, if carried by passenger train, be charged at parcels rates.

The Committee divided:—

<i>Ayes—34 votes.</i>		<i>Noes—16 votes.</i>	
W. S. Betts (S. I. Railway),	4 votes.	N. St. L. Carter (E. I. Railway),	6 votes.
W. V. Constable (B. N. Railway),	4 "	R. Gardiner (B. G. J. P. Railway),	3 "
L. Conway-Gordon (State Railways),	6 "	I. O'Callaghan (B. B. & C. I. Ry.),	7 "
J. Craik (S. M. Railway),	5 "		
F. B. Hanna (Madras Railway),	4 "		
J. Lightfoot (N.-W. Railway),	7 "		
W. B. Wright (I. M. Railway),	4 "		

[Messrs. Boughey (Bengal Railways) and Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 93. Proposed by Mr. Carter, seconded by Colonel Conway-Gordon,—

That turkeys, geese, ducks or other poultry, alive or dead, in hampers, baskets, or coops be carried at parcels rates.

The Committee divided:—

<i>Ayes—55 votes.</i>	
W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 94. Proposed by Mr. Carter, seconded by Colonel Conway-Gordon,—

That live turkeys and geese, ducks and other poultry, if not in baskets, hampers or coops, be charged for each bird at the rate for dogs.

The Committee divided:—

<i>Ayes—55 votes.</i>	
W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "
W. B. Wright (I. M. Railway),	4 "

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 95. Proposed by Major Boughey, seconded by Major Gardiner,—

That dead wild animals be carried at parcels rates.

The Committee divided :—

Ayes—55 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 96. Proposed by Major Boughey, seconded by Major Gardiner,—

That small deer, bears, and cubs of wild animals, not exceeding three in number, be carried each at double dog rates.

The Committee divided :—

Ayes—48 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "
W. B. Wright (I. M. Railway),	4 "

[Messrs. Conder (G. I. P. Railway) and O'Callaghan (B. B. & C. I. Railway) did not vote.]

Proposal agreed to.

Resolution No. 97. Proposed by Major Boughey, seconded by Mr. Lightfoot,—

That horses or ponies, in single or double boxes, be charged at 2 annas for the first horse, and 1 anna for each additional horse carried in the same box, subject to a minimum charge of Rs. 5 for each horse-box.

Amendment proposed by Mr Carter, seconded by Colonel Conway-Gordon,—

That single horses be charged at 2 annas a mile.

2 animals, 3 annas a mile.

3 " 4 " "

4 " 6 " "

5 " 7 " "

6 " 8 " "

Thus, the charge for 9 horses would be 8 annas a mile for 6 horses, and 4 annas a mile for the remaining 3 horses, or 12 annas per mile for the consignment.

The lowest charge for the conveyance of a horse or a consignment of horses to be Rs. 5.

Second amendment proposed by Mr. O'Callaghan, seconded by Captain Constable,—

That the rate for the first horse be 2 annas, and for every other additional horse 1 anna, subject to a minimum of Rs. 5 for each horse-box.

The Committee divided on the second amendment :—

Ayes—28 votes.

W. V. Constable (B. N. Railway),	4 votes.
L. Conway-Gordon (State Railways),	6 "
J. Lightfoot (N.-W. Railway),	7 "
I. O. Callaghan (E. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

Noes—27 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "

[Mr. Conder (G. I. P. Railway) did not vote.]

Second amendment agreed to.

Proposed by Mr. Craik, seconded by Mr. O'Callaghan,—

Resolution No. 98.

That the charge for unpacked bicycles, or a perambulator, be as for a two-maund parcel, and that for unpacked tricycles or jinrickshaws with shaft detached be as for a four-maund parcel, under the new scale of parcels rates.

Packed bicycles, tricycles, perambulators, and jinrickshaws to be carried as parcels.

Amendment proposed by Mr. Carter, seconded by Mr. Betts,—

That bicycles and tricycles be not carried as luggage but be charged for as parcels by measurement, whether they are conveyed by the same train as the owner or not. In measuring bicycles and tricycles the width to be taken at the axle and not at the handle, and in case of bicycles, the width to include the treadles.

The Committee divided on the amendment :—

Ayes—17 votes.

W. S. Betts (S. I. Railway),	4 votes.
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
R. Gardiner (B. G. J. P. Railway),	3 "

Noes—38 votes.

G. F. O. Boughey (Bengal Railways),	5 votes.
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

[Mr. Conder (G. I. P. Railway) did not vote.]

The amendment being *disagreed to*, the Committee divided on the original proposal :—

Ayes—34 votes.

G. F. O. Boughey (Bengal Railways),	5 votes.
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "

Noes—17 votes.

W. S. Betts (S. I. Railway),	4 votes.
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
R. Gardiner (B. G. J. P. Railway),	3 "

[Messrs. Conder (G. I. P. Railway) and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Proposed by Mr. Carter, seconded by Mr. Hanna,—

Resolution No. 99.

That carriages be carried at the following rates :

A single carriage or palanquin, 3 annas per mile.

When two or more vehicles are sent together to the same consignee on one truck, the charge to be 4½ annas per mile.

Minimum charge Rs. 5.

Amendment proposed by Mr. O'Callaghan, seconded by Captain Constable,—

That the charge for each 4-wheeled carriage be 3 annas per mile.

Rs. 5 per vehicle. 2 " 2 " with a minimum of

The Committee divided on the amendment:—

Ayes—18 votes.		Noes—37 votes.	
W. V. Constable (B. N. Railway),	4 votes.	W. S. Betts (S. I. Railway),	4 votes.
J. Lightfoot (N.-W. Railway),	7 "	G. F. O. Boughey (Bengal Railways),	5 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "	N. St. L. Carter (E. I. Railway),	6 "
		L. Conway-Gordon (State Railways),	6 "
		J. Craik (S. M. Railway),	5 "
		R. Gardiner (B. G. J. P. Railway),	3 "
		F. B. Hanna (Madras Railway),	4 "
		W. B. Wright (I. M. Railway),	4 "

[Mr. Conder (G. I. P. Railway) did not vote.]

The amendment being *disagreed to*, the Committee divided on the original proposal:—

Ayes—14 votes.		Noes—11 votes.	
W. S. Betts (S. I. Railway),	4 votes.	W. V. Constable (B. N. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "	I. O'Callaghan (B. B. & C. I. Ry.),	7 "
N. St. L. Carter (E. I. Railway),	6 "		
L. Conway-Gordon (State Railways),	6 "		
J. Craik (S. M. Railway),	5 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
F. B. Hanna (Madras Railway),	4 "		
J. Lightfoot (N.-W. Railway),	7 "		
W. B. Wright (I. M. Railway),	4 "		

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal *agreed to*.

Resolution No. 100.

Proposed by Mr. Carter, seconded by Mr. Hanna,—

That dead poultry and small game be carried at parcels rates; and, when accompanying the owner, as luggage.

The Committee divided:—

Ayes—18 votes.	
W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "
W. B. Wright (I. M. Railway),	4 "

[Messrs. Conder (G. I. P. Railway) and O'Callaghan (B. B. and C. I. Railway), did not vote.]

Proposal *agreed to*.

Resolution No. 101.

Proposed by Colonel Conway-Gordon, seconded by Mr. Carter,—

That calves, goats, sheep, pigs, and other small animals for breeding, agricultural, or sporting purposes, not exceeding 3 in number, be carried by passenger train at double dog rates.

Young kids or lambs, alone or with parent animals, be charged as goats or sheep.

The Committee divided:—

Ayes—55 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N.-W. Railway),	7 "
I. O'Callaghan (B. B. and C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

[Mr. Conder (G. I. P. Railway) did not vote.]

Proposal *agreed to*.

[Adjourned to Monday next, the 24th September, at 11 o'clock.]

Monday, the 24th September, 1888.

MEMBERS PRESENT :

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*
 N. St. L. CARTER, *Traffic Manager, East Indian Railway.*
 H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 A. IZAT, *Agent and Chief Engineer, Rohilkhand-Kumaun Railway.*
 J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
 W. S. BETTS, *Agent, South Indian Railway.*
 A. IZAT, *Agent and Chief Engineer, Bengal and North-Western Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
 F. B. HANNA, *Agent and Manager, Madras Railway.*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Porbandar Railway.*

SECRETARY :

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officer also attended the Meeting :—

LOUIS S. MOSS, *Traffic Manager, Madras Railway.*

The Proceedings of the Meeting held on Thursday, the 20th September 1888, were read and confirmed.

Discussion on Question No. 1B, Formation of a Railway Clearing House in India, proceeded with :—

Resolution No. 102.

Proposed by Mr. Hanna, seconded by Mr. Lightfoot,—

That one or more central offices are desirable for the settlement of demurrage, mileage and other questions connected with the interchange of rolling stock, and for fixing the amount due to each railway from these sources.

The Committee divided :—

Ayes—17 votes.		Noes—30 votes.	
L. Conway-Gordon (State Railways),	6 votes.	W. S. Betts (S. I. Railway),	4 votes.
F. B. Hanna (Madras Railway),	4 "	G. F. O. Boughey (Bengal Railways),	5 "
J. Lightfoot (N. W. Railway),	7 "	N. St. L. Carter (E. I. Railway),	6 "
		H. Conder (G. I. P. Railway),	6 "
		A. Izat (B. N. W. & R. K. Railways),	5 "
		W. B. Wright (I. M. Railway),	4 "

[Messrs. Constable (B. N. Railway), Craik (S. M. Railway), Gardiner (B. G. J. P. Railway) and O'Callaghan (B. B. & C. I. Railway) did not vote.]

Proposal disagreed to.

Proposed by Mr. Carter, seconded by Major Boughey,—

Resolution No. 103.

That, in the opinion of this Conference, the time has not arrived for the establishment of a general Clearing House.

The Committee divided :—

Ayes—50 votes.		Noes—11 votes.	
W. S. Betts (S. I. Railway),	4 votes.	F. B. Hanna (Madras Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "	J. Lightfoot (N. W. Railway),	7 "
N. St. L. Carter (E. I. Railway),	6 "		
H. Conder (G. I. P. Railway),	6 "		
W. V. Constable (B. N. Railway),	4 "		
L. Conway-Gordon (State Railways),	6 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
A. Izat (B. N. W. & R. K. Railways),	5 "		
I. O'Callaghan (B. B. & C. I. Ry.),	7 "		
W. B. Wright (I. M. Railway),	4 "		

[Mr. Craik (S. M. Railway) did not vote.]

Proposal agreed to.

Discussion on Question No. 2 B, Method of obtaining more work out of locomotives, proceeded with :—

Proposed by Mr. Izat, seconded by Mr. Wright,—

Resolution No. 104.

That, when other circumstances will permit, it is in the opinion of this Conference desirable that, with the view of obtaining more work out of locomotives, the distance apart of locomotive stations should be so fixed, that a full day's work can be obtained from both engine and driver.

The Committee divided :—

Ayes—60 votes.			
W. S. Betts (S. I. Railway),	4 votes.		
G. F. O. Boughey (Bengal Railways),	5 "		
H. Conder (G. I. P. Railway),	6 "		
W. V. Constable (B. N. Railway),	4 "		
L. Conway-Gordon (State Railways),	6 "		
J. Craik (S. M. Railway),	5 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
F. B. Hanna (Madras Railway),	4 "		
A. Izat (B. N. W. & R. K. Railways),	5 "		
J. Lightfoot (N. W. Railway),	7 "		
I. O'Callaghan (B. B. & C. I. Railway),	7 "		
W. B. Wright (I. M. Railway),	4 "		

[Mr. Carter (E. I. Railway) did not vote.]

Proposal agreed to.

Discussion on Question No. 19 A, Formation of a Committee of General Managers, proceeded with :—

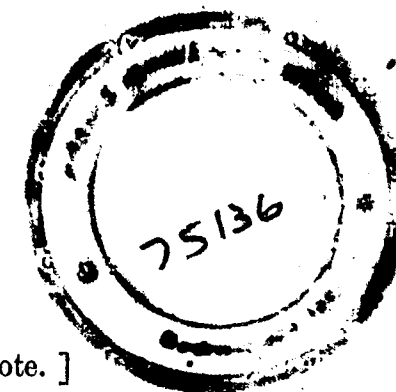
Proposed by Major Boughey, seconded by Mr. Izat,—

Resolution No. 105.

That it is considered desirable, after the Proceedings of this Conference are closed, that the officers of the Conference, viz., the Director General of Railways for the time being, as President, and a Secretary to be appointed by him, should be considered as permanently in office.

2. That the following procedure be recommended for adoption for obtaining the opinions and votes of Railways on subjects ordinarily dealt with by the Conference :—
 - (a) That Government be invited to furnish information on such subjects to the Railways, parties to the Conference, through the permanent officers; and in cases where Government may desire to receive the opinions of Railways on any point in connection with such subjects, such opinion shall be called for and issues framed upon which votes shall be recorded under the rules in force at the present Conference.

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- (b) That if any cases of doubt, or difference of opinion, arise as to the meaning or wording of the Regulations as passed and altered at the present Conference, or should any number of Railways, parties to the Conference, whose aggregate voting power exceeds 25 per cent. of the total Conference, require a modification of existing Regulations, it shall be open to any Railway to submit the case to the President, to be voted on and confirmed.
- (c) That new Railways may be admitted into the Through Traffic Conference and granted votes, according to their mileage; and the votes of existing Railways may be altered, if their mileage should be altered, by submission to the vote of Railways forming the Conference.
- (d) That any decision arrived at by votes so recorded shall be subject to the approval of the Boards of Directors of Railways before being brought into force.

Amendment proposed by Mr. Conder, seconded by Mr. Carter,—

That the issues raised in Question No. 19A, as to the formation of a Committee of Railway Managers in India, should be referred to the several Boards of Directors before any further action is taken.

The Committee divided on the amendment:—

Ayes—27 votes.		Noes—39 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
N. St. L. Carter (E. I. Railway),	6 „	W. V. Constable (B. N. Railway),	4 „
H. Conder (G. I. P. Railway),	6 „	L. Conway-Gordon (State Railways),	6 „
I. O'Callaghan (B. B. & C. I. Railway),	7 „	J. Craik (S. M. Railway),	5 „
W. B. Wright (I. M. Railway),	4 „	R. Gardiner (B. G. J. P. Railway),	3 „
		F. B. Hanna (Madras Railway),	4 „
		A. Izat (B. N. W. & R. K. Railways),	5 „
		J. Lightfoot (N. W. Railway),	7 „

The amendment being *disagreed to*, the Committee divided on the original proposal:—

Ayes—39 votes.		Noes—23 votes.	
G. F. O. Boughey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
W. V. Constable (B. N. Railway),	4 „	N. St. L. Carter (E. I. Railway),	6 „
L. Conway-Gordon (State Railways),	6 „	H. Conder (G. I. P. Railway),	6 „
J. Craik (S. M. Railway),	5 „	I. O'Callaghan (B. B. & C. I. Railway),	7 „
R. Gardiner (B. G. J. P. Railway),	3 „		
F. B. Hanna (Madras Railway),	4 „		
A. Izat (B. N. W. & R. K. Railways),	5 „		
J. Lightfoot (N. W. Railway),	7 „		

[Mr. Wright (I. M. Railway) did not vote.]

Proposal *agreed to*.

Resolution No. 106.

Proposed by Mr. Izat, seconded by Major Boughey,—

That, in the opinion of this Committee, all rates between junctions should be fixed by the Railway or Railways, owning the shorter route.

The Committee divided:—

Ayes—24 votes.		Noes—18 votes.	
G. F. O. Boughey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
W. V. Constable (B. N. Railway),	4 „	N. St. L. Carter (E. I. Railway),	6 „
L. Conway-Gordon (State Railways),	6 „	J. Craik (S. M. Railway),	5 „
F. B. Hanna (Madras Railway),	4 „	R. Gardiner (B. G. J. P. Railway),	3 „
A. Izat (B. N. W. & R. K. Railways),	5 „		

[Messrs. Conder (G. I. P. Railway), Lightfoot (N. W. Railway), O'Callaghan (B. B. & C. I. Railway) and Wright (I. M. Railway) did not vote.]

Proposal *agreed to*.

Proposed by Captain Constable, seconded by Mr. Wright,—

Resolution No. 107.

That in view of the fact that the country is still imperfectly provided with good cart roads to the railway stations, this Conference would urge the advisability of Local Governments and Local Fund Boards pushing forward the completion of public roads for giving communication between towns and railway stations.

Proposal put, and *agreed to* without dissent.

Proposed by Mr. Conder, seconded by Captain Constable,—

Resolution No. 108.

That this Conference would urge the advisability of Government giving the earliest possible consideration to proposals put forward by independent Companies for concessions to construct *feeder railways or tramways*, the promotion of which in the interests of the Railways should, the Conference considers, be encouraged in every possible way.

Amendment proposed by Colonel Conway-Gordon, seconded by Major Boughey,—

That in the opinion of the Conference all feeder *Railways* should be constructed and worked by the main trunk line working the district, and that Government be asked to encourage the construction of any such feeder railways.

The Committee divided on the amendment:—

Ayes—35 votes.		Noes—25 votes.	
G. F. O. Boughey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
L. Conway-Gordon (State Railways),	6 „	H. Conder (G. I. P. Railway),	6 „
J. Craik (S. M. Railway),	5 „	W. V. Constable (B. N. Railway),	4 „
R. Gardiner (B. G. J. P. Railway),	3 „	I. O'Callaghan (B. B. & C. I. Ry.),	7 „
F. B. Hanna (Madras Railway),	4 „	W. B. Wright (I. M. Railway),	4 „
A. Izat (B. N. W. & R. K. Railways),	5 „		
J. Lightfoot (N. W. Railway),	7 „		

[Mr. Carter (E. I. Railway) did not vote.]

Amendment *agreed to*.

Proposed by Mr. Conder, seconded by Captain Constable,—

Resolution No. 109.

That this Conference would urge the advisability of Government giving the earliest possible consideration to proposals put forward by independent Companies for concessions to construct *feeder tramways*, the promotion of which in the interests of the Railways should, the Conference considers, be encouraged in every possible way.

The Committee divided:—

Ayes—33 votes.		Noes—8 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
N. St. L. Carter (E. I. Railway),	6 „	R. Gardiner (B. G. J. P. Railway),	3 „
H. Conder (G. I. P. Railway),	6 „		
W. V. Constable (B. N. Railway),	4 „		
J. Craik (S. M. Railway),	5 „		
F. B. Hanna (Madras Railway),	4 „		
W. B. Wright (I. M. Railway),	4 „		

[Messrs. Conway-Gordon (State Railways), Izat (B. N. W. & R. K. Railways), Lightfoot (N. W. Railway), and O'Callaghan (B. B. & C. I. Railway) did not vote.]

Proposal *agreed to*.

Discussion on Railway Receipt notes, and their modification, so as to place them on the same footing as Bills of Lading [*vide* Resolution No. 13 (6)], proceeded with:—

Resolution No. 110. Proposed by Mr. Carter, seconded by Mr. Hanna,—

That, with reference to the proposal of the Bombay Chamber of Commerce to place Railway Receipts on the same footing as Bills of Lading, the Conference is of opinion that as such a course would increase the responsibility of Railway Administrations without any corresponding advantage, the proposed legislation is inadvisable.

The Committee divided:—

Ayes—47 votes.		Noes—10 votes.	
W. S. Betts (S. I. Railway),	4 votes.	H. Conder (G. I. P. Railway),	6 votes.
G. F. O. Boughey (Bengal Railways),	5 „	W. B. Wright (I. M. Railway),	4 „
N. St. L. Carter (E. I. Railway),	6 „		
L. Conway-Gordon (State Railways),	6 „		
R. Gardiner (B. G. J. P. Railway),	3 „		
F. B. Hanna (Madras Railway),	4 „		
A. Izat (B. N. W. & R. K. Railways),	5 „		
J. Lightfoot (N. W. Railway),	7 „		
I. O'Callaghan (B. B. & C. I. Railway),	7 „		

[Messrs. Constable (B. N. Railway) and Craik (S. M. Railway) did not vote.]

Proposal agreed to.

Discussion on the proposed Code of initial letters for all Railway stations in India [*vide* Resolution No. 13 (5)], proceeded with:—

Resolution No. 111. Proposed by Mr. Craik, seconded by Mr. Izat,—

That the Code of initial letters for stations in India, as proposed by the Great Indian Peninsula Railway Company (*vide* Appendix II—Pages xiii to xxv), be accepted, and brought into force as quickly as possible.

That stations opened hereafter be given Code initials different from any of those now accepted.

The Committee divided:—

Ayes—61 votes.		Noes—5 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
N. St. L. Carter (E. I. Railway),	6 „		
H. Conder (G. I. P. Railway),	6 „		
W. V. Constable (B. N. Railway),	4 „		
L. Conway-Gordon (State Railways),	6 „		
J. Craik (S. M. Railway),	5 „		
R. Gardiner (B. G. J. P. Railway),	3 „		
F. B. Hanna (Madras Railway),	4 „		
A. Izat (B. N. W. & R. K. Railways),	5 „		
J. Lightfoot (N. W. Railway),	7 „		
I. O'Callaghan (B. B. & C. I. Ry.),	7 „		
W. B. Wright (I. M. Railway),	4 „		

Proposal agreed to.

Discussion on uniformity in recording traffic statistics on Indian Railways [*vide* Resolution No. 13 (1)], proceeded with:—

Resolution No. 112. Proposed by Mr. Craik, seconded by Mr. Conder,—

That the Committee is of opinion that the papers on this subject may be advantageously submitted to the Accounts Officers of each Railway.

These officers will doubtless propose such modifications of forms, statements, and returns, as will continue to meet the wishes of Government, and to serve all the ends desired by the Railway Administrations.

Proposal put, and agreed to without dissent.

Mr. Izat (B. N. W. and R. K. Railways) rejoined the Conference on this day.

[Adjourned to Tuesday next, the 25th September, at 11 o'clock.]

Tuesday, the 25th September, 1888.

MEMBERS PRESENT:

- L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda, and Central India Railway.*
 N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
 H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 A. IZAT, *Agent and Chief Engineer, Rohilkhand-Kumaun Railway.*
 J. CRAIK, *Traffic Manager, Southern-Mahratta Railway.*
 W. S. BETTS, *Agent, South Indian Railway.*
 A. IZAT, *Agent and Chief Engineer, Bengal and North-Western Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
 F. B. HANNA, *Agent and Manager, Madras Railway.*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Janaghad-Porbandar Railway.*

SECRETARY:

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officers also attended the Meeting:—

- LOUIS S. MOSS, *Traffic Manager, Madras Railway.*
 G. K. WINTER, *Telegraph Engineer, Madras Railway.*

The Proceedings of the Meeting held on Friday, the 21st September 1888, were read and confirmed.

Resolution No. 113.

Proposed by Mr. O'Callaghan, seconded by Mr. Izat,—

That this Committee is of opinion that the procedure to be adopted under the first part of Resolution No. 59 should not be applied in cases in which the missending is the result of error on the part of the staff, and not of defective or incorrect instructions; and that in such cases of *bond fide* error, the freight shall be divided amongst the Railways over which the consignment passes, the Railways other than the missending Railway receiving their full freight, and any refund that may have to be made to the consignor or consignee being paid by the missending Railway.

The Committee divided:—

Ayes—33 votes.		Noes—29 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
N. St. L. Carter (E. I. Railway),	6 "	W. V. Constable (B. N. Railway),	4 "
H. Conder (G. I. P. Railway),	6 "	L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "	R. Gardiner (B. G. J. P. Railway),	3 "
A. Izat (B. N. W. & R. K. Railways),	5 "	F. B. Hanna (Madras Railway),	4 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "	J. Lightfoot (N. W. Railway),	7 "

[Mr. Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Revision of the Indian Conference Regulations, proceeded with:—

Resolution No. 114.

Proposed by Mr. O'Callaghan, seconded by Mr. Izat,—

That, with reference to Regulation 28, it is considered that the same rules should apply to local rates to or from junction stations as to through rates

The Committee divided:—

Ayes—25 votes.		Noes—28 votes.	
G. F. O. Boughey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
W. V. Constable (B. N. Railway),	1 "	N. St. L. Carter (E. I. Railway),	6 "
F. B. Hanna (Madras Railway),	4 "	H. Conder (G. I. P. Railway),	6 "
A. Izat (B. N. W. & R. K. Railways),	5 "	J. Craik (S. M. Railway),	5 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "	R. Gardiner (B. G. J. P. Railway),	3 "
		W. B. Wright (I. M. Railway),	4 "

[Messrs. Conway-Gordon (State Railways) and Lightfoot (N. W. Railway) did not vote.]

Proposal disagreed to.

Proposed by Mr. Conder, seconded by Major Boughey,—

Resolution No. 115.

That, with regard to the information to be given on goods receipt-notes, as prescribed in Regulation No. 30, the words, "These separately for each railway" be added to subheads 10 and 11.

The Committee divided:—

Ayes—16 votes.		Noes—20 votes.	
G. F. O. Boughey (Bengal Railways),	5 votes.	W. S. Betts (S. I. Railway),	4 votes.
N. St. L. Carter (E. I. Railway),	6 "	J. Craik (S. M. Railway),	5 "
H. Conder (G. I. P. Railway),	6 "	F. B. Hanna (Madras Railway),	4 "
W. V. Constable (B. N. Railway),	4 "	J. Lightfoot (N. W. Railway),	7 "
L. Conway-Gordon (State Railways),	6 "		
R. Gardiner (B. G. J. P. Railway),	3 "		
A. Izat (B. N. W. & R. K. Railways),	5 "		
I. O'Callaghan (B. B. & C. I. Railway),	7 "		
W. B. Wright (I. M. Railway),	4 "		

Proposal agreed to.

Proposed by Mr. Conder, seconded by Mr. Craik,—

Resolution No. 116.

That clause (b) of Regulation 38 referring to the calculation of days for the interchange of rolling stock, shall read—

(b) Sunday shall be considered a *Dies non* under these Regulations, but no other free day shall be allowed.

The Committee divided:—

Ayes—28 votes.		Noes—38 votes.	
W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
H. Conder (G. I. P. Railway),	6 "	N. St. L. Carter (E. I. Railway),	6 "
J. Craik (S. M. Railway),	5 "	W. V. Constable (B. N. Railway),	4 "
F. B. Hanna (Madras Railway),	4 "	L. Conway-Gordon (State Railways),	6 "
A. Izat (B. N. W. & R. K. Railways),	5 "	R. Gardiner (B. G. J. P. Railway),	3 "
W. B. Wright (I. M. Railway),	4 "	J. Lightfoot (N. W. Railway),	7 "
		I. O'Callaghan (B. B. & C. I. Ry.),	7 "

Proposal disagreed to.

Proposed by Mr. Conder, seconded by Mr. Carter,—

Resolution No. 117.

That the penalty for standard gauge vehicles prescribed in Regulation No. 44 (d) be reduced from Rs. 22 to Rs. 15.

The Committee divided:—

Ayes—35 votes.		Noes—31 votes.	
W. S. Betts (S. I. Railway),	4 votes.	W. V. Constable (B. N. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "	L. Conway-Gordon (State Railways),	6 "
N. St. L. Carter (E. I. Railway),	6 "	R. Gardiner (B. G. J. P. Railway),	3 "
H. Conder (G. I. P. Railway),	6 "	F. B. Hanna (Madras Railway),	4 "
J. Craik (S. M. Railway),	5 "	J. Lightfoot (N. W. Railway),	7 "
A. Izat (B. N. W. & R. K. Railways),	5 "	I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "		

Proposal agreed to.

Resolution No. 118. Proposed by Mr. Craik, seconded by Mr. Izat,—

That the penalty in Regulation 44 (d) for metre gauge vehicles be fixed at Rs. 10 per diem.

The Committee divided:—

Ayes—37 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 „
W. V. Constable (B. N. Railway),	4 „
J. Craik (S. M. Railway),	5 „
R. Gardiner (B. G. J. P. Railway),	3 „
A. Izat (B. N. W. & R. K. Railways),	5 „
I. O'Callaghan (B. B. & C. I. Railway),	7 „
W. B. Wright (I. M. Railway),	4 „

[Messrs. Carter (E. I. Railway), Conder (G. I. P. Railway), Conway-Gordon (State Railways), Hanna (Madras Railway) and Lightfoot (N. W. Railway) did not vote.]

Proposal agreed to.

[Adjourned to Wednesday next, the 26th September, at 11 o'clock.]

Wednesday, the 26th September, 1888.

MEMBERS PRESENT:

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*
 N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
 H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 A. IZAT, *Agent and Chief Engineer, Rohilkhand-Kumaun Railway.*
 J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
 W. S. BETTS, *Agent, South Indian Railway.*
 A. IZAT, *Agent and Chief Engineer, Bengal and North-Western Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
 F. H. HANNA, *Agent and Manager, } Madras Railway.*
 LOUIS S. MOSS, *Traffic Manager, }*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Portbandar Railway.*

SECRETARY:

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The Proceedings of the Meeting held on Monday, the 24th September 1888, were read and confirmed.

Proposed by Mr. Craik, seconded by Mr. Izat,—

Resolution No. 119

That at Junction Stations of Railways of different gauges the rates of demurrage as fixed in these Regulations be payable for detention of the stock of either Railway detained under load beyond the usual free time, but only in accordance with rules mutually agreed upon by the Railways working into the Junction Station.

The Committee divided:—

Ayes—45 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 „
N. St. L. Carter (E. I. Railway),	6 „
L. Conway-Gordon (State Railways),	6 „
J. Craik (S. M. Railway),	5 „
R. Gardiner (B. G. J. P. Railway),	3 „
A. Izat (B. N. W. & R. K. Railways),	5 „
L. S. Moss (Madras Railway),	4 „
I. O'Callaghan (B. B. and C. I. Ry.),	7 „

Noes—14 votes.

H. Conder (G. I. P. Railway),	6 votes.
W. V. Constable (B. N. Railway),	4 „
W. B. Wright (I. M. Railway),	4 „

[Mr. Lightfoot (N. W. Railway) did not vote.]

Proposal agreed to.

Proposed by Mr. Conder, seconded by Colonel Conway-Gordon,—

Resolution No. 120.

That the following be substituted for the present Regulations 62 and 63:—

“All coaching traffic shall be booked through between all stations of all Railways which have through booking arrangements with each other, provided the stations are open for such traffic.”

Amendment proposed by Major Boughey, seconded by Mr. Carter,—

That through booking of 3rd class passengers shall be subject in extent to mutual agreement between different lines. Such tickets shall at least be issued to the principal stations of adjacent lines.

The servants of 1st and 2nd class passengers shall in all cases be booked through with their masters.

The Committee divided on the amendment :—

Ayes—18 votes.	Noes—11 votes.
G. F. O. Boughey (Bengal Railways), 5 votes.	H. Conder (G. I. P. Railway), 6 votes.
N. St. L. Carter (E. I. Railway), 6 "	W. V. Constable (B. N. Railway), 4 "
I. O'Callaghan (B. B. & C. I. Railway), 7 "	L. Conway-Gordon (State Railways), 6 "
	J. Craik (S. M. Railway), 5 "
	R. Gardiner (B. G. J. P. Railway), 3 "
	A. Izat (B. N. W. & R. K. Railways), 5 "
	J. Lightfoot (N. W. Railway), 7 "
	L. S. Moss (Madras Railway), 4 "
	W. B. Wright (I. M. Railway), 4 "

[Mr. Betts (S. I. Railway) did not vote.]

The amendment being *disagreed to*, the Committee divided on the original proposal :—

Ayes—18 votes.	Noes—4 votes.
W. S. Betts (S. I. Railway), 4 votes.	
H. Conder (G. I. P. Railway), 6 "	
W. V. Constable (B. N. Railway), 4 "	
L. Conway-Gordon (State Railways), 6 "	
J. Craik (S. M. Railway), 5 "	
R. Gardiner (B. G. J. P. Railway), 3 "	
A. Izat (B. N. W. & R. K. Railways), 5 "	
J. Lightfoot (N. W. Railway), 7 "	
L. S. Moss (Madras Railway), 4 "	
W. B. Wright (I. M. Railway), 4 "	

[Messrs. Boughey (Bengal Railways), Carter (E. I. Railway), and O'Callaghan (B. B. & C. I. Railway) did not vote.]

Proposal *agreed to*.

Resolution No. 121.

Proposed by Mr. Lightfoot, seconded by Major Boughey,—

That in the event of any Railway being unable to supply a sufficient number of wagons to cope with the traffic offered at any junction on lines of different gauges, in terms of Resolution No. 119, such Railway may suspend or limit through booking upon expiration of seven days' notice.

The Committee divided :—

Ayes—46 votes.	Noes—6 votes.
W. S. Betts (S. I. Railway), 4 votes.	H. Conder (G. I. P. Railway), 6 votes.
G. F. O. Boughey (Bengal Railways), 5 "	
L. Conway-Gordon (State Railways), 6 "	
J. Craik (S. M. Railway), 5 "	
R. Gardiner (B. G. J. P. Railway), 3 "	
A. Izat (B. N. W. & R. K. Railways), 5 "	
J. Lightfoot (N. W. Railway), 7 "	
L. S. Moss (Madras Railway), 4 "	
I. O'Callaghan (B. B. & C. I. Ry.), 7 "	

[Messrs. Carter (E. I. Railway), Constable (B. N. Railway), and Wright (I. M. Railway) did not vote.]

Proposal *agreed to*.

Colonel Conway-Gordon here left the Meeting, and Mr. W. S. Betts took the Chair.

Discussion on the question of latrines to intermediate class carriages, and inconveniences and discomforts of Native female passengers [*vide* Resolution No. 13 (2)], proceeded with :—

Proposed by Mr. Conder, seconded by Mr. Moss,—

Resolution No. 122.

That the papers on the above question be sent to all Railway Administrations for consideration.

Proposal put, and *agreed to* without dissent.

Discussion on the question of Revised Rules for dealing with the accounts of through traffic, rolling-stock, &c. [*vide* Resolution No. 13 (3)], proceeded with :—

Proposed by Mr. Carter, seconded by Mr. Moss,—

Resolution No. 123.

That the Rules for dealing with the accounts of through traffic and rolling-stock on Indian Railways, as submitted and prepared by the Chief Auditor, East Indian Railway, be adopted, subject to any alteration in the Rules and conditions agreed to at this Conference.

Amendment proposed by Mr. Lightfoot, seconded by Mr. Craik,—

That the matter be referred to the East Indian Railway for revision in conformity with the Regulations finally passed at this Conference, and thereafter for resubmission to the various Railways concerned.

The Committee divided on the amendment :—

Ayes—38 votes.	Noes—19 votes.
W. S. Betts (S. I. Railway), 4 votes.	G. F. O. Boughey (Bengal Railways), 5 votes.
H. Conder (G. I. P. Railway), 6 "	N. St. L. Carter (E. I. Railway), 6 "
J. Craik (S. M. Railway), 5 "	W. V. Constable (B. N. Railway), 4 "
A. Izat (B. N. W. & R. K. Railways), 5 "	L. S. Moss (Madras Railway), 4 "
J. Lightfoot (N. W. Railway), 7 "	
I. O'Callaghan (B. B. & C. I. Ry.), 7 "	
W. B. Wright (I. M. Railway), 4 "	

[Messrs. Conway-Gordon (State Railways), temporarily absent, and Gardiner (B. G. J. P. Railway) did not vote].

Amendment *agreed to*.

Discussion on the Questions of (1) Preferential rates on Railways, and (2) Carriage of mails for the Postal Department [*vide* Resolution No. 13 (4)], proceeded with :—

Resolved, that the Conference is not prepared to deal with the point raised Resolution No. 124. under the first head of letter from the Chairman, Darjeeling-Himalayan Railway Company (*vide* Appendix J—Page xxvi).

With reference to the second head of the same letter, it was proposed by Resolution No. 125. Mr. Craik, seconded by Mr. Lightfoot,—

That the practice pursued by the Post Office of carrying large and heavy parcels for the public and for Postal and Telegraph Service purposes is one which seriously affects the revenues of most Railways, inasmuch as the Postal Department retains the whole of the freight, while the Railways have to provide the means of conveyance without, in general, receiving any adequate remuneration for doing so.

In the opinion of this Conference the carriage of postal parcels by rail should be paid for at equitable rates to be agreed upon between the Railways and the Postal Department.

The Committee divided :—

Ayes—40 votes.	Noes—4 votes.
W. S. Betts (S. I. Railway), 4 votes.	
G. F. O. Boughey (Bengal Railways), 5 "	
W. V. Constable (B. N. Railway), 4 "	
J. Craik (S. M. Railway), 5 "	
R. Gardiner (B. G. J. P. Railway), 3 "	
A. Izat (B. N. W. & R. K. Railways), 5 "	
J. Lightfoot (N. W. Railway), 7 "	
I. O'Callaghan (B. B. & C. I. Railway), 7 "	

[Messrs. Carter (E. I. Railway), Conder (G. I. P. Railway), Moss (Madras Railway) and Wright (I. M. Railway), also Conway-Gordon (State Railways), temporarily absent, did not vote.]

Proposal agreed to.

Sir Guilford Molesworth here took the Chair.

The report (*vide* Appendix K—Pages xxvii and xxviii) of the Sub-Committee appointed to consider Question No. 8A, Revision of maxima and minima standard dimensions for Indian Railways was considered, and the schedule of maxima and minima standard dimensions revised in full Conference:—

The schedule, revised, being laid on the table, it was

Resolution No. 126. Resolved, that the schedule (*vide* Appendix L—Pages xxix to xliv) be confirmed and recommended to the Government for approval.

Resolution No. 127. Resolved, that with reference to clause 10 of the Proceedings of the Sub-Committee, relative to the uniformity of certain details of locomotives and rolling-stock, the following Railways be asked each to name an expert to form a Committee to consider the subject:—

Great Indian Peninsula Railway.	Southern Mahratta Railway.
East Indian Railway.	Bombay, Baroda and Central India Railway (for R. M. Railway, metre gauge).
North-Western Railway.	Eastern Bengal State Railway.
Indian Midland Railway.	

And that the Director General of Railways be asked, in communication with the officers named by the different Railways, to fix an early day and a place for the meeting.

Resolution No. 128. Resolved, that with reference to clause 11 of the Proceedings of the Sub-Committee, relative to the position of goods vehicles on mixed trains, exceptions may be made by Railway Administrations to this general rule in special circumstances.

[Adjourned to Thursday next, the 27th September, at 11 o'clock.]

Thursday, the 27th September, 1888.

MEMBERS PRESENT:

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*
 N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
 H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 A. IZAT, *Agent and Chief Engineer, Rohilkhand-Kumaun Railway.*
 J. CRAIK, *Traffic Manager, Southern-Mahratta Railway.*
 W. S. BETTS, *Agent, South Indian Railway.*
 A. IZAT, *Agent and Chief Engineer, Bengal and North-Western Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal Nagpur-Railway.*
 F. B. HANNA, *Agent and Manager, Madras Railway.*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Port-
 bandar Railway.*

SECRETARY:

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The Proceedings of the Meetings held on Tuesday and Wednesday, the 25th and 26th September 1888, were read and confirmed.

With reference to Resolution No. 4, the discussion on the report of the Sub-Committee appointed to consider Question No. 4 B, Framing of General Rules under Section 8 of the Railway Act of 1879, for working construction trains before the opening of lines to traffic, was proceeded with:—

Proposed by Mr. Betts, seconded by Mr. Lightfoot,—

Resolution No. 129.

That the report of the Sub-Committee and the General Rules for working Railways under construction (*vide* Appendix M—Pages xlv to lxx), as read, revised and confirmed this day, be recommended to Government for adoption.

Proposal put, and agreed to without dissent.

With reference to Resolution No. 18, the discussion on the report of the Sub-Committee (*vide* Appendix N—Pages lxxi to lxxiii) on the Rules and Regulations for open lines was proceeded with:—

Proposed by Major Gardiner, seconded by Mr. Craik,—

Resolution No. 130.

That the following words be inserted after the words "at sunset" in the fourth line of Rule 8:—

"or at such hour as shall be directed by the authorized officer."

The Committee divided:—

Ayes—54 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
A. Izat (B. N. W. & R. K. Railways),	5 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "
W. B. Wright (I. M. Railway),	4 "

[Messrs. Carter (E. I. Railway) and Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 131. Proposed by Major Gardiner, seconded by Mr. Craik,—

That "twenty-five (25)" be substituted for "twenty (20)" in the last line of the 2nd para. of Rule 29.

The Committee divided:—

Ayes—39 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughhey (Bengal Railways),	5 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
A. Izat (B. N. W. & R. K. Railways),	5 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "

[Messrs. Carter (E. I. Railway), Conder (G. I. P. Railway), Hanna (Madras Railway), Lightfoot (N. W. Railway) and Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Resolution No. 132. Proposed by Major Gardiner, seconded by Mr. Craik,—

That an additional para. be added to Rules 179 and 240 as follows:—

"The foregoing paragraphs of this Rule do not apply to incidental stoppages other than actual break-downs, provided the line is being worked on the 'absolute block' system, or if the section of line has been temporarily blocked under the orders of an authorized officer."

The Committee divided:—

Ayes—13 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughhey (Bengal Railways),	5 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
A. Izat (B. N. W. & R. K. Railways),	5 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "

Noes—10 votes.

H. Conder (G. I. P. Railway),	6 votes.
W. B. Wright (I. M. Railway),	4 "

[Messrs. Carter (E. I. Railway) and Lightfoot (N. W. Railway) did not vote.]

Proposal agreed to.

Resolution No. 133. Proposed by Major Gardiner, seconded by Mr. Craik,—

That Section XVII relative to regulations for working single lines of Railway on the 'train despatching' system, be struck out as no longer required.

35

The Committee divided:—

Ayes—35 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughhey (Bengal Railways),	5 "
W. V. Constable (B. N. Railway),	4 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Railway),	7 "

Noes—31 votes.

N. St. L. Carter (E. I. Railway),	6 votes.
H. Conder (G. I. P. Railway),	6 "
L. Conway-Gordon (State Railways),	6 "
F. B. Hanna (Madras Railway),	4 "
A. Izat (B. N. W. & R. K. Railways),	5 "
W. B. Wright (I. M. Railway),	4 "

Proposal agreed to.

Proposed by Mr. Lightfoot, seconded by Mr. O'Callaghan,—

Resolution No. 134.

That with regard to Section XIII, relating to the 'line clear and caution message' system, Rules 143, 144, 146 and 161 of the Construction Rules just passed, take the place of Rules 338, 339, 341 and 356 of the existing open line Rules.

The Committee divided:—

Ayes—49 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughhey (Bengal Railways),	5 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

Noes—17 votes.

N. St. L. Carter (E. I. Railway),	6 votes.
H. Conder (G. I. P. Railway),	6 "
A. Izat (B. N. W. & R. K. Rys.),	5 "

Proposal agreed to.

Proposed by Captain Constable, seconded by Major Gardiner,—

Resolution No. 135.

That with regard to Section XIII, relating to the 'line clear and caution message' system, Rules 147 and 148 of the new Construction Rules just passed, take the place of Rules 342 and 343 of the existing open line Rules.

The Committee divided:—

Ayes—50 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughhey (Bengal Railways),	5 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "
A. Izat (B. N. W. & R. K. Railways),	5 "

Noes—12 votes.

N. St. L. Carter (E. I. Railway),	6 votes.
H. Conder (G. I. P. Railway),	6 "

[Mr. Hanna (Madras Railway) did not vote.]

Proposal agreed to.

Proposed by Mr. Craik, seconded by Mr. O'Callaghan,—

Resolution No. 136.

That with regard to Section XV, relating to the 'absolute block' system, the words "the system, etc.," in the first line of Rule 363 be changed to "this system, etc."

Proposal put, and agreed to without dissent.

Resolution No. 137. Proposed by Mr. Craik, seconded by Mr. O'Callaghan,—

That, with regard to Section XV, relating to the 'absolute block' system, Rule 365 be cancelled and the following words inserted therefor:—

"The special electric block instruments, if provided, are to be used only in strict accordance with prescribed rules."

The Committee divided:—

Ayes—51 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "
A. Izat (B. N. W. & R. K. Railways),	5 "

[Messrs. Carter (E. I. Railway) and Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Resolution No. 138. Proposed by Mr. Craik, seconded by Mr. O'Callaghan,—

That, with regard to Section XV, relating to the 'absolute block' system, Rule 184 of the Construction Rules just passed, take the place of Rule 368 of the existing open line Rules.

Proposal put, and agreed to without dissent.

Resolution No. 139. Proposed by Mr. Lightfoot, seconded by Mr. Craik,—

That with regard to Section II, General Management, Rule 3, the following alterations be carried out:

(a) That the words 'Train despatching' be omitted.

(b) That the words "Sections XIII to XIX" read "Sections XIII to XVIII."

The Committee divided:—

Ayes—54 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
W. V. Constable (B. N. Railway),	4 "
L. Conway-Gordon (State Railways),	6 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. & C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "
A. Izat (B. N. W. & R. K. Railways),	5 "

[Messrs. Carter (E. I. Railway) and Conder (G. I. P. Railway) did not vote.]

Proposal agreed to.

Proposed by Captain Constable, seconded by Major Gardiner,—

Resolution No. 140.

That after the word 'engine' in the first line of Rule 9, and after the word 'Driver' in the first line of Rule 230, the words "of a train conveying passengers" be, respectively, interpolated.

Proposal put, and agreed to without dissent.

Proposed by Mr. Carter, seconded by Mr. Izat,—

Resolution No. 141.

That the following be added to Rule 9:—

"When necessary on short branch lines, or on other short lengths of line, passenger trains can be drawn by engines running tender foremost at a maximum speed of 15 miles an hour on either gauge."

The Committee divided:—

Ayes—54 votes.

W. S. Betts (S. I. Railway),	4 votes.
G. F. O. Boughey (Bengal Railways),	5 "
N. St. L. Carter (E. I. Railway),	6 "
W. V. Constable (B. N. Railway),	4 "
J. Craik (S. M. Railway),	5 "
R. Gardiner (B. G. J. P. Railway),	3 "
F. B. Hanna (Madras Railway),	4 "
A. Izat (B. N. W. & R. K. Railways),	5 "
J. Lightfoot (N. W. Railway),	7 "
I. O'Callaghan (B. B. and C. I. Ry.),	7 "
W. B. Wright (I. M. Railway),	4 "

[Mr. Conder (G. I. P. Railway) and Colonel Conway-Gordon (State Railways) did not vote.]

Proposal agreed to.

NOTE.—A list of the open line Rules, modified in accordance with Resolutions 130 to 141 above, will be found in Appendix O—Pages lxxiv to lxxviii.

Discussion on the proof of the Indian Railway Conference Regulations, as revised by this Conference, proceeded with:—

Proposed by Mr. Craik, seconded by Mr. Conder,—

Resolution No. 142.

That the time for unloading vehicles at destination be reduced from 36 to 24 hours:

(2) that 24 hours more be allowed for reloading at destination, and 12 hours for loading and 12 hours for unloading at any intermediate station on the homeward journey;

(3) that Sunday be a *dies non*, except in times of pressure, when after seven days' notice from any Railway, Sunday shall, so far as its stock is concerned, be regarded as a working day.

The Committee divided:—

Ayes—24 votes.

Noes—38 votes.

W. S. Betts (S. I. Railway),	4 votes.	G. F. O. Boughey (Bengal Railways),	5 votes.
H. Conder (G. I. P. Railway),	6 "	N. St. L. Carter (E. I. Railway),	6 "
J. Craik (S. M. Railway),	5 "	W. V. Constable (B. N. Railway),	4 "
A. Izat (B. N. W. and R. K. Rys.),	5 "	L. Conway-Gordon (State Railways),	6 "
W. B. Wright (I. M. Railway),	4 "	R. Gardiner (B. G. J. P. Railway),	3 "
		J. Lightfoot (N. W. Railway),	7 "
		I. O'Callaghan (B. B. & C. I. Ry.),	7 "

[Mr. Hanna (Madras Railway) did not vote.]

Proposal disagreed to.

[Adjourned to Friday next, the 28th September, at 11 o'clock.]

Friday, the 28th September, 1888.

MEMBERS PRESENT :

L. CONWAY-GORDON, *Director General of Railways,—in the Chair.*
 I. O'CALLAGHAN, *General Traffic Manager, Bombay, Baroda and Central India Railway.*
 N. ST. L. CARTER, *Traffic Manager, East Indian Railway.*
 H. CONDER, *General Traffic Manager, Great Indian Peninsula Railway.*
 A. IZAT, *Agent and Chief Engineer, Rohilkhand-Kumana Railway.*
 J. CRAIK, *Traffic Manager, Southern Mahratta Railway.*
 A. IZAT, *Agent and Chief Engineer, Bengal and North-Western Railway.*
 W. B. WRIGHT, *Traffic Manager, Indian Midland Railway.*
 W. V. CONSTABLE, *Deputy Agent, Bengal-Nagpur Railway.*
 F. B. HANNA, *Agent and Manager, Madras Railway.*
 J. LIGHTFOOT, *Manager, Sind Section, North-Western Railway.*
 G. F. O. BOUGHEY, *Manager, Eastern Bengal State Railway.*
 R. GARDINER, *Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junaghad-Port-
 bandar Railway.*

SECRETARY :

G. F. WILSON, *Assistant Secretary, Public Works Department, Railway Branch.*

The following Officer also attended the Meeting :

G. K. WINTER, *Telegraph Engineer, Madras Railway.*

The Proceedings of the Meeting held on Thursday, the 27th September 1888, were read and confirmed.

Resolution No. 143. Proposed by Mr. Izat, seconded by Major Boughey,—

That the principle passed in Resolution No. 106, i.e.,—"That all rates between junctions be fixed by the Railway or Railways owning the shorter route," be entered in the Regulations for through traffic.

The Committee divided :—

Ayes—34 votes.		Noes—24 votes.	
G. F. O. Boughey (Bengal Railways),	5 votes.	N. St. L. Carter (E. I. Railway),	6 votes.
W. V. Constable (B. N. Railway),	4 „	H. Conder (G. I. P. Railway),	6 „
L. Conway-Gordon (State Railways),	6 „	J. Craik (S. M. Railway),	5 „
R. Gardiner (B. G. J. P. Railway),	3 „	J. Lightfoot (N. W. Railway),	7 „
F. B. Hanna (Madras Railway),	4 „		
A. Izat (B. N. W. and R. K. Rys.),	5 „		
I. O'Callaghan (B. B. and C. I. Ry.),	7 „		

[Mr. Wright (I. M. Railway) did not vote.]

Proposal agreed to.

Resolution No. 144. Proposed by Mr. Izat, seconded by Major Boughey,—

That the principle passed in Resolution No. 106 be entered in the Regulations for through traffic in the following words :—

"The minimum rate between junctions shall be fixed by the Railway or Railways owning the shorter route."

The Committee divided :—

Ayes—32 votes.		Noes—31 votes.	
G. F. O. Boughey (Bengal Railways),	5 votes.	N. St. L. Carter (E. I. Railway),	6 votes.
W. V. Constable (B. N. Railway),	4 „	H. Conder (G. I. P. Railway),	6 „
L. Conway-Gordon (State Railways),	6 „	J. Craik (S. M. Railway),	5 „
F. B. Hanna (Madras Railway),	4 „	R. Gardiner (B. G. J. P. Railway),	3 „
A. Izat (B. N. W. & R. K. Railways),	5 „	J. Lightfoot (N. W. Railway),	7 „
I. O'Callaghan (B. B. & C. I. Railway),	7 „	W. B. Wright (I. M. Railway),	4 „
Chairman (Casting Vote)	1 „		

Proposal agreed to.

Resolved, that with reference to Resolution No. 23, the Rules as now revised (*vide* Appendix P—Pages lxxix to xciv) be printed and submitted to Government and the Boards of Directors of the several Railway Companies.

Discussion on Question No. 9A, Safety appliances for working railways, proceeded with :—

Resolved, that the Members of the Conference, having inspected the block instruments with connected starting signals, and the various patterns of safety points exhibited by Mr. Winter, recommend that the papers on the subject of these safety appliances be circulated to all Indian Railways, in order that where approved appliances are found necessary or desirable, information on the subject may be available.

The Members of the Conference desire to express their best thanks to Mr. Winter for affording them an opportunity of seeing his exhibits of improved appliances, which they consider to be of an exceedingly interesting and useful character.

Mr. Betts (S. I. Railway) was absent from the Conference on this day.

[Adjourned *sine die*.]

SIMLA :
 The 28th September 1888.

L. CONWAY-GORDON,
 Chairman.

Appendix A.

(Vide *Resolution No. 1.*)

No. 1281 R.T., dated 29th October 1887.

RESOLUTION—By the Government of India, Public Works Department.

Railway Conference of 1888.

Read again—

Public Works Department letter No. 678 R.T., dated 10th June 1887.

Read also—

Director General of Railways' No. 491 T., dated 17th June 1887, and enclosures.

Docket from the Consulting Engineer to the Government of India for Guaranteed Railways, Lucknow.

Letter from the Government of the North-Western Provinces and Oudh, No. 721 E.R., dated 23rd June 1887.

Memorandum from Resident at Hyderabad, No. 164 Ry., dated 23rd June 1887.

Proceedings of the Madras Government, No. 457 R., dated 24th June 1887.

Letter from the Consulting Engineer for Railways, Central Division, No. 458 T., dated 2nd July 1887.

Letter from the Chief Commissioner of Assam, No. 2923, dated 27th June 1887.

Letter from the Agent to the Governor General for Rajputana, No. 1531 S., dated 2nd July 1887.

Letter from the Chief Commissioner of Burma, No. 5304, dated 27th June 1887.

Memorandum from the Consulting Engineer to the Government of India for Guaranteed Railways, Calcutta, No. 1688, dated 5th July 1887.

Telegram from the Government of Bengal, dated 20th July 1887.

OBSERVATIONS.—Proposals for the meeting of a Railway Conference some time in 1888 were communicated to the several Administrations concerned, in Public Works Department letter No. 678 R.T., dated 10th June 1887.

2. The views of Railway Agents and Managers were asked as to whether February or August 1888 would be the more convenient time, and the majority have decided in favor of August 1888.

RESOLUTION.—The Governor General in Council is now pleased to decide that the Railway Conference shall assemble at Simla during August 1888. The exact date will be notified hereafter.

2. The following officers have been appointed to act as President and Secretary :—

Colonel L. Conway-Gordon, Director General of Railways, *President*.

Captain G. F. Wilson, *Secretary*.

3. The President has been instructed to circulate for the information of all Railways, parties to the Conference, the rules of business and also a list of subjects, with all connected correspondence, which have already been noted for discussion. Agents and Managers are requested to submit to the President any other questions which they think it is desirable to have discussed.

4. There will be two delegates for State Railways, one of whom will be nominated by the Government of Bengal, to represent the Eastern Bengal Railway System, and the other by the Government of India, to represent the North-Western Railway.

5. The Director General of Railways, who is also President of the Conference, will represent the interests of the remaining State lines.

The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Agent to the Governor General for Rajputana.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

ORDER.—Ordered, that this Resolution be communicated to the Governments, Administrations and Officers marginally noted, for information and guidance.

Appendix B.

(Vide Resolution No. 1.)

No. 10, dated 1st December 1887.

From—The Secretary, Railway Conference of 1888.

In accordance with the instructions contained in the Government of India, Public Works Department, Resolution No. 1281 R.T., dated 29th October 1887, I am directed by the President to forward, for your information, the Rules for the Conduct of Business at the Conference, also a list of the subjects proposed for discussion, and to state that the papers connected with each subject are being printed, and will be furnished in due course.

2. I am further to request that, after a perusal of the printed papers, I may be favoured for the President's information, with any observations you may wish to make regarding any of the subjects proposed for discussion.

3. I am also to request the favour of your furnishing me with any further subjects which you may desire to have brought up for discussion before the Conference.

4. A compilation of the Regulations already passed at previous Conferences is sent herewith; and in this you will find the general classification of goods at present existing on the various lines in India. From this you will be able to judge what progress has hitherto been made towards a general classification to be adopted by all Railways for through booking.

Rules for the Conduct of Business at the Railway Conference proposed to be held in India in 1888.

1. The business of the Conference shall be to consider the subjects noted in the accompanying list and any other subjects which may be proposed, and to frame rules in such cases in which they are needed.

2. The Committee shall consist of a President appointed by the Government of India, one officer appointed by each Railway* constructing or working a line in India, and a Secretary to the Conference to be also nominated by the Government of India.

* The State Railways will be represented as follows:—
N.-W. Ry. ... one delegate.
E. B. S. Ry. ... one do.
Remaining State Railways—The President.

3. The President shall direct the proceedings and be entitled to vote, having an additional or casting vote in the case of an equal division. His decision as to whether questions other than those previously circulated by him put forward for discussion shall be considered or not shall be final. Each delegate shall have one vote.

4. The proceedings of the Conference shall be subject to the confirmation of the Government of India and Boards of Directors. But the Conference shall suggest a date on and from which their proposals are recommended for introduction.

5. The Conference shall with the approval of the President, be at liberty to appoint from among its members, a Sub-Committee for the investigation of any particular question; but the proceedings of such Sub-Committee shall have no force until confirmed by a full Conference or quorum.

6. Two-thirds of the members of the Conference, including the President, shall form a quorum.

7. The delegates of those Railway Companies which were not represented at previous Conferences, will be asked to state definitely which of the rules passed at those Conferences they do and which they do not accept.

A.

List of Questions to be placed before the Conference of 1888 for decision.

1. Limits to which errors should be disregarded in Invoices for goods booked through.
2. Application of the Value-payable system to Railway Receipt-notes.
3. Reconsideration of certain Regulations made at the Traffic Conference of 1884, which, although carried, were objected to by certain Railways.
4. Conditions under which the stores of a Railway should be carried on foreign lines, including surplus stores.
5. Penalty for breach of the Conference Regulation under which all traffic shall be sent by the shortest route, provided it is the cheapest.
6. Development of Season Ticket Traffic, and Simplification of the conditions under which Return Tickets are issued.
7. Suggested modifications in the Miscellaneous Goods Receipt Form, S. N. 36.
8. Revision of maxima and minima standard dimensions for Indian Railways.
9. Safety appliances for working Railways.
10. Intercommunication between driver, guard and passengers in Railway trains.

Appendix B—conold.

(Vide Resolution No. 1.)

B.

List of Papers circulated in the event of Railways, parties to the Conference, having any definite proposals to bring forward for discussion thereon.

1. Formation of a Railway clearing house in India.
2. Method of obtaining more work out of locomotives.
3. Comparative cost of constructing Indian, English and American Railways.
4. Framing of General Rules under section 8 of the Railway Act of 1879 for working construction trains before the opening of lines to traffic.

No. 103, dated 20th June 1888.

From—The Secretary, Railway Conference of 1888.

With reference to paragraph 1 of Government of India, Public Works Department, Resolution No. 1281 R.T., dated the 29th October 1887, I am directed to intimate that, under the orders of the Government of India, the Railway Conference will assemble at the Public Works Department Secretariat, Simla, at 12 noon on Monday the 6th August 1888.

2. The names of the members of the Conference will be communicated as soon as the nominations by the Agents of the Several Railway Companies have been received.

Appendix C.

(Vide Resolution No. 1.)

No. 121, dated 9th July 1888.

From—The Secretary, Railway Conference of 1888.

In continuation of my letter No. 103, dated the 20th June 1888, I am directed to intimate that, in accordance with the wishes of the majority of the Delegates, the date for the assembling of the Conference has been postponed from the 6th August 1888, to the 3rd September 1888.

2. A list of the Delegates of the various Railways, who have been nominated to attend the Conference, is attached for information.

List of Delegates.

Railway.	DELEGATE.	
	Name.	Designation.
Bombay, Baroda and Central India	Major W. S. S. Bisset, R.E.	Agent.
	I. O'Callaghan, Esq.	General Traffic Manager.
East Indian	N. St. L. Carter, Esq.	Traffic Manager.
Great Indian Peninsula	H. Conder, Esq.	General Traffic Manager.
Oudh and Rohilkhand	S. Hartwell, Esq.	Agent.
Rohilkhand-Kumaon	A. Isat, Esq.	Agent and Chief Engineer.
	E. Neville, Esq.	Deputy Agent.
Southern Mahratta	J. Craik, Esq.	Traffic Manager.
South Indian	W. S. Betts, Esq.	Agent.
Bengal and North-Western	A. Isat, Esq.	Agent and Chief Engineer.
His Highness the Nizam's Guaranteed State.	W. C. Furnivall, Esq.	Agent and Chief Engineer.
Indian Midland	W. B. Wright, Esq.	Traffic Manager.
Bengal-Nagpur	T. R. Wynne, Esq.	Agent and Chief Engineer.
	A. T. Goodfellow, Esq.	Joint Auditor.
Madras	F. B. Hanna, Esq.	Agent and Manager.
North-Western	J. Lightfoot, Esq.	Manager, Sind Section.
Eastern Bengal	Major G. F. O. Boughy, R.E.*	Manager.
Bhavnagar-Gondal-Junaghad-Portbandar.	Major R. Gardiner, R.E.	Manager and Engineer-in-Chief.
Bengal Central	(Not reported.)	
Darjeeling-Himalayan		
Morvi	W. H. White, Esq.*	Manager and Executive Engineer.

* Probable.

Appendix D.

(Vide Resolution No. 1.)

No. 2536 R., dated 2nd August 1888.

From—The Government of Bengal, Public Works Department,

To—The Secretary, Railway Conference, Simla.

With reference to the correspondence on the subject ending with your telegram of the 5th of July 1888, I am directed to state that the Board of Directors of the Bengal Central Railway Company, Limited, considers it unnecessary that the Company should be represented at the Railway Conference proposed to be held at Simla in September next.

Telegram, dated 20th August 1888.

From—The Consulting Engineer for Railways, Bombay,

To—The Secretary, Railway Conference, Simla.

Your telegram No. 45 Conference of seventeenth. Morvi Manager wires:—*Begins:* "Your message of 18th. This Railway does not wish to be represented at Conference at all this year."—*Ends.*

No. 3129 S., dated 15th August 1888.

From—The Secretary to the Agent to the Governor General, Rajputana and Central India, Public Works Department,

To—The Secretary, Railway Conference, Simla.

With reference to your telegram dated the 5th July 1888, regarding delegate to represent the Jodhpore Railway at the approaching Railway Conference, I am directed by the Agent to the Governor General for Rajputana to intimate that His Highness the Maharajah of Jodhpore does not wish to be represented at the Conference in question.

No. 1546 W., dated 24th August 1888.

From—The Acting Agent, His Highness the Nizam's Guaranteed State Railway Company, Limited,

To—The Secretary, Railway Conference.

As Mr. Furnivall, the Agent and Chief Engineer of this Company, has been obliged to leave for England, he will not be able to represent this Company at the Railway Conference appointed to meet on the 3rd of September.

I have been appointed to act for him as Agent of the Railway, and, as I am also Traffic Manager, it will not be possible for me to absent myself from my duties, for such a length of time as the Conference is likely to last; and on telegraphing to the Board I learn that under the circumstances they will not be able to send a delegate.

Telegram, dated 1st September 1888.

From—The Chairman, Darjeeling-Himalayan Railway,

To—The Secretary, Railway Conference of 1888.

Regret cannot attend Conference or send Delegate.

Appendix E.

(Vide Resolutions Nos. 1 & 7.)

Revised list of Delegates.

Railway.	DELEGATE.	
	Name.	Designation.
Bombay, Baroda and Central India	Major W. S. S. Bisset, R.E.	Agent.
	I. O'Callaghan, Esq.	General Traffic Manager.
East Indian	D. W. Campbell, Esq.	Agent.
	N. St. L. Carter, Esq.	Traffic Manager.
Great Indian Peninsula	H. Conder, Esq.	General Traffic Manager.
Rohilkhand-Kumaun	A. Izat, Esq.	Agent and Chief Engineer.
Southern Mahratta	J. Crank, Esq.	Traffic Manager.
South Indian	W. S. Betts, Esq.	Agent.
Bengal and North-Western	A. Izat, Esq.	Agent and Chief Engineer.
Indian Midland	W. B. Wright, Esq.	Traffic Manager.
Bengal-Nagpur	Captain W. V. Constable, R.E.	Deputy Agent.
Madras	F. B. Hanna, Esq.	Agent and Manager.
North-Western	J. Lightfoot, Esq.	Manager, Sind Section.
	J. R. Bell, Esq.	Engineer-in-Chief, Chenab Bridge Works.
Eastern Bengal	Major G. F. O. Boughay, R.E.	Manager.
Bhavnagar-Gondal-Junaghad-Porbandar.	Major R. Gardiner, R.E.	Manager and Engineer-in-Chief.

No. 98, dated 18th June 1888.

From—The Secretary, Railway Conference of 1888.

I am directed to invite your attention to the accompanying* correspondence regarding the question of voting powers of each Railway Administration at the ensuing Conference, which has recently taken place between the East Indian Railway and the President.

2. Under the present constitution of the Conference, the delegate of each line of Railway, irrespective of its length, is entitled to one vote. The President is, however, of opinion that the voting power of each Railway ought to bear some relation to its importance or, roughly, some relation to its mileage, and he accordingly proposes the following scale which is similar to that adopted by the International Railway Congress:—

Two votes for a Railway not exceeding in length 100 miles,

Three votes for a Railway exceeding 100, but not exceeding 500 miles,

and one additional vote for each 500 miles, or part thereof, subject to a maximum limit of eight votes for each line.

3. The above scale is proposed, not because it appears better, perhaps, than some others that might be suggested, but because it has been supported by as high an authority as the International Railway Congress; and I am to request the favour of an early expression of your opinion in regard thereto.

4. I am to add, in conclusion, that the proposed scale has received the general approval of the Government of India.

No. 138, dated 17th July 1888.

From—The Secretary, Railway Conference of 1888.

I am directed to forward, for information, a printed copy of the Programme of the Railway Conference of 1888, together with a List of subjects for discussion.

Appendix E—contd.

(Vide Resolutions Nos. 1 & 6.)

Programme of the Railway Conference of 1888.

Day.	Date.	Hour.	Subject.
Monday	Sept. 3rd	12 noon.	Opening, and appointment of Sub-Committees to discuss Questions Nos. 8 and 9 of Section A, and 4 of Section B.
Tuesday	" 4th	11 A.M.	Sub-Committee on Question No. 4 B—Framing of General Rules under Section 8 of the Railway Act of 1879, for working construction trains before the opening of lines to traffic.
"	" "	3 P.M.	Question No. 18 A—Reconsideration of some of the Rules for the interchange of rolling-stock, passed at the Railway Conference of 1882.
Wednesday	" 5th	11 A.M.	Sub-Committee on Question No. 4 B—(continued).
"	" "	3 P.M.	Question No. 18 A—(continued).
Thursday	" 6th	11 A.M.	Sub-Committee on Question No. 4 B—(continued).
"	" "	3 P.M.	Question No. 18 A—(concluded).
Friday	" 7th	11 A.M.	Sub-Committee on Question No. 4 B—(concluded).
"	" "	3 P.M.	Question No. 20 A—Reconsideration of various Regulations passed at the Railway Conference of 1882.
Saturday	" 8th	11 A.M.	Morning sitting of Sub-Committee on Question No. 4 B—(if necessary).
Monday	" 10th	11 A.M.	Sub-Committee on Question No. 8 A—Revision of maxima and minima standard dimensions for Indian Railways.
"	" "	3 P.M.	Question No. 20 A—(concluded), and Question No. 13 A—Reconsideration of Conference Regulation 37 (f) [Rule VI, Resolution 33, Conference, 1882].
Tuesday	" 11th	11 A.M.	Sub-Committee on Question No. 8 A—(continued).
"	" "	3 P.M.	Question No. 15 A—Reconsideration of Conference Regulation No. 43 [Rule XII of the Conference Rules of 1882].
Wednesday	" 12th	11 A.M.	Sub-Committee on Question No. 8 A—(continued).
"	" "	3 P.M.	Question No. 3 A—Reconsideration of certain Regulations made at the Railway Conference of 1884, which, although carried, were objected to by certain Railways.
Thursday	" 13th	11 A.M.	Sub-Committee on Question No. 8 A—(concluded).
"	" "	3 P.M.	Question No. 3 A—(concluded).
Friday	" 14th	11 A.M.	Question No. 16 A—Proposed alterations in the Rules for booking parcels.
"	" "	3 P.M.	Question No. 17 A—Concessions for the conveyance of race-horses by Railway.
Saturday	" 15th	11 A.M.	Morning sitting of Sub-Committee on Question No. 8 A—(if necessary).

N.B.—Any other subjects that may be brought forward with the approval of the President, will be laid before the Conference at such times as may be convenient.

The above Programme indicates, generally, the order in which the various Questions will be discussed; but it should be accepted as only a rough estimate of the time over which the discussion on each Question may extend.

Appendix E—contd.
(Vide Resolutions Nos. 1 & 6.)

Programme of the Railway Conference of 1888—concl'd.

Day.	Date.	Hour.	Subject.
Monday	Sept. 17th	11 A.M.	Sub-Committee on Question No. 9 A—Safety appliances for working Railways.
"	" "	3 P.M.	Question No. 11 A—Extension of the system of Messrs. Cook and Son's Circular tours in India so as to embrace residents in India.
Tuesday	" 18th	11 A.M.	Sub-Committee on Question No. 9 A—(continued).
"	" "	3 P.M.	Question No. 1 A—Limits to which errors should be disregarded in Invoices for goods booked through; and Question No. 5 A—Penalty for breach of the Conference Rules under which all traffic shall be sent by the shortest route, provided it is the cheapest.
Wednesday	" 19th	11 A.M.	Sub-Committee on Question No. 9 A—(continued).
"	" "	3 P.M.	Question No. 2 A—Application of the Value-payable system to Railway Receipt Notes.
Thursday	" 20th	11 A.M.	Sub-Committee on Question No. 9 A—(concluded).
"	" "	3 P.M.	Question No. 4 A—Conditions under which the stores of a Railway should be carried on foreign lines, including surplus stores.
Friday	" 21st	11 A.M.	Question No. 12 A—Consideration of the question of reducing the number of classes of Railway carriages in India.
"	" "	3 P.M.	Question No. 6 A—Development of season ticket traffic and simplification of the conditions under which return tickets are issued.
Saturday	" 22nd	11 A.M.	Morning sitting of Sub-Committee on Question No. 9 A—(if necessary).
Monday	" 24th	11 A.M.	Question No. 7 A—Suggested modifications in the Miscellaneous Goods Receipt Form, S. N. 36.
"	" "	3 P.M.	Question No. 10 A—Inter-communication between driver, guard and passenger in Railway trains.
Tuesday	" 25th	11 A.M.	Question No. 19 A—Formation of a Committee of General Managers.
"	" "	3 P.M.	Question No. 14 A—Publication of a single quarterly or monthly goods tariff for all Indian Railways.
Wednesday	" 26th	11 A.M.	Question No. 21 A—Uniform rates for certain descriptions of Coaching Traffic on Indian Railways.
"	" "	3 P.M.	Question No. 1 P—Formation of a Railway Clearing House in India.
Thursday	" 27th	11 A.M.	Question No. 2 B—Method of obtaining more work out of locomotives.
"	" "	3 P.M.	Question No. 3 B—Comparative cost of constructing Indian, English and American Railways.

N.B.—Any other subjects that may be brought forward with the approval of the President, will be laid before the Conference at such times as may be convenient.

The above Programme indicates, generally, the order in which the various Questions will be discussed; but it should be accepted as only a rough estimate of the time over which the discussion on each Question may extend.

Appendix E—concl'd.
(Vide Resolutions Nos. 1 & 6.)

A.

List of Questions to be placed before the Conference of 1888 for decision.

1. Limits to which errors should be disregarded in Invoices for goods booked through.
2. Application of the Value-payable system to Railway Receipt Notes.
3. Reconsideration of certain Regulations made at the Traffic Conference of 1884, which although carried, were objected to by certain Railways.
4. Conditions under which the stores of a Railway should be carried on foreign lines, including surplus stores.
5. Penalty for breach of the Conference Regulation under which all traffic shall be sent by the shortest route, provided it is the cheapest.
6. Development of season ticket traffic, and simplification of the conditions under which return tickets are issued.
7. Suggested modifications in the Miscellaneous Goods Receipt Form, S. N. 36.
8. Revision of maxima and minima standard dimensions for Indian Railways.
9. Safety appliances for working Railways.
10. Inter-communication between driver, guard and passengers in Railway trains.
11. Extension of the system of Messrs. Thomas Cook and Sons' circular tours in India so as to embrace residents in India. (*Proposed for discussion by the Manager, Eastern Bengal State Railway.*)
12. Consideration of the question of reducing the number of classes of Railway carriages in India. (*Proposed for discussion by the President.*)
13. Reconsideration of Conference Regulation 37 (f) [Rule VI, Resolution 33, Conference 1882.] (*Proposed for discussion by the Agent, Bombay, Baroda and Central India Railway.*)
14. Publication of a single quarterly or monthly Goods tariff for all Indian Railways. (*Proposed for discussion by the Agent, Bombay, Baroda and Central India Railway.*)
15. Reconsideration of Conference Regulation 43 [Rule XII of the Conference Rules of 1882.] (*Proposed for discussion by the Agent, Great Indian Peninsula Railway.*)
16. Proposed alterations in the Rules for booking parcels. (*Proposed for discussion by the Agent, Bombay, Baroda and Central India Railway.*)
17. Concessions for the conveyance of race-horses by Railway. (*Proposed for discussion by the Agent, East Indian Railway.*)
18. Reconsideration of some of the rules for the interchange of rolling-stock, passed at the Railway Conference of 1882. (*Proposed for discussion by the Agent, East Indian Railway.*)
19. Formation of a Committee of General Managers. (*Proposed for discussion by the President.*)
20. Reconsideration of various Regulations passed at the Railway Conference of 1882. (*Proposed for discussion by the Agent, Oudh and Rohilkhand Railway.*)
21. Uniform rates for certain descriptions of coaching traffic on Indian Railways. (*Proposed for discussion by the Agent, Bombay, Baroda and Central India Railway.*)

B.

List of papers circulated in the event of Railways parties to the Conference having any definite proposals to bring forward for discussion thereon.

1. Formation of a Railway Clearing House in India.
2. Method of obtaining more work out of locomotives.
3. Comparative cost of constructing Indian, English and American Railways.
4. Framing of General Rules under section 8 of the Railway Act of 1879, for working construction trains before the opening of lines to traffic.

Appendix F.

(Vide Resolution No. 12.)

Statement showing the voting powers of Railways, based on total mileage (open and under construction)
(See No. 28, dated the 18th June 1888, from the Secretary, Railway Conference of 1888.)

SCALE.

Not exceeding 100 miles ... 2 votes
Exceeding 100 and up to 500 miles ... 3
For every additional 500 miles, or part thereof (subject to a maximum limit of 8 votes for each line) ... 1

Railway.	Total mileage.	No. of votes.	Railway.	Total mileage.	No. of votes.
NORTH-WESTERN ...	2,436	7	BENGAL-NAGPUR (INCLUDING KATNI-UMARIA AND NAGPUR-CHHATTISGARH RAILWAYS)	834	2
BOMBAY, BARODA AND CENTRAL INDIA—					
Main line ...	438½		SOUTH INDIAN—		
Branches:—			Main line ...	654½	
Patri ...	22½		Branches:—		
Rajputana-Malwa ...	1,414½		Cuddapah-Nellore ...	82½	
Cawnpore-Achnera ...	261½		Pondicherry ...	7½	4
His Highness the Gaekwar's ...	58½			745	
Mehsana-Vadnagar ...	27½	7	INDIAN MIDLAND ...	604	4
EAST INDIAN—			BENGAL AND NORTH-WESTERN ...	376½	3
Main line ...	1,513½		BHAVNAGAR-GONDAL JUNAGHAD-FOR-BANDAR ...	398½	3
Branches:—					
Sindia ...	74½		ROHILKHAND-KUMAON—		
Patna-Gya ...	57½		Main line ...	54½	
Dildarnagar-Ghaziपुर ...	12		Branches:—		
Tarakeshwar ...	22½	6	Bareilly-Pilibhet ...	36	2
GREAT INDIAN PENINSULA—					
Main line ...	1,288½		STATE AND OTHER RAILWAYS, OTHER THAN THOSE MENTIONED ABOVE—		
Branches:—			Outh and Rohilkhand ...	692½	
Dhond-Manmad ...	145½		Lucknow-Sitapur-Sihramau ...	124	
Khamgaon ...	7½		Burma ...	333	
Amratti ...	5½		Toungoo-Mandalay ...	223½	
Bhopal-Itarsi ...	57	8	Rajpura-Patiala ...	43	
SOUTHERN MAHRATTA (INCLUDING MYSORE AND BELLARY-KISTNA RAILWAYS) ...	1,338	5	Amritsar-Pachankot ...	64½	
EASTERN-BENGAL STATE RAILWAY SYSTEM (INCLUDING THE ASSAM-BEHAR, NALHATI AND TIRHOOT STATE RAILWAYS) ...	1,064½	5	Wardha Coal ...	46½	
MADRAS ...	838½	4	Jorhat ...	30½	
			Cherra Companygunj ...	15	1,648½

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Appendix G.

(Vide Resolution No. 36.)

Note by the Traffic Manager, East Indian Railway, on Proposals to charge Parcels Rate on luggage.

Parcels are charged for separately on the weight of each package; but if parcels rates were applied to luggage, it would be necessary apparently to charge on collective weight. Otherwise there would be a difficulty in giving free allowance.

Parcels rates are—

	For first 100 miles.	For every additional 100 miles.
Per maund ...	16 annas	8 annas.
Luggage rates are—		
Per maund ...	12½ annas	12½ annas.

So that the proposal would involve an increased charge on short distance consignments, and a reduced charge on long distance consignments.

During the year 1887 the East Indian Railway carried approximately 17,000 tons of ordinary luggage (excluding specie), on which the earnings were approximately Rs. 3,00,000. Therefore the earnings per maund carried were 10½ annas. Therefore the average distance carried was 101 × 12½ miles = 84 miles.

As will be seen on referring to the parcels rates given above, a maund weight parcel carried 84 miles would be charged 16 annas; half a maund weight would be charged 10 annas; while half a maund of luggage would be 6 annas only.

The average distance travelled by passengers of all classes on the East Indian Railway is approximately—

Class	Distance
First ...	140 miles.
Second ...	160 "
Intermediate ...	45 "
Third ...	65 "

Taking the longest distance, viz., 160 miles, a maund of luggage carried that distance would cost Rs. 1-4; but a maund parcel would cost Rs. 1-8. Taking the average distance travelled by a third class passenger, and the excess luggage to be half a maund, he would pay only four annas at luggage rates against ten annas at parcels rates.

The conclusion is, that luggage traffic being principally short distance traffic, it would bear hardly upon the public to apply parcels rates to luggage. To third class passengers with small quantities (say half a maund) of excess luggage, the charge at parcels rates would be oppressive.

*The following are comparative charges at luggage and at parcels rates between Howrah and certain important stations:

Miles.		Luggage per maund.	Parcels per maund.
		Rs. a. p.	Rs. a. p.
24	Howrah to Hooghly ...	0 3 0	1 0 0
67	Burdwan ...	0 8 0	1 0 0
121	Ranagunge ...	0 15 0	1 8 0
265	Bhagalpore ...	2 1 0	2 0 0
384	Moradpur ...	2 14 0	2 8 0
411	Buxar ...	3 3 0	3 0 0
599	Fyzabad ...	4 0 0	3 8 0
618	Lucknow ...	4 12 0	4 0 0
684	Cawnpore ...	5 6 0	4 0 0
813	Agra ...	6 9 0	5 0 0
951	Dahli ...	7 7 0	5 8 0
972	Meerut ...	7 11 0	5 8 0
1,040	Sabarnpur ...	8 6 0	6 0 0
1,095	Unballa ...	9 0 0	6 0 0

* The charge would be dropped altogether for first and second class passengers.

Appendix G—concl.

(Vide *Resolution No. 36.*)

For the small quantity of luggage carried long distances, parcels rates are undoubtedly more favorable than luggage; but in most cases where the excess luggage is of sufficient weight to make it worth while to have recourse to parcels rates, the owner prefers to despatch by goods train at goods rates.

Appendix H.

(Vide *Resolution No. III.*)

Great Indian Peninsula Railway.

ALPHABETICAL LIST OF STATIONS ON THE SEVERAL RAILWAYS IN INDIA, WITH PROPOSED CODE INITIAL LETTERS FOR EACH.

BOMBAY;

The 20th August 1888.

ABBREVIATIONS.

The following abbreviations are used to denote the several Railways, Government **Bullock Trains** and Steamer Service, namely:—

Amr. S.	denote the Amraoti State.
B. & N. W.	" " Bengal & North-Western.
B. B. & C. I.	" " Bombay, Baroda and Central India (includes R.-M., H. S., S. N. S., C.-A., and R.-F.).
B. C.	" " Bengal Central.
B.-E. S.	" " Bilaspur-Etawa State.
B.-G.	" " Bhavnagar-Gondal State.
B.-K.	" " Bellary-Kistna.
B.-Nag.	" " Bengal-Nagpur.
B.-P. S.	" " Bareilly-Philibheet State.
B. S.	" " Bhopal State.
D. & M. S.	" " Dhond and Munmar State.
D.-G.	" " Dildarnagar-Ghazipur State.
D.-H.	" " Darjeeling-Himalayan.
E. B. S.	" " Eastern Bengal (includes the B. C. Railway, the Northern Bengal State, the Dacca State, the connected Steamer Service, and the Assam-Bihar District).
E. I.	" " East Indian.
G. B. T.	" " Government Bullock Train.
G. I. P.	" " Great Indian Peninsula.
I. M.	" " Indian Midland.
Jh.	" " Jodhpore Railway.
K. D.	" " Kaunia-Dharla.
Khm. S.	" " Khamgaon State.
L.-S.	" " Lucknow-Sitapur Seramaw Provincial.
M.	" " Madras Railway.
M. S.	" " Mysore State.
M. V.	" " Mehasana-Vadnagar.
Nal. S.	" " Nalhati State.
N. S.	" " Nizam's State.
N. W.	" " North-Western (includes the S. P. & D., I. V. S., P. N. S., Sind-Pishin, Amritsar-Pathankote, Rajapur-Patiala, and Sind-Sagar Rys.).
O. & R.	" " Oudh and Rohilkhand.
P. & G. S.	" " Patna and Gya State.
R. B. S.	" " Rampur-Beaulia Steamer Service in connection with the Eastern Bengal State Railway <i>via</i> Damoodia.
R. K.	" " Rohilkhand-Kumaon (includes Bareilly-Philibheet State Railway).
S. I.	" " South Indian.
Sin. S.	" " Sindia State.
S. M.	" " Southern Mahratta (includes Mysore State and Bellary-Kistna State Railway).
Tir. S.	" " Tirhoot State.
W. C. S.	" " Wardha Coal State.

Great Indian Peninsula Railway.

Bombay, the 20th August 1888.

Alphabetical List of Stations on the several Railways in India, with proposed Code Initial Letters for each.

The Thick type in the last column below shows the present Code Initials and the other type the proposed new initials.*

STATIONS.	RAILWAYS.	Proposed Code Initials.	STATIONS.	RAILWAYS.	Proposed Code Initials.
Abbottabad	N. W. Out-Agency.	A. T. D.	Asafpur	O. & R.	A. F. R.
Abigum	N. W.	A. B. G.	Asalpur	R. M.	A. P.
Abu Road	R. M.	A. B. R.	Asangaon	G. I. P.	S. P. H.
Achalda	E. I.	U. L. D.	Asansol	E. I.	A. S. N.
Acharapakam	S. I.	A. C. K.	Ashta Road	S. M. (W.D.)	A. H. R.
Achnera Junction	R. M. & C. A.	A. H.	Asvalli	G. I. P.	A. V.
Adampur	R. F.	A. D. R.	Ata	I. M.	A. T. A.
Adamwahan	N. W.	A. D. W.	Atamara	R. K.	A. M. A.
Adoni	M.	A. D.	Atari	N. W.	A. T. T.
Agra Cantonment	R. M. & E. I.	A. G. C.	Ataria	I. S. & S. P.	A. A.
Agra Cantonment	Sin. S.	A. C.	Atgaon	G. I. P.	A. T. G.
Agra East Bank	R. M.	A. E. B.	Attrai	N. B.	A. T. I.
Agra Fort	E. I.	A. G. F.	Attrauli Road	O. & R.	A. U. R.
Agra Fort	R. M.	A. F.	Attar	R. M.	A. T. R.
Agra Junction	E. I.	A. G. A.	Attock Bridge	N. W.	A. T. K.
Ahmadpur	E. I.	A. M. P.	Auspree	M.	O. P.
Ahmedabad Junction	N. W.	A. D. P.	Auwa	R. M.	A. U.
Ahmednagar	B. B. & C. I.	A. D. I.	Avady	M.	A. V. D.
Ahraura Road	D. & M.	A. N. G.	Ayyalur	S. I.	A. Y. R.
Ait	E. I.	A. R. W.	Ayyampet	S. I.	A. Z. P.
Ajanti	I. M.	A. T.	Azimganj	Nal. S.	A. Z.
Ajeraka	R. M.	A. N. I.	Azimgurh	E. I. Out-Agency.	A. M. H.
Ajgain	R. M.	A. I. A.	Azimgurh	O. & R. Out-Agency.	A. Z. G.
Ajmera Junction	O. & R.	A. J.			
Ajmer	R. M.	A. I. I.	Babaganj	B. & N. W.	B. B. J.
Ajodhya	R. M.	A. J. N.	Babai	G. I. P.	B. I.
Ajodhya Ghat	O. & R.	A. Y.	Babarkach	N. W.	B. B. H.
Ajodhya (Lakarmundi Ghat)	O. & R.	A. H. G.	Babatpur	O. & R.	B. T. P.
Akbarpur	B. & N. W.	A. J. G.	Babhnai	B. & N. W.	B. V.
Akhri	O. & R.	A. B. P.	Babralla	O. & R.	B. B. A.
Akola	R. M.	A. I.	Badami	S. M. (E. D.)	B. D. M.
Akolner	G. I. P.	A. K.	Badami Bag	N. W.	B. B.
Akora Khattak	D. & M.	A. K. R.	Badarganj	N. B. S.	B. D. G.
Ala	N. W.	A. K. O.	Badhari Kaldn	C. A.	B. H. K.
Alamdanga	N. W.	A. L. A.	Badlapur	G. I. P.	B. U. D.
Alamnagar	E. B. S.	A. D. G.	Badnera	G. I. P.	B. D.
Alandi	O. & R.	A. M. G.	Badra	N. W.	B. D. R.
Alapakam	S. M. (W. D.)	A. L. N.	Bag Bazaar	E. B. S.	B. B. R.
Aler	S. I.	A. I. P.	Bagalkot	S. M. (E. D.)	B. G. K.
Aligarh	N. S.	L. A.	Bagarji	N. W.	B. G. J.
Aligarh	E. I.	A. L. G.	Baghauli	O. & R.	B. G. H.
Alimati	O. & R.	A. L. T.	Bagmar	G. I. P.	B. M. A.
Aliwara	G. I. P.	A. W. A.	Bagra	G. I. P.	B. A. G.
Allahabad	E. I.	A. L. D.	Bahadarpur	B. B. & C. I.	B. D. U.
Alnavar	S. M. (S. D.)	L. W. R.	Baha-uddin	N. W.	B. H. N.
Alur	S. M. (E. D.)	A. L. R.	Bahawalpur	N. W.	B. W. P.
Amalsad	B. B. & C. I.	A. M. L.	Baheri	N. W.	B. H. E.
Ambaturai	S. I.	A. B. I.	Baheri	R. K.	B. H. I.
Ambli Road	B. B. & C. I.	A. B. D.	Babraich	R. & N. W.	B. R. K.
Amboor	M.	A. B.	Babram Ghat	O. & R.	B. V. G.
Amburnath	G. I. P.	A. B. H.	Bahrampur	E. I.	B. R. M.
Amdera	R. I.	U. D. E.	Baidyabati	E. I.	B. V. I.
Amgaon	B. Nag.	A. G. N.	Baidynath	E. I.	B. J. N.
Ammapet	S. I.	A. M. T.	Baivanhall	S. M. B. G. Sec.	B. N. L.
Ammayanaykanur	S. I.	A. Y. K.	Bakrani Road	N. W.	B. K. R.
Amraoti	Amr. S.	O. M.	Bakshi-ka Talab	I. S.	B. K. T.
Amri	N. W.	A. M. R.	Balaganur	S. M.	B. L. R.
Amritsar	N. W.	A. S. R.	Balaman	O. & R.	B. L. M.
Amroli	B. B. & C. I.	A. E. I.	Balawali	O. & R.	B. L. W.
Anand	B. B. & C. I.	U. D.	Baliaghatta	E. I.	B. G. A.
Anarpur Junction	Tir. S.	A. P. J.	Balipara	E. B. S.	B. P. A.
Anasari	B. B. & C. I.	A. N.	Ballaganj	E. B. S.	B. L. J.
Anasari	G. I. P.	U. G.	Bally	E. I.	B. L. Y.
Anasari	O. & R.	A. J. I.	Ballygunge	E. B. S.	B. L. N.
Anasari	D. & M. S.	A. N. K.	Balotra	Jh.	B. L. T.
Ankleshwar	B. B. & C. I.	A. K. V.	Banas	R. M.	B. N. S.
Annikeri	S. M. (S. D.)	N. G. R.	Banawar	M. S.	B. A. W.
Antandavapuram	S. I.	A. N. P.	Bandanwara	R. M.	B. D. W.
Aonla	O. & R.	A. O.	Bandikui Junction	R. M.	B. K. I.
Aranghatta	E. B. S.	A. G.	Bandra	B. B. & C. I.	B. A.
Araul	C. A. S.	A. R. L.	Bangalore Cantonment	M.	B. N. C.
Arconum Junction	M. & S. I.	A. J. J.	Bangalore City	M. & M. S.	B. I. C.
Arcoot	M.	A. R.	Bangalore Market	M. S.	B. M.
Armenian (Merbohur Ghat)	E. B. S.	A. M.	Bankheri	G. I. P.	B. K. H.
Arnu	R. M.	A. R. N.	Bankipore	E. I.	B. N. K.
Arrah	E. I.	A. R. A.	Bankipore	P. & G. S.	B. N. O.

STATIONS.	RAILWAYS.	Proposed Code Initials.	STATIONS.	RAILWAYS.	Proposed Code Initials.
Dildanagar	E. I.	D. L. N.	Garia	E. B. S.	G. R. A.
Dina	N. W.	D. I. N.	Garia	N. G. S.	G. L. A.
Dinagepur	N. B.	D. G. P.	Gauri Bazar	B. & N. W.	G. B.
Dinampatti	M.	D. T. T.	Gazihat	N. W.	G. Z. G.
Dinanagar	N. W.	D. N. N.	Ghadchi	B. G.	G. D. C.
Dinapore	E. I.	D. N. R.	Ghakkhar	N. W.	G. K. R.
Dinapur Digla Ghat	R. & N. W.	D. D. G.	Ghanpur	N. S.	G. N. P.
Dindigal	S. I.	D. G.	Ghanpur	G. I. P.	G. U. R.
Ding	R. M.	D. N. G.	Ghat Gopur	G. I. P.	G. C.
Dingah	N. W.	D. G. H.	Ghokhar	N. S.	G. T.
Dip	B. S.	D. P.	Ghorechad Junction	N. W.	G. Z. D.
Diva	C. I. P.	D. W.	Ghorad	E. I.	G. Z. B.
Dodabelli	M. S.	D. B. L.	Ghorpur	E. I. One Agency	G. Z. R.
Dohari Ghat	E. I.	D. H. G.	Ghorardich	Tir. S.	G. G. H.
Dohari Ghat	C. & R.	D. H. T.	Ghogha	E. I.	G. G. A.
Dona	M. R.	D. I. A.	Gholvad	B. B. & C. I.	G. V. D.
Donar	N. B.	D. O. M.	Ghoom	D. H.	G. M.
Doneli	N. W.	D. M. I.	Ghorapuree	S. M. (H. D.)	G. P. R.
Dangargah	B. Nag.	D. G. G.	Ghosraua	R. M.	G. O. S.
Dongrgaon	G. I. P.	D. G. N.	Ghoti	G. I. P.	G. O.
Doondara	Jt.	D. O. R.	Ghotki	N. W.	G. H. K.
Dorata	N. W.	D. T. A.	Gidhar	E. I.	G. H. R.
Dornakal Junction	N. S.	D. K. J.	Gidwala	N. W.	G. L. W.
Doroha	N. W.	D. O. A.	Gididh	E. I.	G. R. D.
Dowhali	B. Nag.	D. L.	Gidindo	E. B. S.	G. L.
Dudni	C. I. P.	D. U. D.	Gidbardarga	B. C.	G. B. G.
Duki Road	N. W.	D. K. R.	Gidindpur	B. & N. W.	G. R.
Dullaria	G. I. P.	D. R. A.	Gidbra	B. B. & C. I.	G. D. A.
Dullia (via Gwalior)	G. B. T.	D. U. L.	Gogra Ferry	B. & N. W.	G. F.
Dum-Dum Cantonment	B. C.	D. D. C.	Gokak Road	S. M. (H. D.)	G. K. K.
Dum-Dum Junction	E. B. S.	D. D. J.	Gola-Gokernath	L. S.	G. K.
Dumraon	E. I.	D. M. R.	Goldinganj	R. & N. W.	G. J. H.
Dundhur	S. M. (S. D.)	D. U.	Gidhwala	R. F.	G. H. A.
Dungri	B. B. & C. I.	D. G. I.	Gidhali	M. S.	G. H. L.
Durbhunga	Tir. S.	D. B. G.	Gidpur	N. W.	G. P. E.
Durgapur	E. I.	D. G. R.	Gidra Junction	N. W.	G. L. R.
Durga	N. W. (S. P.)	D. R. I.	Gonda	B. & N. W.	G. D.
Duskera	G. I. P.	D. S. K.	Gondia	B. Nag.	G.
Dysur or Boivli	R. B. & C. I.	D. V. I.	Gonima	R. F.	G. N. A.
			Goodaloor	M.	G. O. A.
			Goodacul	M.	G. U. L.
			Goodattum	M.	G. O. R.
East Bank (Beas)	N. W.	E. B. B.	Gooty	M.	G. Y.
Ekma	R. & N. W.	E. M.	Gopalnagar	B. C.	G. N.
Ellamapur	S. I.	E. L.	Gopapur	N. B.	G. P. L.
Elphinstone Road	B. B. & C. I.	E. P. R.	Gopang	N. W.	G. P. G.
Eripura Road	R. M.	E. R.	Gorakhpur	B. & N. W.	G. K. F.
Erode	M.	E. D.	Goraya	N. W.	G. R. Y.
Erode (Junction)	S. I.	E. K. I.	Goregaon	B. B. & C. I.	G. M. N.
Etawah	E. I.	E. T. W.	Goshinganj	O. & R.	G. G. J.
			Goya Gate	B. B. & C. I.	G. G.
Falna	R. M.	F. A.	Grant Road (Bombay)	B. B. & C. I.	G. T. R.
Faridkot	R. F.	F. D. K.	Gubbi	M. S.	G. B. B.
Faridpore	O. & R.	F. P.	Gudgeri	S. M. (S. E.)	G. D. I.
Farukhabad	C. A.	F. B. D.	Gudha	R. M.	G. A.
Farukhnagar	R. M.	F. N.	Gudma	B. Nag.	G. D. M.
Fateganj	O. & R.	F. G. J.	Gudur	S. I.	G. D. R.
Fatehabad	R. M.	F. T. D.	Guduvancheri	S. I.	G. I.
Fateganj	N. W.	F. J. G.	Gujar Khan	N. W.	G. K.
Fatehgarh	C. A. S.	F. G. R.	Gujranwala	N. W.	G. R. W.
Fatehpur	E. I.	F. T. P.	Gujrat	N. W.	G. R. T.
Fazilka	R. F.	F. K. A.	Gulaguda	N. S.	G. G. D.
Fenchuganj	E. B. S.	F. G.	Gulistan Junction	N. W. (S. P.)	G. T. J.
Ferok	M.	F. K.	Gulistan Karez	N. W. (S. P.)	G. I. N.
Ferozepore Cantonment	N. W.	F. Z. C.	Guma	B. C.	G. M. A.
Ferozepore Cantonment	R. F.	F. Z. R.	Gungawaram	N. S.	G. W. M.
Ferozepore City	N. W.	F. Z. P.	Gunagi	S. M. (H. D.)	G. N. J.
Piroza	N. W.	F. R. A.	Gurmad	N. W.	G. G. I.
Pirozabad	E. I.	F. Z. D.	Guntakul Junction	S. M.	G. U.
Fort (Allahabad)	E. I.	F. R. T.	Gurdaspur	N. W.	G. S. P.
French Rocks	M. S.	F. R.	Gurgaon	R. M.	G. G. N.
Fuller's Camp	N. W. (S. P.)	F. C. P.	Gurhi Hasaro	R. M.	G. H. H.
Futwah	E. I.	F. U. T.	Guriya	R. M.	G. R. I.
Fyzabad	O. & R.	F. D.	Gursahiganj	C. A. S.	G. H. J.
			Gushkara	E. I.	G. K. H.
			Gwalior	Sin. S.	G. W. L.
			Gya	P. & G. S.	G. Y. A.
			Gyabaree	D. M.	G. B. E.
Gadag	S. M. (S. D.)	G. D. G.			
Gardawara	G. I. P.	G. A. R.			
Gadhi	G. I. P.	G. A. I.			
Gadiganur	S. M. (S. D.)	G. N. R.			
Galargaon	E. B. S.	G. F. N.	Habra	B. C.	H. B.
Gahmar	E. I.	G. M. R.	Hadali	N. W.	H. D. I.
Gaipura	E. I.	G. A. E.	Hagari	S. M.	H. G. I.
Galan	G. I. P.	G. A. A.	Hajcepur	Tir. S.	H. J. P.
Ganda Singhwalla	N. W.	G. S. S.	Haldibari	N. B.	H. D. B.
Ganeshpur	C. A. S.	G. S. R.	Haldwani	R. & K.	H. D. W.
Gangaikondan	S. I.	G. D. N.	Halkoti	S. M. (S. D.)	L. K. T.
Gangaiheri	B. Nag.	G. J.	Halsa	E. B. S.	H. S.
Gangdundwara	C. A. S.	G. W. A.	Hamira	N. W.	H. M. R.
Gangror	R. M.	G. G. R.	Hamirgarh	R. M.	H. M. G.
Garaul	Tir. S.	G. R. L.	Hansi	R. F.	H. N. S.
Garhman	I. M.	G. R. M.	Haranpore	N. W.	H. N. P.

STATIONS.	RAILWAYS.	Proposed Code Initials.	STATIONS.	RAILWAYS.	Proposed Code Initials.
Harappa	N. W.	H. A. A.	Jatrapur	K. & D.	J. T. R.
Harani	O. & R.	H. R. N.	Jatusana	R. F.	J. T. S.
Harda	G. I. P.	H. D.	Jatwara	R. M.	J. W.
Hardhaganj	O. & R.	H. G. J.	Jaunpur City	O. & R.	J. C.
Hardoi	O. & R.	H. R. I.	Jaunpur, Civil	O. & R.	J. P. C.
Hargam	L. S.	H. A.	Jaurah	N. W.	J. R. H.
Harihar	S. M. (S. D.)	H. R. R.	Jawalapur	O. & R.	J. W. P.
Haripur	R. M.	H. P.	Jawali	R. M.	J. A. L.
Haripur Out-Agency	N. W.	H. R. P.	Jaypurhat	N. B.	J. Y.
Harkia Khal	R. M.	H. K. L.	Jayrampur	E. B. S.	J. R. P.
Harlapur	S. M. (S. D.)	R. L. P.	Jehanabad	P. & C. S.	J. H. D.
Harnal	N. W. (S. P.)	H. U. R.	Jhuri	S. M. (W. D.)	J. J. R.
Harriah	N. W.	H. R. A.	Jessoore	B. C.	J. S.
Harsauli	R. M.	H. S. I.	Jetalsur	B. G.	J. L. R.
Harsud	G. I. P.	H. R. O.	Jeipur	B. G.	J. T. P.
Hasan Abdal	N. W.	H. S. N.	Jeur	G. I. P.	J. H.
Haspur	S. M. (S. D.)	H. P. T.	Jeypore	R. M.	J. P.
Hathras City	C. A.	H. T. C.	Jhanjharpur	Tir. S.	J. J. P.
Hathras Junction	E. I.	H. R. S.	Jhansi	I. M.	J. H. S.
Hathras Road	C. A.	H. T. J.	Jharli	R. F.	J. R. L.
Hattimattur	S. M. (S. E.)	H. T. R.	Jhatpat	N. W.	J. P. T.
Havalkera	G. I. P.	H. K. A.	Jheon	N. W.	J. M. R.
Haveli	S. M. (S. E.)	H. V. R.	Jhikargachi	B. C.	J. C. H.
Helak	R. M.	H. K.	Jhimpir	N. W.	J. H. P.
Hetampur	Sin. S.	H. E. T.	Jhinjak	E. I.	J. J. K.
Hillea	N. B.	H. L.	Jhun	B. B. & C. I.	J. N.
Hindun Road	R. M.	H. R.	Jir	R. M.	J. R.
Hingunghat	W. C. S.	H. G. T.	Jodhpore	Jd.	J. U.
Hirapur	G. I. P.	H. P. R.	Jolarpet Junction	M.	J. T. J.
Hirebaili	M. S.	H. H. L.	Jydebpur	E. B. S.	J. Y. R.
Hirokh	N. W. (S. P.)	H. R. K.	Jugaur	O. & R.	J. R. R.
Hissar	R. F.	H. S. R.	Jukehi	E. I.	J. K. E.
Hissar	G. I. P.	H. S. L.	Jullundur Cantonment	N. W.	J. R. C.
Hombal	S. M. (E. D.)	H. B. L.	Jullundur City	N. W.	J. U. C.
Hooghly	E. I.	H. G. Y.	Julpauri	N. B.	J. P. G.
Hoshangabad	B. S.	H. B. D.	Jumna	S. M. (E. D.)	J. M. L.
Hotar	E. B. S.	H. T.	Jungshahi	N. W.	J. G. S.
Howrah	E. I.	H. W. H.			
Hughli	S. M. (S. P.)	U. B. L.			
Hugli	G. I. P. & S. M.	H. G.	Kach	N. W. (S. P.)	K. C. H.
Hugli	S. M. P. G. Section	H. J.	Kacha Khuli	N. W.	K. H. O.
Hugli	N. W.	H. M. N.	Kachaman Road	R. M.	K. C. R.
Hugli	O. & R.	H. W.	Kadalundi	M.	K. N.
Hugli	E. B. S.	H. P. G.	Kadambur	S. I.	K. D. U.
Hyderabad	N. S.	H. Y.	Kadiampatti	M.	K. P. T.
			Kahelia	O. & R.	K. H.
			Kaimganj	G. A. S.	K. M. J.
			Kailia	Jh.	K. A. I.
			Kaigaon	G. I. P.	K. J.
			Kajra	E. I.	K. J. H.
			Kakingherri	M.	K. E. Y.
			Kakori	O. & R.	K. K. J.
			Kalahasti	S. I.	K. H. T.
			Kalakund	R. M.	K. K. D.
			Kalanwali	R. F.	K. N. L.
			Kali Bazar	E. B. S.	K. B. Z.
			Kalianpur	C. A.	K. A. P.
			Kalka (via Umballa)	G. B. T.	K. K. A.
			Kollai	M.	K. U. L.
			Kalaganj	E. B. S.	K. A. J.
			Kallundi	S. I.	K. G. D.
			Kallurkot	N. W.	K. L. O.
			Kaloi	R. M.	K. L. L.
			Kalpi	I. M.	K. P. I.
			Kalyan	G. I. P.	K. V. N.
			Kamalganj	C. A.	K. L. J.
			Kamalpur	E. S.	K. M. P.
			Kambarganj	S. M. (S. D.)	K. B. I.
			Kamirpur	O. & R.	K. R. P.
			Khammanett	N. S.	K. M. T.
			Kanoke	N. W.	K. A. M.
			Kanpi	B. N.	K. P.
			Kana Kucha	N. W.	K. K. H.
			Kanauta	R. M.	K. U. T.
			Kanchamura	E. B. S.	K. P. A.
			Kandal Road	S. M. (W. D.)	K. D. R.
			Kandamangalam	S. I.	K. M. G.
			Kandarki	O. & R.	K. D.
			Kankinara	E. B. S.	K. N. R.
			Kankra Khadi	B. B. & C. I.	K. A. K.
			Kanti	Tir. S.	K. T. I.
			Karabgaon	G. I. P.	K. B. G.
			Karad	S. M. (W. D.)	K. R. D.
			Karaigi	S. M. (S. E.)	K. L. R.
			Karak Bel	G. I. P.	K. K. B.
			Karamady	M.	K. A. Y.
			Karanja	G. I. P. Carting Agency.	K. J. A.
			Karbigwan	E. I.	K. B. N.
			Karchana	E. I.	K. C. N.
			Kardh	G. I. P.	K. Y.
			Kardala	N. W.	K. I. L.
			Karimgani	E. B. S.	K. G. J.
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Appendix H—contd.

STATIONS.	RAILWAYS.	Proposed Code Initials.	STATIONS.	RAILWAYS.	Proposed Code Initials.
Kariel	G. I. P.	K. I. T.	Kira	G. I. P.	K. I. M.
Kari	G. I. P.	K. R. L.	Kirkee	G. I. P.	K. K. K.
Karimnagar	S. M. (E. D.)	K. L. M.	Kirna	N. W.	K. K. T.
Karimnagar	E. I.	K. M. A.	Kirpura	T. S.	K. S. P.
Karimnagar	O. & R.	K. A. R.	Kirpura	R. M.	K. S. G.
Karimnagar	N. W.	K. O. S.	Kirpura	E. B. S.	K. N. J.
Karimnagar	N. W.	K. R. E.	Kirpura	S. I.	K. V. L.
Karimnagar	G. I. P.	K. Z.	Kirpura	R. M.	K. W. I.
Karimnagar	S. I.	K. V. R.	Kirpura	S. I.	K. M. D.
Karimnagar	B. B. & C. I.	K. V.	Kirpura	S. I.	C. V. P.
Karimnagar	N. S.	K. D. M.	Kirpura	E. I.	K. W. R.
Karimnagar	C. A. S.	K. S. J.	Kirpura	B. N. W.	K. I. S.
Karimnagar	G. I. P.	K. R. A.	Kirpura	S. I.	K. J. R.
Karimnagar	N. W.	K. U. S.	Kirpura	S. I.	K. D. P.
Karimnagar	S. I.	K. A. L.	Kirpura	M.	C. S.
Karimnagar	S. M. (E. D.)	K. G. R.	Kirpura	E. B. S.	K. S. T.
Karimnagar	N. W.	K. T. L.	Kirpura	O. & M. S.	K. P. G.
Karimnagar	N. W.	K. N. G.	Kirpura	B. & N. W.	H. P. S.
Karimnagar	R. K.	K. G. M.	Kirpura	S. M. (S. D.)	K. B. L.
Karimnagar	M.	K. D. V.	Kirpura	S. M. (E. D.)	K. R. G.
Karimnagar	E. B. S. Assam Behar Dist.	K. I. R.	Kirpura	M.	K. O.
Karimnagar	G. I. P.	K. T. P.	Kirpura	R. E.	K. S. I.
Karimnagar	R. E.	K. T. E.	Kirpura	N. W.	A. D. K.
Karimnagar	E. I.	K. W. G.	Kirpura	N. W.	K. R. K.
Karimnagar	N. B.	K. L. I.	Kirpura	N. W.	K. T. S.
Karimnagar	N. W.	K. N. A.	Kirpura	N. W. (S. P.)	K. D. Z.
Karimnagar	N. B.	K. A. A.	Kirpura	E. I.	K. L. P.
Karimnagar	E. I.	K. Y. A.	Kirpura	N. W.	K. O. T.
Karimnagar	B. & N. W.	K. W. Y.	Kirpura	N. W.	K. T. A.
Karimnagar	E. B. S.	K. Z. J.	Kirpura	M.	K. P. U.
Karimnagar	N. S.	K. E. P.	Kirpura	M.	K. J. M.
Karimnagar	B. B. & C. I.	K. L. Y.	Kirpura	N. W. (S. P.)	K. C. L.
Karimnagar	G. I. P.	K. G. F.	Kirpura	N. W. (S. P.)	K. C. K.
Karimnagar	M. S.	K. S. R.	Kirpura	S. M. (S. D.)	K. D. N.
Karimnagar	R. M.	K. E. S.	Kirpura	S. M. (W. D.)	K. U. D.
Karimnagar	N. W.	K. G. A.	Kirpura	G. I. P.	K. I. B.
Karimnagar	E. I.	K. H. A.	Kirpura	S. I.	K. U.
Karimnagar	G. I. P.	K. H. D.	Kirpura	S. I.	K. I. T.
Karimnagar	N. W.	K. B. D.	Kirpura	G. I. P.	K. L. E.
Karimnagar	L. S.	K. U.	Kirpura	M.	K. V. I.
Karimnagar	N. W.	K. U. R.	Kirpura	E. I.	K. L. A.
Karimnagar	R. M.	K. H. L.	Kirpura	S. I.	K. P. M.
Karimnagar	B. G.	K. K. A.	Kirpura	E. B. S.	C. C. Y.
Karimnagar	B. & N. W.	K. L. D.	Kirpura	S. I.	K. M. U.
Karimnagar	R. M.	K. I. P.	Kirpura	S. M. (S. E.)	K. N. O.
Karimnagar	Khm. S.	K. G. R.	Kirpura	N. W.	K. D. A.
Karimnagar	G. I. P.	K. A. N.	Kirpura	B. G.	K. D. I.
Karimnagar	E. I.	K. A. N.	Kirpura	B. G.	K. K. V.
Karimnagar	N. W. (S. P.)	K. N. P.	Kirpura	N. W.	K. C. A.
Karimnagar	S. M. (W. D.)	K. A. D.	Kirpura	N. W.	K. Y. C.
Karimnagar	G. I. P.	K. W. I.	Kirpura	N. W.	K. H. I.
Karimnagar	N. W.	K. N. N.	Kirpura	T. S.	K. R. M.
Karimnagar	N. W.	K. P. R.	Kirpura	K. & D.	D. O. N.
Karimnagar	O. & R.	K. N. T.	Kirpura	B. K. (S. M.)	K. G. N.
Karimnagar	E. I.	K. H. N.	Kirpura	D. H.	K. U. M.
Karimnagar	G. I. P.	K. R. I.	Kirpura	G. I. P.	K. U. A.
Karimnagar	G. I. P.	K. O. D.	Kirpura	N. W.	K. S. L.
Karimnagar	B. B. & C. I.	K. D. H.	Kirpura	G. B. T.	K. S. S.
Karimnagar	E. B.	K. E.	Kirpura	S. I.	K. T. M.
Karimnagar	G. I. P.	K. K. L.	Kirpura	B. & N. W.	K. A.
Karimnagar	G. I. P.	K. R. N.	Kirpura	S. M. (E. D.)	L. H. N.
Karimnagar	R. M.	K. R. W.	Kirpura	N. W.	L. D. W.
Karimnagar	N. W.	K. S. A.	Kirpura	R. M.	L. R.
Karimnagar	B. Nag.	K. T.	Kirpura	G. I. P.	L. T.
Karimnagar	N. W.	K. A. T.	Kirpura	N. W.	L. H. R.
Karimnagar	G. I. P.	K. D. V.	Kirpura	D. & M.	L. K. W.
Karimnagar	G. I. P.	R. D. G.	Kirpura	R. E.	L. M. P.
Karimnagar	L. S.	K. R.	Kirpura	I. S.	L. T. R.
Karimnagar	R. M.	K. L.	Kirpura	B. B. & C. I.	L. K. I.
Karimnagar	Kheradi	K. W.	Kirpura	N. W.	L. L. M.
Karimnagar	Kheradi	K. S.	Kirpura	S. I.	L. P.
Karimnagar	Kheradi	R. W. A.	Kirpura	R. K.	L. K. U.
Karimnagar	Kheradi	K. K. N.	Kirpura	K. & D.	L. M. H.
Karimnagar	Kheradi	K. D. J.	Kirpura	I. M.	L. L. R.
Karimnagar	Kheradi	K. H. D.	Kirpura	R. M.	L. M. A.
Karimnagar	Kheradi	K. H. K.	Kirpura	O. & R.	L. D. R.
Karimnagar	Kheradi	K. L. N.	Kirpura	N. W.	L. N. D.
Karimnagar	Kheradi	K. D. E.	Kirpura	G. B. T.	L. O. R.
Karimnagar	Kheradi	K. O. S.	Kirpura	N. W.	L. G. R.
Karimnagar	Kheradi	K. S. N.	Kirpura	G. I. P.	L. N. I.
Karimnagar	Kheradi	K. D. L.	Kirpura	R. G.	L. S. K.
Karimnagar	Kheradi	K. N. W.	Kirpura	N. W.	L. A. P.
Karimnagar	Kheradi	K. R. I.	Kirpura	N. W.	L. A. H.
Karimnagar	Kheradi	K. H. B.	Kirpura	O. & R.	L. R. J.
Karimnagar	Kheradi	K. H. G.	Kirpura	B. B. & C. I.	L. P. R.
Karimnagar	Kheradi	K. O. O.	Kirpura	N. W.	L. L. A.
Karimnagar	Kheradi	K. M. R.	Kirpura		
Karimnagar	Kheradi	K. H. M.	Kirpura		
Karimnagar	Kheradi	K. A. B.	Kirpura		
Karimnagar	Kheradi	K. I. I.	Kirpura		
Karimnagar	Kheradi	K. M.	Kirpura		

Appendix H—contd.

STATIONS.	RAILWAYS.	Proposed Code Initials.	STATIONS.	RAILWAYS.	Proposed Code Initials.
Limbdi	B. G.	L. M.	Manmar	G. I. P.	M. M. F.
Lindsay	N. W.	L. D. S.	Manukola	N. S.	M. U. K.
Lingampalli	N. S.	L. P. I.	Mareganj	B. & N. W.	M. R. G.
Lodhran	N. W.	L. O. N.	Marehra	C. A.	M. H. A.
Lonand	S. M. (W. D.)	L. N. N.	Marine Lines	B. B. & C. I.	M. E. L.
Londa	S. M. (S. D.)	L. D.	Marion	L. S.	M. N.
Loni	G. I. P.	L. N. E.	Markundi	E. I.	M. K. D.
Luckady	M.	L. D. Y.	Marmundoor	M.	Q. D.
Luckeeserai	E. I.	L. K. R.	Maroli	B. B. & C. I.	M. E.
Lucknow	O. & R.	L. K. O.	Marwar Junction	R. M.	M. J.
Lucknow City	L. S.	L.	Marwar Pali	Jh.	M. P.
Ludhiana	N. W.	L. D. H.	Masaurhi	P. & G. S.	M. S. I.
Lukhithana or Adampur	E. B. S.	L. U. A.	Maskak	G. I. P.	M. S. K.
Luni	Jh.	L. N.	Maskunwa	B. & N. W.	M. S. W.
Lunidhur	B. G.	L. D. U.	Maslapur	B. C.	M. D.
			Masur	S. M. (W. D.)	M. S. R.
			Matera	B. & N. W.	M. T.
			Mathela	G. I. P.	M. T. A.
			Matoonga	G. I. P.	M. T. N.
			Mauhar	E. I.	M. H. R.
			Mauna	G. I. P.	M. U. N.
			Mayavaram	S. I.	M. V.
			McDonald's Choultry	M. A.	D. C.
			Meean Meer (East)	N. W.	M. M. E.
			Meean Meer (West)	N. W.	M. A. W.
			Meerut City	N. W.	M. T. C.
			Meerut City Mandi	N. W. Goods Depot	M. C. M.
			Mehmabad	B. B. & C. I.	M. H. D.
			Mehsana	R. M.	M. S. H.
			Meja Road	E. I.	M. J. A.
			Memari	E. I.	M. Y. M.
			Meting	N. W.	M. T. G.
			Mettapoliem	M.	M. T. P.
			Mhasawud	G. I. P.	M. W. D.
			Mhow	R. M.	M. H. W.
			Miagam	B. B. & C. I.	M. G. M.
			Miani	N. W.	M. I. I.
			Mihijam	E. I.	M. J. M.
			Mihrawan	O. & R.	M. I. H.
			Minchnal	S. M. (E. D.)	M. N. L.
			Minnal	M.	M. A. I.
			Miraj	S. M. (W. D.)	M. R. J.
			Miranpur Katra	O. & R.	M. K.
			Mirganj	G. I. P.	M. G.
			Mirpur	N. W.	M. R. P.
			Mirpur	E. B. S.	M. I. P.
			Mirzapur	E. I.	M. Z. P.
			Missa Keswal	N. W.	M. S. A.
			Mithri	N. W.	M. I. T.
			Miyagaum	B. B. & C. I.	M. Y. G.
			Moghal Sarai Junction	E. I. & O. & R.	M. G. S.
			Mohol	G. I. P.	M. O.
			Mahonia	G. I. P.	M. O. N.
			Mokameh	E. I.	M. K. A.
			Mokameh Ghat	E. I.	M. K. G.
			Mollarpur	E. I.	M. L. V.
			Monghyr	E. I.	M. G. R.
			Montgomery	N. W.	M. G. Y.
			Monumook	E. B. S.	M. O. K.
			Moodanoor	M.	M. O. O.
			Mooltan Cantonment	N. W.	M. U. L.
			Mooltan City	N. W.	M. X. C.
			Mopani	G. I. P.	M. O. P.
			Moradabad	O. & R.	M. B.
			Morapur	M.	M. A. P.
			Morar	Sin. S.	M. O. R.
			Morena	Sin. S.	M. R. A.
			Mortakka	R. M.	M. T. K.
			Moth	I. M.	M. H.
			Motihari	Tir. S.	M. K. I.
			Metipur	Tir. S.	M. T. R.
			Moula Ali	N. S.	M. L. A.
			Mount Road Office	M.	M. R. O.
			Mozulfergarh	N. W.	M. Z. G.
			Mozulfergurgur	N. W.	M. O. Z.
			Mozulferpore	Tir. S.	M. F. P.
			Mubarakpur	N. W.	M. B. K.
			Mudageri	M. S.	M. D. I.
			Muddikurry	M.	M. D. Y.
			Mudgorge	N. W. (S. P.)	M. G. E.
			Mingad	S. M. (S. D.)	M. G. D.
			Mughulpur	O. & R.	M. G. L.
			Mukhtara	R. M.	M. K. T.
			Mukhtor	R. F.	M. K. S.
			Mullapuram	M.	M. U.
			Mulvad	S. M. (E. D.)	M. V. D.
			Mumbra	G. I. P.	O. B.
			Munderwa	B. & N. W.	M. N. D.
			Mungalam	M.	M. G. U.
			Mungaputnam	M.	M. U. M.
			Munirabad	S. M. (S. D.)	M. R. B.
			Munshi	E. B. S.	M. N. S.

STATIONS.	RAILWAYS.	Proposed Code Initials.	STATIONS.	RAILWAYS.	Proposed Code Initials.
Munshiganj	E. B. S.	M. S. G.	Nankhar	B. & N. W.	N. R. A.
Muradnagar	N. W.	M. U. D.	Nussereabad	R. M.	N. S. D.
Muradnagar Ghāt	N. W.	M. G. G.	Nuttall	N. W.	N. T. L.
Murari	E. I.	M. R. R.			
Muridke	N. W.	M. D. K.			
Murree	N. W. Out-Agency	M. R. F.			
Mursan	C. A. S.	M. S. N.	Oel	L. S.	O. L.
Murtizapur	G. I. P.	M. Z. R.	Okara	N. W.	O. K. R.
Murtur	G. I. P.	M. U. U.	Olakur	S. I.	O. L. A.
Musjid	G. I. P.	M. S. D.	Olavakode	M.	O. J. A.
Musra	R. Nag.	M. U. A.	Ondal	E. I.	U. D. L.
Mussoorie	N. W. Out-Agency	M. U. S.	Oochi	G. I. P.	O. D.
Mustaphabad	N. W.	M. F. B.	Oogaon	G. I. P.	O. G.
Mutmurri	M.	M. T. U.	Oojni	G. I. P.	O. J. N.
Muttra Cantonment	C. A.	M. R. T.	Oombamalli	G. I. P.	O. M. B.
Muzaffarabad Junction	N. W.	M. Z. J.	Oorampand	M.	O. M. P.
Mymensing	E. B. S.	M. Y. N.	Orai	L. M.	O. R.
Mysore	M. S.	M. Y. S.			
			Pabi	N. W.	P. B. I.
Nabah Putty	E. B. S.	N. Y.	Pachbadra	Jh.	P. C. B.
Nadhai	R. M.	N. B. I.	Pachhapur	S. M. (W. D.)	P. C. H.
Nadiad	B. B. & C. I.	N. D.	Pachhera	G. I. P.	P. C.
Nagal	N. W.	N. G. L.	Pachlam	S. I.	P. T. M.
Nagargali	S. M. (S. D.)	N. R. G.	Padli	G. I. P.	P. I.
Nagarur	M.	N. R. R.	Pardal	G. I. P.	P. G. L.
Naggery	M.	N. G.	Palara	E. I.	P. R. E.
Nagina	O. & R.	N. G. G.	Papapur	B. & N. W.	P. D. R.
Nagpur	B. Nag.	N. P.	Pak Patam	N. W.	P. P. W.
Nagpur	G. I. P.	N. G. P.	Pakpatan	L. M.	P. H. N.
Nagri	W. C. S.	N. G. I.	Pake	G. I. P.	P. K. R.
Nazari	G. I. P.	N. G. Z.	Pakar	E. I.	P. M. R.
Nahani	E. I.	N. U. W.	Palam	R. M.	P. N. U.
Nahati	E. B. S.	N. H.	Palampur	G. I. P.	P. D. I.
Nahati Junction	E. I.	N. H. J.	Palasdhari	G. I. P.	P. A. L.
Naini	E. I.	N. Y. N.	Palasner	G. I. P.	P. I. J.
Naipalganj Road	B. & N. W.	N. P. R.	Palai	B. B. & C. I.	P. Z. T.
Najibabad	O. & R.	N. B. D.	Palaza Ghaut	B. & N. W.	P. L. G.
Nahatu	E. I.	N. H. T.	Palghar	B. B. & C. I.	P. G. T.
Nahati	Nal. S.	N. T.	Palghat	M.	P. L. E.
Nahar	G. I. P.	N. W.	Pal	E. I.	P. L. A.
Namli	R. M.	N. L. I.	Palat	R. M.	P. L. R.
Nana	R. M.	N. A.	Palur	S. I.	P. M. N.
Nandgaon	G. I. P.	N. G. N.	Panagar	L. M.	P. A. N.
Nandura	G. I. P.	N. N.	Panchloli	E. I.	P. I. B.
Nandyal	R. K. (S. M.)	N. D. L.	Pangsa	E. B. S.	P. A. G.
Nani Tal	R. K.	N. N. T.	Panki	E. I.	P. N. K.
Nani Tal Brewery	R. K.	N. T. B.	Panol	B. B. & C. I.	P. A. O.
Nanpara	B. & N. W.	N. N. P.	Pano Akil	N. W.	P. N. L.
Narama	R. M.	N. R. I.	Panruti	S. I.	P. R. T.
Narasinganpet	S. I.	N. P. T.	Panyam	B. K. (S. M.)	P. N. M.
Narayanganj	E. B. S.	N. G. J.	Papanasam	S. I.	P. M. L.
Nargaon	G. I. P.	N. M.	Papatapalli	N. S.	P. P. Y.
Nari	N. W. (S. P.)	N. A. R.	Papraikanahalli	S. M. (S. D.)	P. K. L.
Narsinghpur	G. I. P.	N. U.	Paras	G. I. P.	P. S. T.
Nasik Frontier	N. W. (S. P.)	N. K. S.	Parbatipur	N. B. S.	P. E.
Nasik	G. I. P.	N. K.	Parli	B. B. & C. I.	P. L.
Nasik City	G. I. P.	N. C.	Parol	B. B. & C. I.	P. R.
Natra	E. B. S.	N. T. A.	Parul	G. I. P.	P. S. I.
Nattore	N. B. S.	N. T. E.	Parisal	R. M.	P. R. K.
Nauganwan	R. M.	N. G. W.	Parkham	C. A. S.	P.
Naundero	N. W.	N. A. N.	Paschimayhini	M. S.	P. A. S.
Navsari	B. B. & C. I.	N. E.	Pasur	S. I.	P. L. U.
Nawabganj	B. P. S.	N. G. E.	Parakottacheru	M.	P. T. P.
Nawabgunge (Ajodhya)	B. & N. W.	N. G. B.	Patalpami	P. M.	P. W. R.
Nawabgunj	N. B. S.	N. B. G.	Patanwara	Jh.	P. A. A.
Nawadli	E. I.	N. W. D.	Patras	G. I. P.	P. T. K.
Nawadgi	N. S.	N. A. W.	Pathankot	N. W.	P. R. I.
Nawapara	B. C.	N. A. P.	Pathar	O. & R.	P. T. A.
Naydongri	G. I. P.	N. I.	Patihai	C. A. S.	P. T. I.
Nazra	E. B. S.	N. Z.	Patihai	R. M.	P. T.
Neemuch	R. M.	N. M. H.	Patihai	E. I.	P. N. C.
Negapatam	S. I.	N. G. T.	Patihai City	E. I.	P. T. G.
Nekonda	N. S.	N. K. D.	Patihai Ghāt	E. I.	P. T. O.
Nelikupam	S. I.	N. F. M.	Patihai	B. B. & C. I.	P. N. R.
Nellore	S. I.	N. L. R.	Patihai	N. W.	P. D. L.
Neral	G. I. P.	N. R. I.	Patihai	G. I. P.	P. A. R.
Nidamangalam	S. I.	N. M. V.	Patihai	B. K. (S. M.)	P. J.
Nidhanur	N. B. S.	N. P. A.	Patihai	M.	P. E. B.
Nidhar Kheri	R. M.	N. K. R.	Patihai	B. & N. W.	P. E. R.
Nidhabera	R. M.	N. B. H.	Patihai	S. I.	P. Y.
Nidhai	S. M. (E. D.)	N. B. L.	Patihai	M.	P. G. I.
Nimbora	C. I. P.	N. B.	Patihai	M.	P. S. C.
Nintollan	E. B. S.	N. L.	Patihai	N. W.	P. E. T.
Nindvanda	M. S.	N. D. V.	Patihai	N. W.	P. H. P.
Ningala	B. G.	N. G. A.	Patihai	S. I.	P. L. I.
Nipad	G. I. P.	N. R.	Patihai	N. W.	P. G. W.
Nirnali	Tir. S.	N. L. E.	Patihai	E. I.	P. H. D.
Noada	Nal. S.	N. D. A.	Patihai	B. & N. W.	P. D.
Nowshera	N. W.	N. S. R.	Patihai		
Nuncherla	M.	N. R. E.	Patihai		
Nundalore	M.	N. L. A.	Patihai		

STATIONS.	RAILWAYS.	Proposed Code Initials.	STATIONS.	RAILWAYS.	Proposed Code Initials.
Philibheet	B. P. S.	P. B. E.	Ran Pethani	N. W.	R. P. N.
Phillour	N. W.	P. H. R.	Rao	R. M.	R. A. O.
Phulbari	N. B. S.	P. L. B.	Rapti Siding	B. & N. W.	R. S. G.
Phuleta	R. M.	F. L.	Ratnagla	C. A.	R. K. M.
Phulji	N. W.	P. H. J.	Ratyal	N. W.	R. Y. L.
Phulpur	O. & R.	P. L. P.	Rawatganj	B. & N. W.	R. J.
Phultala	B. C.	P. T. L.	Rawatpur	C. A.	R. P. O.
Phursungi	S. M.	F. S. G.	Rawer	G. I. P.	R. V.
Pimpalkhera	G. I. P.	P. K. E.	Rawalpindi	N. W.	R. W. P.
Pimplani	G. I. P.	P. L. N.	Raya	C. A.	R. Y. A.
Pimpri	D. & M. S.	P. M. P.	Reddypally	M.	P. X.
Pind-Dadan Khan	N. W.	P. D. K.	Renigunta	M.	R. U.
Pind-Sultani Road	N. W.	P. R. D.	Rei	N. W.	R. T. E.
Pindwara	R. M.	P. W.	Rei	R. M.	R. E.
Piparia	G. I. P.	P. P. I.	Richa Road	R. K.	R. R.
Piplan	N. W.	P. P. L.	Rindhi	N. W.	R. L. I.
Pipla	R. M.	P. I. P.	Risia	B. & N. W.	R. S.
Pipra	Tir. S.	P. P. A.	Riwat	N. W.	R. W. T.
Pirpointi	E. I.	P. P. T.	Rohira	R. M.	R. R. A.
Pit's Mouth	W. C. S.	P. S. M.	Roho	R. M.	R. O.
Pindulwari	G. I. P.	P. M. W.	Rohri Bunder	N. W.	R. H. B.
Pondicherry	S. I.	P. D. Y.	Rohri Main Station	N. W.	R. O. H.
Poodi	M.	O. D. Y.	Rohu	Jh.	R. T.
Poona	G. I. P.	P. A.	Rookhanwala	N. W.	R. K. W.
Poonpoo	P. & G. S.	P. P. N.	Roorkee	O. & R.	R. K.
Pora	E. I.	P. R. A.	Rosa Junction	O. & R.	R. A. C.
Poradaha	E. B. S.	P. D. B.	Rowlara	E. B. S. Assam	R. W. A.
Porto Novo	S. I.	P. O.		Behar Dist.	
Port Trust Siding	G. I. P.	P. T. S.	Royalcheroo	M.	R. I. O.
Port Trust Sassoon Dock Siding	G. I. P.	P. T. S. D.	Royapuram	M.	R. P. M.
Portuguese Frontier	S. M. (W. D.)	P. G. F.	Rozgaon	O. & R.	R. Z. N.
Pothanor Junction	M.	P. T. J.	Rudain	C. A.	R. D. N.
Pugalar	S. I.	P. G. R.	Rudauli	O. & R.	R. D. L.
Pugon	G. I. P.	P. L. O.	Ruk Junction	N. W.	R. K. J.
Punchi	L. M.	P. H.	Rungapuram	B. K. (S. M.)	R. G. M.
Pundooah	E. I.	P. D. A.	Rungpur	N. B. S.	R. N. P.
Puntamba	D. & M.	P. B.	Rungtong	D. H.	R. T. G.
Pura	C. A.	P. U. A.	Rumja	R. M.	R. N. J.
Purani	O. & R.	P. N. I.	Rupaheli	R. M.	R. P. I.
Purley	M.	L. Y.	Rupand	B. E. S.	R. P. D.
Purneah	E. B. S. Assam	P. U. H.	Rupdia	B. C.	R. D. A.
	Behar Dist.		Rura	E. I.	R. R. H.
Puttambly	M.	P. T. B.	Russauli	O. & R.	R. E. S.
Puttoor	M.	P. U. T.	Ruthollah	E. B. S.	R. T. H.
			Rutlam	R. M.	R. T. M.
Quetta	N. W.	Q. T. A.			
			Sabarnati	B. B. & C. I. & R. M.	S. B. I.
Radhan	N. W.	R. D. H.	Sabli Road	B. B. & C. I.	S. R.
Radhikapur	E. B. S.	R. D. P.	Sachin	B. B. & C. I.	S. C. H.
Raewind	N. W.	R. N. D.	Sadikabad	N. W.	S. D. K.
Ragunathpalli	N. S.	R. G. P.	Saidarganj	O. & R.	S. C. J.
Ragunathpur	E. I.	R. P. R.	Sagardighi	Nal. S.	S. D. I.
Raharia	Tir. S.	R. I. A.	Sharanpur	N. W.	S. E. J.
Rahimatpur	S. M. (W. D.)	R. M. P.	Sharanpur	O. & R.	S. R. E.
Rahim Varkhan	N. W.	R. Y. K.	Sahabganje	E. I.	S. B. G.
Rahimabad	O. & R.	K. B. D.	Sahaspur	O. & R.	S. I. S.
Rahuri	D. & M.	R. R. I.	Sahjanwa	B. & N. W.	S. W. A.
Rahibag	S. M. (W. D.)	R. B. G.	Said Hamid	N. W. (S. P.)	S. Y. D.
Raichur	G. I. P.	R. C.	Saidpett	S. I.	S. P.
Raichur	M.	R. I.	Saidpur Road	G. I. P.	S. Y. R.
Raichur Cantonment	G. I. P.	R. C. C.	Saidpur	N. B. S.	S. D. P.
Raiganj	E. B. S.	R. G. J.	Sainthia	E. I.	S. N. T.
Rajampett	M.	R. J. P.	Saidhal	B. P. S.	S. T. H.
Raja Hat	K. & D.	R. H. T.	Saivan	Sin. S.	S. Y. E.
Rajapore	R. B. S.	R. P. E.	Sakaldiha	E. I.	S. L. D.
Rajbandh	E. I.	R. B. H.	Sakri	Tir. S.	S. K. I.
Rajbari	E. B.	R. B.	Saktighar	E. I.	S. K. G.
Rajewadi	S. M. (W. D.)	R. J. W.	Sahwadi	G. I. P.	S. L. A.
Rajgan	E. I.	R. J. G.	Sahwas	Jd.	S. Z.
Rajghat	O. & R.	R. G.	Sali	R. M.	S. L.
Rajguri	R. M.	R. H. G.	Salikasa	B. Nag.	S. K. S.
Rajawas	Jd.	R. W.	Salim	M.	S. A.
Rajmehar	E. I.	R. J. L.	Saipur	B. & N. W.	S. R. U.
Raj Nandgaon	B. Nag.	N. O.	Saityamangalam	S. I.	S. M. M.
Rajpur Out-Agency	N. W.	R. A. J.	Salpa	S. M. (W. D.)	S. L. P.
Rajpura	N. W.	R. P. J.	Silwa	B. Nag.	S. A. I.
Raman	R. F.	R. M. N.	Samasata	N. W.	S. M. A.
Rampore-Beaulah	R. B. S.	R. F. H.	Samastipur	Tir. S.	S. P. J.
Rampore Bhimsen	L. M.	R. B. N.	Samayannalur	S. I.	S. E. R.
Ramnagar	E. B.	R. A.	Sambhar	R. M.	S. B. R.
Ramnagar	O. & R.	R. M. G.	Sambhal	N. W.	S. M. B.
Rampore Haul	E. I.	R. P. H.	Sambhal	Jh.	S. M. R.
Rampur	G. I. P.	R. P.	Sambhal	M.	S. L. Y.
Ranapur	R. M.	R. P. U.	Sambhal	N. W.	S. N. L.
Rana Ghaut	E. B. S.	R. H. A.	Sanand	B. B. & C. I.	S. U.
Raneegunge	E. I.	R. N. G.	Sanawad	R. M.	S. W. D.
Rani	R. M.	R. N.	Sanawan	N. W.	S. N. W.
Ranibennur	S. M. (S. E.)	R. N. R.	Sandila	O. & R.	S. A. N.
Raninagar	N. B. S.	R. G. R.	Sanganer	R. M.	S. G. R.
Ranpur	B. C.	R. U. R.	Sangi	N. W.	S. G. I.

STATION No.	RAILWAY.	Proposed Code INITIALS.	STATIONS.	RAILWAY.	Proposed Code INITIALS.
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STATION.	RAILWAY.	Proposed Code Initials.	STATIONS.	RAILWAY.	Proposed Code Initials.
Thanabaree	H. B. S.	T. B.	Vairiki	N. W.	V. K. A.
Thanna	G. I. P.	T. N. A.	Vaithiswaranood	S. I.	V. D. L.
Tharod	R. M.	T. H. D.	Vaichampati	S. I.	V. P. J.
Tharsa	B. Nag.	T. A. R.	Vaivapur	S. I.	V. R. A.
Thasra	B. B. & C. I.	T. A. S.	Vambori	D. & M. S.	V. B. R.
Thausit	G. I. P.	T. U. S.	Vandialut	S. I.	V. D. R.
Thull (old Rawalpind)	G. B. T.	T. L. L.	Vangaon	B. B. & C. I.	W. A.
Thull Ghât Reversing	G. I. P.	T. G. R.	Vandimbady	M.	V. N.
Tikri	B. & N. W.	T. P. E.	Vandri	B. G.	V. T. J.
Tilania	R. M.	T. L.	Vasad	B. B. & C. I.	W. D. A.
Tilhar	O. & R.	T. L. H.	Vasdi	B. G.	V. V. D.
Tilokpur	N. B. S.	T. L. P.	Vellore	M.	V. E.
Timancherla	M.	T. L. L.	Vendachellam	S. I.	V. K. T.
Timarni	G. I. P.	T. B. N.	Vendacherry	S. I.	V. K. I.
Timba Road	B. B. & C. I.	T. E. A.	Vendodu	S. I.	V. D. D.
Tinaigat	S. M. (S. D.)	T. S. T.	Vikraundi	S. I.	V. V. N.
Tindivanam	S. I.	T. M. V.	Vilad	D. & M. S.	V. L.
Tinich	B. & N. W.	T. H.	Villianur	S. I.	V. M.
Tinnaur	M.	T. L.	Vilupuram	S. I.	V. B. R.
Tinnevelly	S. I.	T. E. N.	Vilvambakam	S. I.	V. G.
Tinpahar	E. I.	T. P. H.	Vinnam	B. B. & C. I.	V. P.
Tiroor	M.	T. L. K.	Virapur	S. M. B. G. Sec.	V. R.
Tirora	E. Nag.	T. R. O.	Vit	B. B. & C. I.	V. J.
Tirumangalam	S. I.	T. L. M.	Vitapuram	M.	V. P. F.
Tiruparankendram	S. I.	T. D. N.	Vitthalpati	S. I.	V. P. R.
Tirupati	M.	T. P. P.	Vizapur	D. & M.	V. S.
Tirupur	S. I.	T. U. F.	Vishvampitri	B. B. & C. I.	V. N. G.
Tirutani	M.	R. Y.	Viznagar	M. V.	V. Z.
Tiruvadamardur	S. I.	T. D. R.	Viznangalam	M.	V. R. N.
Tiruvalur	S. I.	T. V. R.	Vunagnoor		
Tiruvelum	M.	T. H. L.			
Tiruverumbur	S. I.	T. R. E.			
Tislaghar	E. B. S.	T. G. H.			
Tite	S. I.	T. T.	Wadgaon	G. I. P.	W. D. N.
Tiwala	G. I. P.	T. L. A.	Wadhwan City	B. G.	W. C.
Tograi Hat	R. & D.	T. H. T.	Wadhwan Junction	B. B. & C. I.	W. N.
Toong	D. H.	T. G.	Wadi Junction	G. I. P. & N. S.	W. D.
Torunagulla	S. M. (S. D.)	T. N. G.	Waghoda	G. I. P.	W. G. A.
Trichinopoly Fort	S. I.	T. P.	Wani	T. S.	W. I. N.
Trichinopoly Junction	S. I.	T. P. J.	Walhar	N. W.	W. L. R.
Tripatore	M.	T. P. T.	Walbe	S. M. (H. D.)	W. L. H.
Trivellore	M.	T. D. E.	Wallajabad	S. I.	W. J.
Tudialore	M.	T. G. L.	Wallar	M.	W. R. A.
Tuggali	B. K. (S. M.)	T. Y.	Wanahachram	N. W.	W. B. N.
Tulakapati	S. I.	T. K.	Wangapalli	N. S.	W. P.
Tumkur	M. S.	T. M.	Wangri	G. I. P.	W. C. I.
Tumkur	B. Nag.	T. D. L.	Wan Rodharam	N. W.	W. N. A.
Turdla	E. I.	T. B. D.	Warangal	N. S.	W. L.
Tungabhadra	M.	T. K. L.	Wardha	G. I. P. & W. C.	W. R.
Turkella	T. S.	T. N.	Warce Bunder	G. I. P.	W. E.
Tuticorn	S. I.		Wareri	W. C. S.	W. R. R.
			Warrangoon	G. I. P.	W. M.
			Washambe	G. I. P.	W. S. B.
			Wasind	G. I. P.	W. S.
			Wathar	S. M. (H. Z.)	W. T. R.
			Wazirabad	N. W.	W. Z. D.
			Wengunga	B. Nag.	W. G.
			Wentmettah	M.	W. A. H.
			Went	G. I. P.	W. O. N.
			Woottapollum	M.	W. U.
			Wutkalice	M.	W. K. E.
			Yadagiri	G. I. P.	Y. G.
			Yadgi	S. M. (S. Z.)	Y. L. G.
			Yerukarez	N. W. (S. P.)	Z. K. Z.
			Yecyur	M. S.	Y.
			Yedakura	S. I.	Y. L. R.
			Yellapadapadu	N. S.	Y. D. T.
			Ycoat	G. I. P.	Y. T.
			Yoola	D. & M. S.	Y. L.
			Yepodu	S. I.	Y. P. D.
			Yerraguntla	M.	Y. A.
Vadamadura	S. I.	V. D. M.			
Vadnagar	M. V.	V. D. G.			
Vaghi (for Local Goods)	G. I. P.	V. G. L.	Zaana	E. I.	Z. N. A.

The 20th of August 1888.

Appendix J.

(Vide Resolution No. 124.)

No. G. 3618, dated 20th August 1888.

From—The Chairman, Darjeeling-Himalayan Railway,

To—The Secretary, Railway Conference of 1888.

* * * * *

I would beg to solicit that the following subjects may be brought up for consideration and decision at the coming meeting:—

First.—That Government should be solicited to require that the law in force in Europe prohibiting the granting of preferential rates on railways, shall be strictly enforced on State Railways in this country, both in the matter of goods rates and passenger fares.

Second.—That the Conference consider and frame rules for approval of Government under which mails shall be carried for the Postal Department, by which merchandize, goods and parcels shall not, under disguise or otherwise, be carried as mails, and by which the practice of clubbing parcels against Railway Companies (ruled to be illegal by the highest courts in England) shall no longer be continued.

2. I am forwarding to your address a test case, a box, capacity 6½ cubic feet, containing merchandize (cotton) which I am leaving your office to pay for, and which arrange for please at my cost if necessary. The box has made one journey from Calcutta to this place at the cost of this Company, and for which it paid Rs. 7-12-0. It was carried by the Post Office under the disguise of mails, and that Department netted all the receipts, no portion going to this and the connected Railways, although they performed all the services.

3. This matter should, I think, in the interests both of the Commercial Companies and the State, have attention, for it is much to the disadvantage of the latter, that revenue they earn should be pocketed by another Department; it tends to extravagance in the fishing department; and by not crediting the Railways with the earning, the powers of Government to raise capital in this country on easy terms are weakened.

4. I would suggest that an officer from the Postal Department who has experience of the conditions under which mails are carried by Railways in Europe be invited to attend the Conference when this matter is under consideration.

5. If routine requires that these subjects should have been submitted before, I trust that the President will consider them of sufficient importance to allow of their being considered as supplementary business. To save time I am sending each delegate a copy of this communication.

Appendix K.

(Vide Resolution No. 126.)

Proceedings of the Sub-Committee appointed by the Railway Conference to consider the question of the revision of the Standard Dimensions.

The Sub-Committee assembled on Tuesday, September 4th, 1888, at 11 A.M.

The following members being present :—

Mr. J. R. Bell.	Mr. H. Conder.
Major W. Bisset.	Mr. F. Hanna.
Major G. Roughey.	Mr. A. Izat.
Mr. D. W. Campbell.	Sir G. Molesworth.

Mr. E. H. Stone,—*Secretary*.

1. Sir G. Molesworth was elected Chairman of the Sub-Committee.
2. It was decided that each member should have a single vote on each question brought forward, and that in the event of votes being equally divided, the Chairman should have a casting vote.
3. It was agreed that the revised "Standard Dimensions" for each gauge should be on one list arranged according to subject.
4. It was considered desirable that a distinction should be made between absolute dimensions which must never be infringed, and dimensions, which though recommended, were not intended to be rigidly enforced. It was decided, therefore, to arrange the dimensions in two columns side by side as follows :—
 - (A) Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.
 - (B) Dimensions which are recommended for general adoption, and which are to be worked to whenever practicable.
5. It was decided to recommend that the dimensions given in both columns should be understood to apply to new works only, and that they should not have retrospective effect, or be applied to works or structures now existing, or to materials in stock.
6. The Sub-Committee then proceeded to revise the "Standard Dimensions," and their recommendations are appended. This work was commenced on Tuesday, September 4th, and completed on Friday, September 14th.
7. It was decided to recommend that, in special cases where bulky material is carried, Inspecting Officers be authorized to allow an increase to the height specified by the maximum moving dimensions. Such increase to be allowed only for local, or short branch line traffic, on districts where there are no tunnels or overbridges.
8. In connection with the subject of "Buffers and Couplings," the twin coupling proposed by the Director General of Railways was discussed, and it was decided that the arrangement should not be recommended.
9. The subject of side chains for 5-ft. 6-in. gauge stock was discussed. The Sub-Committee agreed to the following recommendations :—
 - (a) That the side chains be retained and strengthened where necessary.
 - (b) That their distance apart be reduced as much as practicable.
 - (c) That their length be reduced so as to allow a minimum of slack.
 - (d) That a circular be sent to all Railways in India on the 5-ft. 6-in. gauge, asking for opinion as to the dimensions which should be adopted under recommendations (a), (b) and (c).
 - (e) That when these opinions are received, a standard should be proposed by the Government of India, and the papers circulated. The standard finally adopted to be that representing the views of the representatives of the greatest mileage.
10. The Sub-Committee discussed the subject of uniformity in details for locomotives and rolling-stock. It was decided that such uniformity was very desirable, especially as regards springs, axle-boxes, wheels and axles, buffing and draw-gear. The Sub-Committee recommended that a special Committee of experts be appointed to consider the matter, and to draw up definite proposals :—
 - (a) As to what details should be made to standard patterns on each gauge, and what standards should be common to both gauges.
 - (b) As to the patterns to be adopted for such details.

Appendix K—concl'd.

11. The question of the position of goods vehicles on mixed trains was, by the desire of the Government of India, brought before the Sub-Committee by the Chairman.

The report* on the accident to a mixed train which occurred on the Highland Railway, near Mound Station, November 26th, 1885, was read.

* Board of Trade returns of Accidents and Casualties during year ending 31st December 1885.

The office notes by the Consulting Engineer to the Government of India as recorded in Public Works Department, Proceedings R.T., September 1886, Nos. 82-83 (Part B), were also read.

The Sub-Committee were unanimously of opinion that the practice usually adopted in India of placing the goods wagons next the engine in mixed trains is the safest and best suited to the conditions of traffic in this country. The Sub-Committee therefore agree with the remarks to that effect recorded by Sir G. Molesworth in the office notes referred to above, and consider that his recommendations should be carried out.

12. In conclusion, the Sub-Committee desire to record their appreciation of the services rendered by their Secretary; the labour of revision of the "Standard Dimensions" having been greatly facilitated by his arrangements.

GUILFORD L. MOLESWORTH,

Chairman.

SIMLA;

The 14th September 1888.

5 FT. 6 IN. GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE. | **A**—Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.
 | **B**—Dimensions which are recommended for general adoption, and which are to be worked to whenever practicable.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

EARTHWORK, &c.

A **B**

Single Line—

(1)	Minimum width of formation in embankment	...	...	...	18 ft. 0 in.	...	20 ft. 0 in.
(2)	" " in ordinary cutting (excluding side drains)	...	...	...	18 ft. 0 in.	...	—
(3)	" " in rock cutting	...	...	...	16 ft. 0 in.	...	—

Double Line—

(4)	Minimum width of formation in embankment	...	...	...	30 ft. 0 in.	...	34 ft. 0 in.
(5)	" " in ordinary cutting (excluding side drains)	...	...	...	50 ft. 0 in.	...	32 ft. 0 in.
(6)	" " in rock cutting	...	...	...	28 ft. 0 in.	...	30 ft. 0 in.
(7)	Minimum distance centre to centre of tracks (out of stations)	...	...	...	12 ft. 0 in.	...	14 ft. 0 in.

Gradients—

- (8) Gradients to be according to circumstances, nature of the country, conditions of traffic, &c.

Curves—

(9)	Minimum radius of curve in ordinary country	...	...	...	1,600 feet	...	2,500 feet.
(10)	" " in difficult country or special cases	...	...	...	660 feet	...	1,000 feet.

N.B.—These radii for curves do not apply to station yards.

Appendix L—contd.

5 FT. 6 IN. GAUGE.

STANDARD DIMENSIONS. 1888.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect or to be applied to structures or works now existing, or to materials in stock.

BRIDGES.

Live loads—

For calculations connected with girder bridges, the equivalent of the live load uniformly distributed over the entire span for a single line of rails may be assumed to be—

(11)	6 feet span	...	...	...	30 tons.
(12)	12 "	...	...	...	40 "
(13)	20 "	...	...	...	60 "
(14)	40 "	...	...	...	90 "
(15)	60 "	...	...	...	110 "
(16)	100 "	...	...	...	160 "
(17)	150 "	...	...	...	235 "
(18)	and the maximum load on any pair of wheels, 10 tons.				

N.B.—In designing girders for Railway Bridges for spans up to and including 100 feet, the stresses should be calculated to allow for the span fully loaded with the heaviest engine. For spans above 100 feet a live load of one and a half tons per foot run should be allowed for.

The table given above has been calculated on these data for the spans most commonly used.

Bridges having a road or foot way in addition to and distinct from the railway, are to be designed to carry an additional live load of 4 tons per 100 square feet of such additional road or foot way.

Wind pressure on bridges is to be provided for on the assumption that the maximum normal pressure may be 11 ton per 100 square feet of surface exposed. The surface exposed is to be calculated as follows:—

1st—A height of 13 feet 6 in. multiplied by the total length of the girder.

2nd—The actual vertical surface of that portion of one girder which may be below rail level or more than 13 feet 6 in. above rail level.

3rd—In the case of braced girders the following proportion of the actual vertical surface of that portion of the braced girder which may be below rail level or more than 13 feet 6 in. above rail level, viz. —

1/4 — When the open spaces of the windward girder are more than 1/2 of the total area.

1/2 — When the open spaces of the windward girder are between 1/2 and 3/4 of the total area.

3/4 — When the open spaces of the windward girder are less than 1/2 of the total area.

Appendix L—contd.

5 FT. 6 IN. GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE. | A—Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.
| B—Dimensions which are recommended for general adoption, and which are to be worked to whenever practicable.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

BALLAST AND PERMANENT - WAY.

Ballast—

		A	B
(19)	Minimum width of ballast at top	10 ft. 6 in.	10 ft. 6 in.
(20)	" depth of ballast below sleepers	8 inches	8 inches.

N.B.—These minima may be relaxed in the case of a line being opened to traffic before the banks have settled.

Sleepers—

(21)	Minimum length for timber cross sleepers	9 ft. 6 in.	10 ft. 0 in.
(22)	" breadth	10 inches	10 inches.
(23)	" depth	5 inches	5 inches.
(24)	Minimum number of cross sleepers per mile	1,760	2,112

N.B.—On bridges where the cross sleepers rest directly on longitudinal girders, the sleepers are to be spaced not more than 2 feet 6 inches apart, centre to centre, and are to be not less than six inches deep, exclusive of any notching which may be required on the underside to allow for the cover plates, camber, &c.

Rails—

Dimensions of standard rails:—

(25)	Minimum weight per yard (in steel)	62 lb.	75 lb.
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N.B.—The minimum of 62 lb. may be relaxed in the case of branch lines worked with special light engines and rolling-stock.

(26)	Minimum width of head	2 1/2 inches	2 1/4 inches.
(27)	Radius of top head	15 inches	—
(28)	Radius of top shoulder	0 1/4 inch	—
(29)	Angle of fishing	30°	—
(30)	Maximum clearance of guard rail for points and crossings	1 1/2 inch	—
(31)	Minimum clearance of guard rail ditto ditto	1 1/2 inch	—
(32)	Minimum clearance of guard rail for curves and level crossings	2 inches	—

N.B.—The maximum clearance for curves and level crossings will vary according to the radius of curve.

(33)	Minimum depth of space for wheel flange	1 1/2 inch	—
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5 FT. 6 IN. GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE. A—Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.
B—Dimensions which are recommended for general adoption, and which are to be worked to whenever practicable.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

FIXED STRUCTURES—IN STATIONS.

Platforms—

- (34) Horizontal distance from centre of track to face of platform or nosing (if any) ... 5 ft. 6 in. ...

N.B.—The horizontal distance from centre of track must be increased if the platform be on a curve. For extra allowance on this account, see diagram.

- (35) Standard height above rail level for passenger platforms ... 2 ft. 9 in. ...
(36) Alternative height " " " for minor stations ... 1 ft. 4 in. ...

N.B.—Where passenger platforms are provided, their height above rail level must be either 2 ft. 9 in. or 1 ft. 4 in. as specified above; no other height being permissible. Where there is no such platform, the limit of 5 ft. 6 in. from centre line of track is to be defined in a suitable manner by material formed to an even surface at, or slightly above, rail level.

- (37) Standard height above rail level for goods, carriage, and horse landing platforms ... 3 ft. 6 in. ...

N.B.—The ends of all platforms must be ramped, the slope being not steeper than 1 in 7.

In order to suit local requirements, Inspecting Officers are authorized to allow modifications in the standard height of platforms, or portions of the same, when they are not on lines used for trains carrying passengers.

Buildings—

- (38) Minimum horizontal distance of any building from the edge of a passenger platform ... 20 ft. 0 in. ... 30 ft. 0 in.

- (39) Minimum horizontal distance from centre of track to any structure in the vicinity of a passenger platform (but not on a platform), within a height of 11 feet from rail level ... 9 ft. 0 in. ...

N.B.—This rule does not apply to water cranes or point handles (see items Nos. 51a, 56 and 57).

- (40) Minimum horizontal distance from centre of track to any structure not in the vicinity of a passenger platform, from platform level, if any, or from 1 foot above rail level if there be no platform, to a height of 11 feet above rail level ... 7 ft. 0 in. ... 7 ft. 6 in.

N.B.—Under the last entry, coal or any material stacked by the side of any track is to be considered a structure in the sense in which the word is here used.

Also, a projecting overhanging roof is permissible in the case of a goods shed on a siding, if such roof extends over the centre of the track at a height of 14 feet 6 inches above rail level; or if it does not project more than 18 inches beyond the edge of the platform at a height of 13 feet above rail level.

Pillars, Lamps, &c.—

- (41) Minimum horizontal distance from edge of platform to pillars, columns, lamps or similar isolated structures within a height of 11 feet from rail level ... 6 ft. 0 in. ...

Roofs, Overbridges, &c.—

- (42) Minimum height above rail level, at centre of track, of tie-rods or underside of any continuous roof or covering in passenger stations ... 20 ft. 0 in. ...

- (43) Minimum height above rail level at centre of track for overbridges at stations ... 14 ft. 6 in. ...

- (44) Minimum height above rail level for telegraph wires crossing the line ... 20 ft. 0 in. ...

N.B.—The minimum height of telegraph wires to be the same in station yards, generally, except in special cases when agreed to by the Railway Administration.

5 FT. 6 IN. GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE. A—Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.
B—Dimensions which are recommended for general adoption, and which are to be worked to whenever practicable.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

FIXED STRUCTURES—OUT OF STATIONS.

Buildings, &c.—

- (45) Minimum horizontal distance from centre of track to any structure out of stations, from 1 foot above rail level to a height of 11 ft. 6 in. above rail level ... 7 ft. 0 in. ... 7 ft. 6 in.

N.B.—Under this entry any material stacked by the side of the line is to be considered a structure in the sense in which the word is here used.

Overbridges, &c.—

- (46) Minimum height above rail level at centre of track for overbridges out of stations ... 14 ft. 6 in. ...

- (47) Minimum height above rail level for telegraph wires crossing the line, and at level crossings ... 20 ft. 0 in. ...

N.B.—For arched structures and tunnels, see diagram.

5 FT. 6 IN. GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE. **A**—Absolute maxima, minima, or fixed dimensions, which are not to be infringed under any circumstances.
B—Dimensions which are recommended for general adoption, and which are to be worked to when ever practicable.

The dimensions as given below are to be taken as applying to new work only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

STATION YARDS.

		A	B
Spacing of Tracks—			
(48)	Minimum distance centre to centre of tracks used by trains carrying passengers	15 ft. 0 in.	—
	Minimum distance centre to centre of tracks for other sidings	13 ft. 6 in.	15 ft. 0 in.
<i>N.B.</i> —For "de-by" sidings used for spare stock, the distance centre to centre of tracks may be reduced to 12 feet as a minimum.			
Points and Crossings—			
(49)	Minimum radius of curve	660 feet	800 feet.
(50)	Standard angles of crossings	{	{
(51)	Standard lengths of tongue rails	{	{
(51a)	Point handles are not to infringe platform dimensions, and, when placed between tracks, are to work parallel to the line	—	—
Accommodation—			
(52)	Minimum length for passenger platform	300 feet	—

N.B.—On any section of railway having a ruling gradient heavier than 1 in 100, the length of platform may be reduced.

The minimum clear available length of siding for crossing stations on any section of a railway is to be determined by the gradients and other circumstances affecting the length of trains.

5 FT. 6 IN. GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE. **A**—Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.
 B—Dimensions which are recommended for general adoption, and which are to be worked to wherever practicable.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

STATION MACHINERY.

[illegible]

5 FT. 6 IN. GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE.

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ROLLING-STOCK.

Buffers and Couplings—

- (73) Standard distance apart for centres of buffers ... 6 ft. 5 in. —
 (74) " mean height above rail level for centres of buffers ... 3 ft. 6 in. —

N.B.—The mean height of buffers is to be understood to be the height at which the centres of buffers stand with the vehicle half loaded, as follows—

Engine—Fire-box with full supply of fuel, and water in boiler half way up the gauge glass.

Tender—Tank half full of water, and with half of the full load of fuel.

Passenger vehicles—With an equivalent of half the full complement of passengers with baggage.

Goods vehicles—With half of the load it is capable of carrying.

- (75) Maximum height above rail level for centres of buffers for unloaded vehicles ... 3 ft. 7½ in. —
 (76) Minimum height above rail level for centres of buffers for fully loaded vehicles ... 3 ft. 4½ in. —

Maximum moving dimensions—

- (77) Maximum width across roof or overhanging part of any vehicle ... 10 ft. 6 in. —
 (78) " " across foot-boards ... 10 ft. 0 in. —
 (79) Maximum height from rail level of any part of any vehicle (loaded or unloaded) at centre ... 13 ft. 6 in. —
 (80) Maximum height from rail level of any part of any vehicle (loaded or unloaded) at sides ... 11 ft. 6 in. —

Loading gauge for goods—

- (81) Maximum width ... 10 ft. 7 in. —
 (82) " height at centre ... 13 ft. 7 in. —
 (83) " height at sides ... 11 ft. 7 in. —

Wheels and Axles—

- (84) Distance apart of all wheel flanges ... 5 ft. 3 in. —
 (85) Standard diameter of wheels for passenger and goods vehicles ... 3 ft. 7 in. —
 (86) Standard section of tyre recommended ... —
 (87) Maximum projection of flange of (unworn) tyre below rail level ... 1½ inch —
 (88) Minimum ditto ditto ... 1 inch —

Maximum gross load on a pair of engine wheels—

- (89) With steel rails 62 lbs. per yard ... 14 tons —
 (90) " " 75 lbs. " " ... 15 tons —

N.B.—This conveys no authority for the adoption of a load exceeding 14 tons per engine axle on any line until the structures of such line have been certified by the Government Inspector as capable of carrying the increased axle load of 15 tons.

- (91) Maximum gross load on a pair of carriage or wagon wheels, subject to a limit per foot run of vehicle over buffers of 14 ton ... 11 tons —

N.B.—The wheel loads given above for rolling-stock are in no case to be worked to unless the axles and other parts of the vehicle itself are of suitable proportions. In every case the load on a pair of wheels given above includes the weight of the wheels, axles, axle-boxes and springs.

Roof Lamps—

- (92) Standard diameter inside in the clear of rings for carriage roof lamps ... 8½ inches —
 (93) Standard diameter for carriage roof lamps at level of ring ... 8 inches —

Miscellaneous—

- (94) Standard height above rail level for floors, with buffers at mean height ... 4 ft. 2 in. —
 (95) Maximum rigid wheel base for passenger vehicles ... 16 ft. 6 in. —
 (96) " " " for goods vehicles ... 14 ft. 0 in. —

METRE GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE.

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The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

EARTHWORK, &c.

A B

Single Line—

- (1) Minimum width of formation in embankment ... 14 ft. 0 in. ... 16 ft. 0 in.
 (2) " " in ordinary cutting (excluding side drains) ... 14 ft. 0 in. ... —
 (3) " " in rock cutting " " ... 13 ft. 0 in. ... —

N.B.—A minimum width of formation of 12 feet may be allowed for lines of minor importance, not being main lines, where economy of first construction is of great importance.

Double Line—

- (4) Minimum width of formation in embankment ... 26 ft. 0 in. ... 28 ft. 0 in.
 (5) " " in ordinary cutting (excluding side drains) ... 26 ft. 0 in. ... —
 (6) " " in rock cutting " " ... 25 ft. 0 in. ... —
 (7) Minimum distance centre to centre of tracks (out of stations) ... 12 ft. 0 in. ... —

Gradients—

- (8) Gradients to be according to circumstances, nature of the country, conditions of traffic, &c.

Curves—

- (9) Minimum radius of curve in ordinary country ... 1,200 feet ... 2,000 feet.
 (10) " " in difficult country or special cases ... 600 feet ... 1,000 feet.

N.B.—These radii for curves do not apply to station yards.

METRE GAUGE.

STANDARD DIMENSIONS. 1888.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

BRIDGES.

Live loads—

For calculations connected with girder bridges, the equivalent of the live load uniformly distributed over the entire span for a single line of rails may be assumed to be—

(11)	6 feet span	...	...	...	14 tons.
(12)	12 "	...	...	...	22 "
(13)	20 "	...	...	...	35 "
(14)	40 "	...	...	...	60 "
(15)	60 "	...	...	...	78 "
(16)	100 "	...	...	...	110 "
(17)	150 "	...	...	...	150 "
(18)	and the maximum load on any pair of wheels, 10 tons.				

N.B.—In designing girders for Railway Bridges for spans up to and including 100 feet, the stresses should be calculated to allow for the span fully loaded with the heaviest engines. For spans above 100 feet a live load of one ton per foot run should be allowed for.

The table given above has been calculated on these data for the spans most commonly used.

Bridges having a road or foot way in addition to and distinct from the railway, are to be designed to carry an additional live load of 4 tons per 100 square feet of such additional road or foot way.

Wind pressure on bridges is to be provided for on the assumption that the maximum normal pressure may be $1\frac{1}{2}$ ton per 100 square feet of surface exposed. The surface exposed to be calculated as follows:—

1st—A height of 11 feet multiplied by the total length of the girder.

2nd—The actual vertical surface of that portion of one girder which may be below rail level or more than 11 feet above rail level.

3rd—In the case of braced girders the following proportions of the actual vertical surface of the leeward girder which may be below rail level or more than 11 feet above rail level, viz.:—

- All — When the open spaces of the windward girder are more than $\frac{2}{3}$ ths of the total area.
 $\frac{2}{3}$ ths — When the open spaces of the windward girder are between $\frac{2}{3}$ ths and $\frac{1}{3}$ ths of the total area.
 $\frac{1}{3}$ — When the open spaces of the windward girder are less than $\frac{1}{3}$ ths of the total area.

METRE GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE. | **A**—Absolute maxima, minima or fixed dimensions, which must not be infringed under any circumstances.
 | **B**—Dimensions which are recommended for general adoption, and which are to be worked to whenever practicable.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

BALLAST AND PERMANENT-WAY.

A B

Ballast—

(19)	Minimum width of ballast at top	...	...	...	7 ft. 0 in.	...	7 ft. 0 in.
(20)	" depth of ballast below sleepers	...	...	...	6 inches	...	6 inches.

N.B.—These minima may be relaxed in the case of a line being opened to traffic before the banks have settled.

Sleepers—

(21)	Minimum length for timber cross sleepers	...	...	...	6 ft. 0 in.	...	6 ft. 0 in.
(22)	" breadth " "	...	...	...	8 inches	...	8 inches.
(23)	" depth " "	...	...	...	4½ inches	...	4½ inches.
(24)	Minimum number of cross sleepers per mile	...	...	...	1,760	...	2,112

N.B.—On bridges where the cross sleepers rest directly on longitudinal girders, the sleepers are to be spaced not more than 1 foot 6 inches apart, centre to centre, and are to be not less than five inches deep, exclusive of any notching which may be required on the underside to allow for the cover plates, camber, &c.

Rails—

Dimensions of standard rails:—

(25)	Minimum weight per yard (in steel)	...	...	...	41½ lb.	...	50 lb.
<i>N.B.</i> —The minimum of 41½ lb. may be relaxed in the case of branch lines worked with special light engines and rolling stock.							
(26)	Minimum width of head	...	...	...	1½ inch	...	2 inches.
(27)	Radius of top head	...	...	...	15 inches	...	—
(28)	Radius of top shoulder	...	...	...	0.4 inch	...	—
(29)	Angle of fishing	...	...	...	30°	...	—
(30)	Maximum clearance of guard rail for points and crossings	...	...	...	1½ inch	...	—
(31)	Minimum clearance of guard rail ditto ditto	...	...	...	1½ inch	...	—
(32)	Minimum clearance of guard rail for curves and level crossings	...	...	...	2 inches	...	—
<i>N.B.</i> —The maximum clearance for curves and level crossings will vary according to the radius of curve.							
(33)	Minimum depth of space for wheel flange	...	...	...	1½ inch	...	—

METRE GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE.

- A—Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.
B—Dimensions which are recommended for general adoption, and which are to be worked to whenever practicable.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

FIXED STRUCTURES—IN STATIONS.

Platforms—	A	B
(34) Horizontal distance from centre of track to face of platform or nosing (if any)	4 ft. 5 in.	—
N.B.—The horizontal distance from centre of track must be increased if the platform be on a curve. For extra allowance on this account, see diagram.		
(35) Standard height above rail level for passenger platforms ...	2 ft. 0 in.	—
(36) Alternative " " for minor stations ...	1 ft. 0 in.	—
N.B.—Where passenger platforms are provided their height above rail level must be either 2 ft. 0 in. or 1 ft. 0 in. as specified above; no other height being permissible. Where there is no such platform the limit of 4 ft. 5 in. from centre line of track is to be defined in a suitable manner by material formed to an even surface at, or slightly above, rail level.		
(37) Standard height above rail level for goods, carriage, and horse-lending platforms	2 ft. 0 in.	—
N.B.—The ends of all platforms must be ramped, the slope being not steeper than 1 in 7. In order to suit local requirements, Inspecting Officers are authorised to allow modifications in the standard height of platforms or portions of the same, when they are not on lines used for trains carrying passengers.		

Buildings—

(38) Minimum horizontal distance of any building from the edge of a passenger platform	20 ft. 0 in.	30 ft. 0 in.
(39) Minimum horizontal distance from centre of track to any structure in the vicinity of a passenger platform (but not on a platform), within a height of 10 feet from rail level	8 ft. 6 in.	—
N.B.—This rule does not apply to water cranes or paint handles (see Items Nos. 512, 513 and 517).		
(40) Minimum horizontal distance from centre of track to any structure not in the vicinity of a passenger platform, from platform level, if any, or from 1 foot above rail level if there be no platform, to a height of 10 feet above rail level	6 ft. 6 in.	7 ft. 0 in.

N.B.—Under the last entry, coal or any material stacked by the side of any track is to be considered a structure in the sense in which the word is here used.

Also, a projecting overhanging roof is permissible in the case of a goods shed on a siding, if such roof extends over the centre of the track at a height of 12 ft. 6 in. above rail level; or if it does not project more than 18 inches beyond the edge of the platform at a height of 11 feet above rail level.

Pillars, lamps, &c.—

(41) Minimum horizontal distance from edge of platform to pillars, columns, lamps, or similar isolated structures within a height of 10 feet from rail level	6 ft. 0 in.	—
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Roofs, Overbridges, &c.—

(42) Minimum height above rail level, at centre of track, of tie-rods or under-side of any continuous roof or covering in passenger stations ...	18 ft. 0 in.	—
(43) Minimum height above rail level at centre of track for overbridges at stations	12 ft. 6 in.	—
(44) Minimum height above rail level for telegraph wires crossing the line ...	20 ft. 0 in.	—

N.B.—The minimum height of telegraph wires to be the same in station yards, generally, except in special cases when agreed to by the Railway Administration.

METRE GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE.

- A—Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.
B—Dimensions which are recommended for general adoption, and which are to be worked to whenever practicable.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

FIXED STRUCTURES—OUT OF STATIONS.

	A	B
Buildings, &c.—		
(45) Minimum horizontal distance from centre of track to any structure out of stations, from 1 foot above rail level to a height of 11 feet above rail level	6 ft. 6 in.	7 ft. 0 in.
N.B.—Under this entry any material stacked by the side of the line is to be considered a structure in the sense in which the word is here used.		

Overbridges, &c.—

(46) Minimum height above rail level at centre of track for overbridges out of stations	12 ft. 0 in.	12 ft. 6 in.
(47) Minimum height above rail level for telegraph wires crossing the line, and at level crossings	20 ft. 0 in.	—

N.B.—For arched structures and tunnels, see diagram.

METRE GAUGE.

STANDARD DIMENSIONS, 1888.

NOTE. | **A**—Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.
| **B**—Dimensions which are recommended for general adoption, and which are to be worked to whenever practicable.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

STATION YARDS.

Spacing of Tracks—

(48) Minimum distance centre to centre of tracks used by trains carrying passengers	...	...	...	...	15 ft. 0 in.	...	—
Minimum distance centre to centre of tracks used for other sidings	...				13 ft. 6 in.	...	15 ft. 0 in.

N.B.—For "lie-by" sidings used for spare stock, the distance centre to centre of tracks may be reduced to 12 feet as a minimum.

Points and Crossings—

(49)	Minimum radius of curve	...	...	...	...	330 feet	...	600 feet
(50)	Standard angles of crossings	...	...	...	}	—	...	1 in 64
						—	...	1 in 96
					}	—	...	1 in 128
						—	...	1 in 192
(51)	Standard lengths of tongue rails	...	...	...	}	—	...	9 ft. 0 in.
						—	...	12 ft. 6 in.

(51 a) Point handles are not to infringe platform dimensions; and, when placed between tracks, are to work parallel to the line.

Accommodation—

(52) Minimum length for passenger platform	...	...	...	300 feet	...	---
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N.B.—On any section of railway having a ruling gradient heavier than 1 in 100, the length of platform may be reduced.

The minimum clear available length of siding for crossing stations on any section of a railway is to be determined by the gradients and other circumstances affecting the length of trains.

METRE GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE.—A—Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.
B—Dimensions which are recommended for general adoption, and which are to be worked to whenever practicable.

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STATION MACHINERY.

[illegible]

Water Cranes—

(56)	Minimum distance in the clear from centre of track to nearest part of water column, from 1 foot above rail level	...	...	6 ft. 9 in.	...	—
(57)	Minimum height of water crane jib above rail level	...	...	12 ft. 0 in.	...	—
(58)	Internal diameter of piping from tank to water crane	...	...	6 inches	...	6 inches.

Ashpits—

(59)	Minimum clear length of ashpit at bottom	...	...	...	40 ft. 0 in.	...	—
(60)	Minimum depth of ashpit	...	...	...	2 ft. 6 in.	...	3 ft. 0 in.

N.B.—These dimensions for ashpits do not apply to engine pits in running sheds and repairing shops, or to ashpits on short branch lines worked entirely with tank engines.

(61)	Standard depth of examining pits	...	...	...	...	3 ft. 0 in.	...	—
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Running Sheds—

(62)	Minimum width of running shed inside in the clear where intended for two lines of rail	...	...	...	...	35 ft. 0 in.	...	—
(63)	Minimum width of running shed inside in the clear where intended for one line of rail	...	...	...	...	25 ft. 0 in.	...	—
(64)	Minimum distance centre to centre of tracks in running sheds	...	...	...	...	15 ft. 0 in.	...	—
	Running shed doorways :—							
(65)	Minimum width	...	...	...	...	12 ft. 0 in.	...	—
(66)	„ height, if flat at top	...	...	...	...	12 ft. 0 in.	...	—
(67)	„ „ if arched	...	...	...	...	14 ft. 0 in.	...	—

Turntables—

(68)	Minimum diameter of Engine turntables	...	...	36 ft. 0 in.	...	—
(69)	„ of Carriage turntables	...	...	12 ft. 0 in.	...	—

Carriage Traversers—

(70)	Minimum length of Carriage traversers	...	...	...	12 ft. 0 in.	...	—
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Weigh-bridges--

(71) Minimum length of weigh-bridges for ordinary stock	...	...	12 ft. 0 in.	...	—
(72) Minimum weighing power of weigh-bridges for ordinary stock	...	...	20 tons	...	—

METRE GAUGE.

STANDARD DIMENSIONS. 1888.

NOTE.

- A—Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.
B—Dimensions which are recommended for general adoption, and which are to be worked to whenever practicable.

The dimensions as given below are to be taken as applying to new works only. They are not intended to have retrospective effect, or to be applied to structures or works now existing, or to materials in stock.

ROLLING-STOCK.

Buffers and Couplings—

- (73) Standard distance apart for centres of buffers (not applicable to metre gauge) ...
(74) " mean height above rail level for centres of buffers ... 1 ft. 10 in.

N.B.—The mean height of buffers is to be understood to be the height at which the centres of buffers stand with the vehicle half loaded, as follows:—

Engine.—Firebox with half supply of fuel, and water in boiler half way up the gauge glass.

Tender.—Tank half full of water, and with half of the full load of fuel.

Passenger vehicles.—With an equivalent of half the full complement of passengers with baggage.

Goods Vehicle.—With half of the load it is capable of carrying.

- (75) Maximum height above rail level for centres of buffers for unloaded vehicles ... 1 ft. 10½ in.
(76) Minimum " " " for fully loaded vehicles ... 1 ft. 8½ in.

N.B.—Buffers and couplings must be in accordance with leading dimensions of the design given in diagram No. , or must be capable of coupling therewith without alteration or addition.

Maximum moving dimensions—

- (77) Maximum width across roof or overhanging part of any vehicle ... 8 ft. 6 in.
(78) " " across foot-boards ... 8 ft. 2 in.
(79) Maximum height from rail level of any part of any vehicle (loaded or unloaded) at centre ... 11 ft. 0 in.
(80) Maximum height from rail level of any part of any vehicle (loaded or unloaded) at sides ... 10 ft. 2 in.
Loading gauge for goods:—
(81) Maximum width ... 8 ft. 7 in.
(82) " height at centre ... 11 ft. 1 in.
(83) " " at sides ... 10 ft. 3 in.

N.B.—Inspecting Officers are authorized to allow an increase of the load height at centre and sides above specified, for local traffic, where the circumstances of the line admit of the same.

Wheels and Axles—

- (84) Distance apart of all wheel flanges ... 3 ft. 0½ in.
(85) Standard diameter of wheels for passenger and goods vehicles ... 2 ft. 4 in.
(86) Standard section of tyre recommended
(87) Projection of flange of (unworn) tyre below rail level ... 1 inch
(88) (No entry here for metre gauge.)
Maximum gross load on a pair of engine wheels—
(89) With steel rails 41½ lbs. per yard ... 8 tons
(90) " " 50 lbs. " ... 10 tons

N.B.—This conveys no authority for the adoption of a load exceeding 8 tons per engine axle on any line until the structures of such line have been certified by the Government Inspector as capable of carrying the increased load of 10 tons.

- (91) Maximum gross load on a pair of carriage or wagon wheels, subject to a limit per foot run of vehicle over buffers of 0·9 ton ... 7 tons

N.B.—The wheel loads given above for rolling-stock are in no case to be worked to unless the axles and other parts of the vehicle itself are of suitable proportions. In every case the load on a pair of wheels given above includes the weight of wheels, axles, axle-boxes and springs.

Roof Lamps—

- (92) Standard diameter inside in the clear of rings for carriage roof lamps ... 8½ inches
(93) Standard diameter for carriage roof lamps at level of ring ... 8 inches

Miscellaneous—

- (94) Standard height above rail level for floors with buffers at mean height ... 2 ft. 7 in.
(95) Maximum rigid wheel base for passenger vehicles ... 10 ft. 0 in.
(96) " " for goods vehicles ... 10 ft. 0 in.

Appendix M.

(Vide Resolution No. 129.)

RAILWAY CONFERENCE, 1888.

Extract from the Proceedings of the Sub-Committee appointed to consider Question No. 4 B, Framing of General Rules under Section 8 of the Railway Act of 1879, for working Construction trains on unopened lines.

Proposed by Mr. Betts, seconded by Mr. Lightfoot,—

Resolution No. 11.

That the General Rules for working Railways under Construction, which have been read and confirmed this day, be recommended to the full Conference for adoption.

Proposal put, and agreed to without dissent.

62

INDIAN RAILWAYS.

— — — — —
GENERAL RULES

FOR

WORKING RAILWAYS UNDER CONSTRUCTION.

[PROPOSED IN CONFORMITY WITH SECTION 8 OF THE INDIAN RAILWAY ACT, 1879. AND FRAMED
AT THE RAILWAY CONFERENCE OF 1888.]

Appendix M—contd.

INDIAN RAILWAYS.

General Rules for working Railways under construction and not open for traffic.

The rules comprised in this code shall be held applicable to, and are to be observed on, all lines of railway in India under construction and not open for traffic, on which locomotives have been authorized to run.

Each Railway Administration may hereafter make such subsidiary rules as may be found necessary or expedient, provided that no such subsidiary rule shall be inconsistent with these general rules.

Every Railway servant is bound to obey both the general and the subsidiary rules.

SECTION I.

INTERPRETATION CLAUSES AND DEFINITIONS.

Catchwords.	1. The catchwords in the margin of this code have been added merely for the purpose of facilitating reference; they are not to be held either as an integral part of the code, or in any way giving an interpretation to the clauses to which they are annexed.
Definitions.	2. In the rules comprised in this code unless there is something repugnant in the subject or context—
Written.	“Written” instructions, orders, forms, &c., include documents which are printed, lithographed, or prepared by other processes, and instructions which are sent by telegram;
Main line.	“Main line” means the line ordinarily used by trains to run through and between stations on any part of a Railway;
Train.	“Train” means an engine with or without vehicles attached;
System of working.	“System of working” means the system adopted for the time being on any portion of a Railway as prescribed in rule 3 and as detailed in Sections XI to XV.
Station.	“Station” means any place at which authority is given for trains to proceed under the “System of working.”
Station limits.	“Station limits” include all lines and premises within the distant signal or signals if such be provided. Where no distant signal is provided, the “Station limits” extend to the outside points; Where there are no points and no distant signal the “Station limits” extend to the ends of the platform, or other positions fixed in each case;
Authorized Officer.	“Authorized Officer” means the person who usually issues instructions of the nature referred to in each case;

Appendix M—contd.

GENERAL.

"Special instructions" means instructions given by the "authorized Officer;" Special instructions.

"Station Master" means the person on duty responsible for the time being for working the trains within "Station limits;" Station Master.

And includes—

(a)—Assistant Station Master;

(b)—Inspector;

(c)—Clerk in charge;

(d)—Any other person appointed to the charge of a Station;

"Ganger" means the man in charge of a gang of men employed on repairing the permanent way whatever he may be called on any particular Railway; Ganger.

"Driver" means the person in charge for the time being of a working locomotive engine; Driver.

"Station signal" means the signal which on some Railways is called "Main" or "Home" or "Platform" signal; Station signals.

"Guard" includes the under Guard, and any Brakesman or other person who may, for the time being, be performing the duties of a Guard; Guard.

"Servant" means any person employed to perform any function in connection with a Railway. Servant.

SECTION II.

GENERAL.

3. Every line or section of a line of Railway upon which engine power is used must be worked on one of the following systems to be determined by the authorized Officer, viz. :— System of working.

"Line clear and caution message,"

"Absolute block,"

"Train Staff and Ticket,"

"Pilot Guard,"

"One Engine only,"

in accordance with the rules laid down in Sections XI to XV for the system adopted, subject to the proviso that in exceptional circumstances ordinary working may, under the orders of an authorized officer, be temporarily suspended on any section or sections, and the trains thereon be worked under such special regulations for their safe conduct as the officer suspending the ordinary working may direct.

The working of trains on any of the above-named systems does not in any way dispense with the use of station, distant, or other signals, wherever such signals are provided and worked.

4. On the double line should an accident block one of the lines of Railway, so as to necessitate the passing of all up and down trains on a single line, immediate steps must be taken to establish single line working, on the rules adopted by each Railway for working in such cases. When line is blocked.

5. Madras time shall be observed. Time.

6. All due precautions must be observed in the conveyance of explosives and combustibles. Dangerous articles.

Appendix M—contd.

RULES GENERALLY APPLICABLE TO RAILWAY SERVANTS.

Smoking on Railway premises.

7. Any person found smoking, or having an open light or fire, in goods sheds or store yards, and who persists in smoking, after being warned by a Railway servant or Police Officer to desist, on any other portion of the Railway premises, where such practice may be deemed dangerous by the authorized Officer, shall be liable to immediate removal from the Railway premises, and to a fine which may extend to fifty rupees, or, in default of payment of such fine, to simple imprisonment for a term which may extend to two months.

Disorderly persons.

8. In the event of any person being drunk and disorderly, or causing annoyance to others, the Station Master or other Railway servant is to use all reasonable means to stop the annoyance, and if the offender persists, is to have him removed from the Railway premises, and the offender is liable to prosecution under the Railway Act.

Trespassing.

9. No trespassing upon the Railway shall be allowed, and no person, other than a Railway servant, shall be permitted to walk on the line, unless provided with a license to do so, signed by an authorized Officer of the Railway. If the trespasser, on being requested to quit, persists in remaining, he may be immediately removed from the Railway by any Railway servant or by any other person, and is liable to prosecution under the Railway Act.

SECTION III.

RULES GENERALLY APPLICABLE TO RAILWAY SERVANTS.

Obedience to instructions.

10. Each person in Railway service must devote himself exclusively to the service of the Railway on which he is employed, residing at whatever place may be appointed, attending at such hours as may be required, paying prompt obedience to all persons placed in authority over him, and conforming to all the rules and regulations of the Railway.

Leaving service.

11. Any Railway servant who shall quit the service without having given one month's previous notice in writing, or the notice required by his agreement of service, shall forfeit all claim for pay due, and shall also be subject on conviction to the penalty prescribed in Rule 25.

Surrender of Railway property on leaving.

12. When any one leaves the service he must deliver up all Railway property in his charge; and no money due for wages will be paid until all articles, which have been supplied to him, shall have been delivered up in accordance with existing regulations. If not delivered up, or if any article be missing, or be damaged from neglect or by improper use, the cost of such article, or of the repair of such damage, shall be deducted from any pay due to him or from any moneys held for him by the Railway authorities, and if such moneys should be insufficient to meet the claim, the balance will become a debt recoverable at law.

Misconduct, &c.

13. All Railway servants are subject to immediate dismissal, or suspension without pay, for refusal of duty, disobedience of orders, negligence, misconduct, absence without leave, or for any neglect of these regulations; and may be held liable for all damages occasioned by misconduct or negligence; and are also subject on conviction to the penalty prescribed in Rule 25.

Appendix M—contd.

RULES GENERALLY APPLICABLE TO RAILWAY SERVANTS.

14. Any servant who absents himself from duty without proper permission, shall be subject on conviction to the penalty prescribed in Rule 25.

Absence from duty.

15. The pay of every servant always includes his services during all hours, whether early or late, as may be determined from time to time by his superior.

Pay.

16. No money or gratuity, in the shape of fee or reward, is allowed to be taken by any Railway servant, even although the regular hours of duty shall have expired, without the permission of the Railway Administration. Any infringement of this rule renders the offender liable to immediate dismissal and on conviction to imprisonment for three years or to fine, or to both, under sections 161 to 165 of the Indian Penal Code.

Gratuities.

17. Drivers, Guards, and others directly connected with the working of trains, shall not, when on duty, be supplied with spirituous liquors at refreshment-rooms, except under rules framed by an authorized Officer.

Spirituous liquors.

18. Intoxication on duty renders the offender liable to dismissal, and also to criminal prosecution under the Railway Act.

Intoxication.

19. A copy of these rules and regulations, or of such portion of them as may relate to his duties, in a language which he understands, shall be supplied to each Railway servant who is in any way connected with the out-door working of the Railway, or with the working of trains, and he shall be bound to make himself acquainted with them.

Supply of books of rules.

Station Masters, Foremen, and Gangers or Mistries of Platelayers, are responsible that the subordinates working under them are acquainted with all the rules relating to their respective duties.

Station Masters, Foremen, &c., responsible that their subordinates are acquainted with rules.

20. Every servant is required to assist in carrying out the rules and regulations, and must immediately report to his superior any infringement thereof, or any occurrence affecting the safe and proper working of the Railway which may come under his notice.

All persons must assist in carrying out rules.

21. The safety of the public must, under all circumstances, be the chief care of Railway servants.

Public safety.

22. In the case of accident or obstruction the safety of life and limb must be deemed of the first importance. The most prompt mode of communicating the circumstances to the station, on each side and to head-quarters, must be adopted, and all possible assistance may be demanded from, and must be promptly rendered by, any Railway servant whose services may be needed.

Accident.

23. On the occurrence of any serious Railway accident it shall be the duty of the nearest Station Master, or where there is no Station Master the officer in charge of the section of the railway on which the accident occurs, without unnecessary delay, to give notice in writing or by telegraph of such accident to the nearest Magistrate and to the officer in charge of the Police station in the

Accidents to be reported.

Appendix M—contd.

SIGNALS.

jurisdiction of which the accident occurs, or to such other Magistrate or Police Officer as the Local Government from time to time appoints in this behalf.

Special trains without notice.

24. The staff along the line must always be prepared for trains without previous notice.

Breach of rules.

25. Any person committing a breach of Rules 11, 13 and 14 shall be liable to a fine which may extend to fifty rupees, or, in default of payment of such fine, to simple imprisonment for a term which may extend to two months.

SECTION IV.

SIGNALS.

Colours.

26. RED is a signal of "DANGER"—Stop.

GREEN is a signal of "CAUTION"—Go Slowly.

WHITE is a signal of "ALL RIGHT"—Go on.

Hand Signals.

Hand signals.

27. The hand signals shall be made by flags in the day and by lights at night or in foggy weather or in tunnels.

28. When the line is clear, the Signaller must either stand erect with his flag in his hand, thus—

or display a white flag, or white light.



ALL CLEAR.

29. If it be necessary to proceed with "Caution," the green flag will be elevated thus—

or the green light shown.



CAUTION.

30. If it be necessary to proceed with "Caution" from any defect in the road or rails, the green flag will be depressed thus—

or the green light shown, which will indicate that the speed must not exceed 15 miles an hour, or such lower speed as may be ordered over the portion of line protected by such signal.



CAUTION (RAILS).

Appendix M—contd.

SIGNALS.

81. If it be necessary to stop, the red flag will be shown and waved to and fro, the Signalman facing the engine thus—
or the red light shown.



DANGER.

82. In the absence of flags—
Both arms raised above the head denotes "Danger," thus—



DANGER.

One arm raised with the hand above the head denotes "Caution," thus—



CAUTION.

One arm held in a horizontal position across the line of rails denotes "All Right," thus—



ALL RIGHT.

83. In the absence of a green light, a white light waved slowly from side to side denotes "Caution"—Go slowly.

Caution with white light.

84. In the absence of a red light, any light moved up and down or waved violently denotes "Danger"—Stop.

Danger signal with any light.

Fixed Signals, when provided and worked.

85. The fixed signals are, for the most part constructed with one or more Semaphore arms for day signals, and with one or more lamps for night; but disc and other signals are in some cases used.

Fixed signals.

Fixed signals when erected but not in use are to be kept permanently lowered to "Caution" or "All right" as their construction admits.

Fixed signals erected but not in use.

Appendix M—contd.

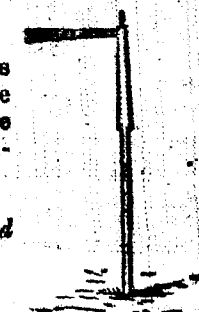
SIGNALS.

Semaphores on the left hand side.

The day signal is invariably made by the arm on the left hand side of the post, as seen by the Driver of an approaching engine.

86. The "Danger Signal" is shown in the day time by the arm on the left hand side of the post being raised to the horizontal position thus—

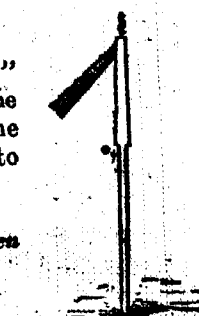
and by the exhibition of a red light by night.



DANGER.

87. The "Caution Signal" is shown, in the day time by the arm on the left hand side of the post being placed half way to the horizontal position, thus—

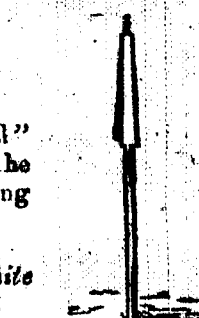
and by the exhibition of a green light by night.



CAUTION.

88. The "All Right Signal" is shown, in the day time by the arm on the left hand side being lowered to the post, thus—

and by the exhibition of a white light by night.



ALL RIGHT.

Station Signals, when provided and worked.

Station signals.

89. Station signals, also called "Main" or "Home" or "Platform" signals, are placed at stations, junctions, sidings outside station limits, and signal boxes, and when in use must invariably stand at "Danger," except when lowered for an approaching train: when at "Danger" no train or engine must pass them or foul the crossings or points to which they apply, unless the driver is signalled past by hand by a person duly appointed by an authorized Officer.

Distant Signals, when provided and worked.

Distant signals.

90. Distant signals are fixed at a considerable distance from the station, and are constructed to exhibit the "Danger" and "All Right" signals only, or "Danger" and "Caution" signals only.

Distant signals to fly to danger.

41. Fixed distant signals must be constructed to exhibit danger in case of any failure of their connections.

Use of distant signals.

42. Distant signals must be replaced at "Danger" immediately they are passed by an engine.

Appendix M—contd.

SIGNALS.

Observance and working of signals.

43. When a distant signal is at "Danger," the Driver of an approaching train must bring his train to a *dead stop* outside of it, and must then ascertain if the line is clear to admit the train within it. If the line be clear he must at once draw the train cautiously within the distant signal so as to be protected by it, and then stop until signalled into the station in accordance with rules prescribed by the authorized Officer. If, however, there is any obstruction on the line so near to the distant signal as to prevent the whole of the train from passing safely within it, the rules for the protection of trains when stopped outside station limits, must be immediately carried out—See Rule 63.

Observance of distant signals.

44. Station and distant signals apply only to trains or engines running in the proper direction, and must not be used for any other purpose. Trains or engines shunting from one main line to another, or shunting into, or out of, sidings connected with the main line, must, unless special signals are provided for the purpose of signalling such operations, be signalled past the station signal, either verbally, or by hand-lamp or flag, as occasion may require; it being necessary in such cases, that the Danger signal should be exhibited at the station signal as well as at the distant signal, for the protection of the train or engine so employed.

Signals apply to proper direction.

45. Whenever any train or engine is timed to run, or from any cause is expected to run on any portion of the line later than sunset and before sunrise, the signal lamps must be lighted and put out at such hour as may be directed by the authorized Officer. During twilight in the mornings and evenings both day and night signals must be used.

Signal lights.

In foggy or stormy weather when the day signals cannot be seen plainly, the signal lamps must be lighted, and kept burning, and at such times both the day and night signals must be used.

46. Every Station Master, or other person must, in the event of any signal under his charge becoming defective, immediately report the case to his immediate superior, and to the nearest Permanent-Way Inspector, and the Station Master shall place a competent man or men with the necessary hand signals and detonators to signal in lieu of such defective signal, until it is again in proper working order.

Defective signals.

When the Station Master cannot provide proper men from his own staff, he must apply to the nearest Permanent-Way Inspector for competent men.

47. Drivers, Guards and others must invariably report to the nearest Station Master or the Official designated by the authorized Officer, any defective signals, or obstruction of them, or neglect in working them.

Defective signals to be reported.

48. Except at places especially exempted upon each railway, the absence of a signal at a place where a signal is ordinarily shown, or a signal imperfectly exhibited, must be considered a Danger signal, and treated accordingly.

Absence of signals.

Appendix M—contd.

TRAINS AND VEHICLES.

Detonating Signals.

Use of detonators.

49. In thick, foggy, or tempestuous weather, detonators must be used in addition to the regular day and night signals. When an engine passes over a detonator the Driver must stop as quickly as possible, and then proceed cautiously to the place of obstruction, or until he receives an "All Right" signal.

Detonators.

50. In foggy or tempestuous weather two detonators 10 yards apart must be placed on the rail by the signaller or other trained servant selected by the Station Master at least one hundred (100) yards outside the distant signal-post; or in the absence of a distant signal, at least seven hundred (700) yards from the outside points. Drivers and Guards must report all cases of omission to do this.

Train Signals.

Engine and train lights.

51. On both double and single line, between sunset and sunrise and during foggy weather, every train must exhibit a Red Tail Light and two Red Side Lights in rear of the train, and every engine running alone must exhibit at least one Red Tail Light; in both cases Head Lights prescribed by the authorized Officer must be exhibited.

In the case of two or more engines running coupled together without a train, the first engine only must exhibit the prescribed Head Lights and the last engine only must exhibit at least one Red Tail Light.

Lights on shunting engines.

Shunting engines employed in station yards and sidings must after sunset and in foggy weather, carry the head and tail lights prescribed by the authorized Officer.

SECTION V.

TRAINS AND VEHICLES.

Brake power, &c.

52. Except in the case of an engine running without vehicles, no train shall be despatched from any station without an adequate provision of brake power, either by engine brake, brake-van or other braked vehicle, sufficiently manned, and all necessary day and night signals.

Brake on trains.

53. A braked vehicle, manned, must be placed at the rear of every train unless special instructions are given to the contrary.

Unfit vehicles.

54. Trains must be examined daily before starting by a Carriage Examiner or in his absence by the Driver. No vehicle which is pronounced unfit shall be run on a train; and no vehicle which has been off the road shall be allowed to run on the line between stations until it has been examined and passed by a competent Examiner or in his absence the Driver.

Load of vehicles.

55. No vehicle shall be loaded beyond its marked carrying capacity.

Loading vehicles.

56. Carriages, machinery, timber, and other large articles in open trucks must be loaded within the authorized loading dimensions, except under special instructions and precautions.

Dummy wagon.

57. When the jib of a crane or a load projects beyond its truck, whether standing in a yard or on a running train, it must be protected by a dummy, which dummy may be loaded.

Travelling cranes.

58. Before attaching any travelling crane the Guard must see that the jib is properly lowered.

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TRAINS AND VEHICLES.

and secured. It must, when practicable, be so placed that the jib will point towards the rear of the train.

59. Before the commencement of any loading or other operation by which any line of rails may be fouled or obstructed, the person in charge of such operation must see that all necessary steps are taken for the protection of the line during such obstruction.

60. Drivers and Guards or other persons in charge of such operations must see that the shunting of trains is performed only at such times and in such manner as will not incur danger.

61. When vehicles are shunted at places situated on steep gradients, proper precautions must be taken to prevent any vehicle from running down the incline; a sufficient number of brakes must be put on, and springs or hand-scotches used, when necessary, to prevent the possibility of any vehicle running away. At such places a supply of scotches must be kept for the purpose.

62. When from any cause a train has been brought to a stand on the line, where the line is not level, and it is necessary for the engine to be detached from the train the Guard must, before the engine is uncoupled, satisfy himself that the van-brakes have been put on securely, and, as an additional precaution, must pin down a sufficient number of other brakes, or carry out such other instructions as may be prescribed.

When the line is level, the van-brakes must be put on securely.

63. Trains, the working of which requires that they must stop outside station limits, when not working on a blocked section (either as contemplated under absolute block rules, or, temporarily, under orders from the authorized Officer, or by means of a written and signed understanding between Station Masters and Guards) and trains or parts of trains which have broken down or become detached between stations must be secured and protected by the Guard, hand signals or detonators being placed half a mile on both sides or in the direction from which a train can arrive.

64. Should an accident to a train cause an obstruction and the Driver run forward without being aware of it, the Guard must take steps in accordance with Rule 63 to protect either or both lines as may be necessary.

65. Should any part of a train become detached when in motion, care must be taken not to stop the front part before the rear portion has been stopped, and the rear Guard must promptly apply his brake to prevent a collision with the front portion.

66. In the case of accident or obstruction to trains the Guard must take steps to report in the quickest possible manner to the nearest Station Master, and if the telegraph be injured, or if there be no telegraph, the report must be sent to the Stations on both sides.

67. The person placing vehicles on any line, or siding, either within or without station limits, or moving vehicles which may have been placed

Protection of lines obstructed.

Persons responsible for shunting.

Shunting on inclines.

Detaching engines on inclines.

Where line is level.

Trains stopping between stations.

Driver not aware of accident.

Train parting.

To report accident.

Securing wagons in sidings.

Appendix M—contd.

POINTSMEN AND SIGNALMEN.

there shall be responsible for leaving them properly secured. No vehicle shall be left in any siding outside station limits without the wheels being secured, clear of all running lines.

Securing points.

68. When no other arrangements are made for working safety or other points and catch sidings, the person last using them shall be responsible that they are properly set and secured for the protection of the line.

SECTION VI.

STATION MASTERS.

Arrival and departure of trains.

69. It is the special duty of every Station Master, or such person as may be appointed for the purpose, to attend to the arrival and departure of trains. He is also responsible for the general working of the station being carried out in strict accordance with all rules, regulations and orders.

Misconduct to be reported.

70. The Station Master must report, without delay, to his superior Officer, neglect of duty or other misconduct on the part of any of the Railway servants within station limits.

Securing stock in sidings.

71. The Station Master is responsible that vehicles standing at the station or sidings are properly secured in accordance with rules prescribed by the authorized Officer.

Safety and facing points.

72. The Station Master is responsible that all safety points and catch sidings, when it is not necessary that they should be opened, are closed against the line which they are intended to protect; and that facing points are securely fastened or held for the passage of trains or vehicles.

Vehicles escaping.

73. Should any vehicle or portion of a train escape from a station, immediate steps must be taken to warn the other station concerned, and prevent accident as far as practicable.

Points and Signals.

74. The Station Master must report all defects in points, gates and signals to the nearest Permanent-way Inspector.

Accident.

75. In case of obstruction or accident, the Station Master must obtain all necessary assistance as soon as possible, and report the occurrence by telegraph, or by the most expeditious means, to the next station on the other side of the accident, so that notice may be given to the Drivers and Guards of approaching trains.

SECTION VII.

POINTSMEN AND SIGNALMEN.

Care of points.

76. Pointsmen must be careful to keep their points clear, and whenever a train or engine has passed, they must remove anything that may have got within the points so as to prevent them from closing.

Facing points.

77. Facing points must, in all cases, be securely fastened or held for the passage of trains or vehicles.

Injured points to be reported.

78. Whenever points, crossings, or guide rails are injured, or damaged, the Pointsmen must immediately report the circumstance to his superior Officer.

Appendix M—contd.

GUARDS, DRIVERS AND FIREMEN.

79. Men in charge of signals must pay particular attention to the rules for working signals. **Attention to signal rules.**
80. All working signals must be kept ready for immediate use. Every man who has charge of, or uses, signals must bring any defect to the notice of his superior. **Signals ready for use, &c.**
81. Signalmen and Pointsmen must have with them, when on duty, flags and hand signal lamps which must be lighted when necessary. **Hand signals.**
82. Should any impediment or obstruction exist upon the line within the sight or knowledge of the Pointsmen or Signalmen, he must exhibit the "Danger" signals, and must not allow any train or engine to pass in that direction, until such impediment or obstruction has been removed, and the line made clear and safe; and he must as soon as practicable take steps to report the obstruction to his superior Officer. **Signals in case of obstruction.**
83. If a Signalmen or Pointsmen observe anything wrong or unusual in a passing train, he must report the circumstance to his superior, but if it is of such a nature as to involve danger to the train or the public, he must at once take all practicable steps to stop the train. **Passing trains to be observed.**
- SECTION VIII.**
- GUARDS, DRIVERS AND FIREMEN.**
84. Guards, Drivers and Firemen must be with their trains and engines at such time before starting as the authorised Officer may require, and must satisfy themselves that their trains and engines are in proper order. **Attendance.**
85. Every Guard and Driver must have with him, at all times when on duty, such flags, lamps, tools and other appliances as may be ordered by the authorised Officer from time to time. **Equipment.**
- He must also have with him a copy of these Regulations. **Regulations.**
86. Every Guard and Driver must make himself acquainted with all instructions requiring his attention on those parts of the line over which he has to work. **Acquaintance with instructions.**
87. Guards will receive instructions from the Station Master, or other authorized Officer to whom they must apply for anything necessary for the working of their trains. **To receive instructions from Station Master.**
88. Guards are responsible that their brakes and lamps are in good working order, and that the lamps are trimmed and lighted and brightly burning between sunset and sunrise, and during a fog. **Inspection of train.**
89. The Guard in charge must satisfy himself before starting, and during the journey that the train is properly loaded, marshalled, coupled, lamped, greased or oiled, and sheeted, that lashings and chains are secure, also that the brakes are in good working order, and, as far as he can ascertain, that the train is in a state of efficiency for travelling, and has the proper signals attached to it. He must carefully examine the loading of any vehicles he may attach on the way, and should any vehicle become unsafe from the shifting or derangement of the load, he must, at once, have the load re-adjusted, or the vehicle removed from the train. **Duties of Guard in charge.**

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Appendix M—contd.

GUARDS, DRIVERS AND FIREMEN.

- Train under charge of Guard.** 90. The train is under the charge of the Guard when there is only one and of the head Guard when there are more than one—See Rule 110.
- Guards to travel in their vans.** 91. Each Guard must ride in his proper van and not on the Engine, nor in a carriage or wagon except under special circumstances.
- P. W. men to assist in working signals.** 92. The Guard or Brakesman of a Train has authority to require those employed on the permanent-way and works, to assist him in working signals.
- Coolies.** 93. Guards in charge of trains must, before giving the starting signal, tell the coolies working with the train and riding in open trucks to sit down.
- To start trains.** 94. The signal for starting a train must be given to the Driver by the Guard upon receiving the necessary authority in accordance with the system adopted for working the Railway.
- Exchange signals.** 95. Guards and Drivers must exchange signals with each other on leaving a station or other stopping place. This exchange of signals must also be made whenever a train runs through a station without stopping. The Driver must stop if the proper signals are not exchanged.
- To keep a good look-out.** 96. Every Guard, Driver, and Fireman when travelling must keep a good look-out, and should they see any reason to apprehend danger, they must use their best endeavours to attract the attention of each other and give notice of the apprehended danger.
- Driver's signal to Guard.** 97. In the absence of special rules to the contrary when the Driver gives three or more short sharp whistles, or sounds the brake whistle (when a special whistle is supplied for that purpose), or applies the communication when such exists, the Guard, or Guards, must immediately apply the brakes.
- Rear brake on steep inclines.** 98. In travelling down steep inclines, Guards must, in order to steady the train, assist the Driver, with their brakes if required.
- Delivery of train.** 99. Guards must not leave their trains until they have been properly handed over.
- No unauthorized person to ride on engine.** 100. No person other than the Driver and Firemen is to ride on the engine or tender without permission from a properly authorized Officer.
- Whistle to be sounded.** 101. Drivers must always sound the whistle before putting an engine in motion, or, when running, on observing any obstruction on the line, or on approaching curves round which a clear view is not obtainable for a distance of a quarter of a mile ahead. The whistle must also be sounded on entering a tunnel, and repeated in long tunnels.
- Train obscured by steam.** 102. Should a Driver observe a train or engine obscured by steam or smoke, on the opposite line to that on which he is travelling, or on a siding, he must sound his whistle and approach it cautiously, so as to be able to stop if necessary.
- Drivers to receive orders from Guard.** 103. The Driver will receive his orders from the Guard in all matters affecting the starting, stopping or movement of the train; and he must promptly obey all orders or signals given to him, whether by the Station Master or the Guard, or other person designated by the authorised Officer, so far as the safe and proper working of his engine will allow.

Appendix M—contd.

GUARDS, DRIVERS AND FIREMEN.

104. The Driver must afford such assistance with his engine as may be required for the formation, arrangement and despatch of his train.

105. Firemen must obey the orders of the Driver in all particulars.

106. The Driver must, before starting, see that his lamps are in good order, and that his engine carries the proper distinguishing lights, or other indicators of the train. At and after sunset and during foggy weather, he must have the necessary lamps lighted. He is responsible that they are always in proper order and trimmed, and that when lighted, they burn brightly.

107. The Driver and Fireman must carefully observe all signals whether the cause of the signal being shown is known to them or not. When from fog or storm, or any cause, the fixed signals are not visible as soon as usual, every possible precaution must be used, specially in approaching stations and junctions, so that the train can be stopped short of any obstruction, should the signals be against it. The Driver must not, however, trust entirely to signals, but must, on all occasions, be vigilant and cautious.

108. When two or more engines are employed in drawing the same train the Driver and Fireman of the leading engine are responsible for the observance of signals: the Drivers of the other engines must watch for and take signals from the Driver of the leading engine.

109. The Driver must start and stop his train steadily and without a jerk.

He must exercise care in approaching all stations at which his train is required to stop and in passing stations at which he is not required to stop.

In stopping his train he must pay particular attention to the state of the weather and the condition of the rails, as well as to the length of the train; and these circumstances must have due weight in determining when to shut off steam.

110. If a train or portion of a train is without a Guard, the Driver is responsible for carrying out all rules and for taking all necessary precautions which the Guard is required to observe for the safe working and protection of trains.

111. After taking water from tanks or water columns, Drivers must be careful to leave the hose or water crane clear of the main line and properly secured.

112. The Driver when on duty at stations or on the line must not leave his engine unless it is absolutely necessary for him to do so, and, under no circumstances, without a man being left in charge of it.

113. Drivers with trains or engines must run within the limits of speed fixed by the authorized Officer for the section of the line upon which they are running.

114. Trains may be run with a pushing engine, and engines may be run tender-foremost; but in such cases the speed must not exceed fifteen miles an hour, or such lower speed as may be ordered.

115. Drivers must not pass through facing points at a speed exceeding ten (10) miles per hour.

To assist in forming train.

Firemen.

Engine-lamps.

Look-out for signals.

Train drawn by more than one engine.

To start and stop with care.

Train without guard.

Water columns.

Driver leaving engine.

Speed.

Pushing train.

Speed through facing points.

Appendix M—contd.

INSPECTORS, PLATELAYERS, GANGERS AND OTHERS EMPLOYED ON THE PERMANENT-WAY.

SECTION IX.

INSPECTORS, PLATELAYERS, GANGERS AND OTHERS EMPLOYED ON THE PERMANENT-WAY.

Duties of Inspectors.

116. The Inspector or person in charge of each district of the line will be held responsible for the condition of the permanent-way and works in his district. He must also report promptly to the Engineer in charge of the district all accidents, and all defects in the road or works that may interfere with the safe running of trains.

Lamps and signals to be supplied.

117. Each gang of platelayers or labourers must be supplied by the Inspector of permanent-way for the district, with two sets of flag signals, two hand signal lamps, and a proper number of detonators.

Fixed Signals not to be used.

118. Platelayers and labourers must not, except in case of emergency, avail themselves of the Fixed Signals, and must, in all cases, use their own special signals for their own purposes.

Signals.

119. The signals to be used by the men engaged in repairing the permanent-way are red and green flags, and hand lamps, and detonators. The flags must be used during daylight, the lamps after sunset and in foggy weather, and the detonators when necessary, by day and night.

The red and detonating signals indicate "Danger," and must be used only when it is necessary to stop a train. The green signal indicates "Caution," and must be used when it is necessary to slacken the speed of a train.

Protection of line when obstructed.

120. When it is necessary to obstruct the line, or to do any work of a character to make the exhibition of danger signals necessary, such signals must be exhibited half a mile on each side of the place at which the work is being carried on, and the work must not be commenced until these signals have been exhibited. These danger signals must not be withdrawn until the line is again clear and safe for trains.

Signals when repairing line.

121. When repairing, lifting the line, or performing any operation so as to make it necessary for a train to proceed cautiously, the Foreman or Ganger must send a man at least a quarter of a mile in either direction from which a train may approach and as much further as the circumstances of the case render necessary, to exhibit the "Caution" Signal so as to be plainly visible to the Driver of an approaching train.

Rails not to be displaced in fog.

122. In no case, except when absolutely necessary, is a rail to be displaced, or any other work to be performed, by which an obstruction may be made to the passage of the trains during a fog or storm.

Responsibility for Lorries.

123. No Lorry, used for the conveyance of material, or Trolly for the conveyance of men, may, in any case, be placed on the line, except by the authorized person who is responsible for its proper protection and use according to the rules in force on the Railway.

Protection of Lorry or Truck on Line.

124. A Lorry or Truck, loaded or empty used for conveying materials, must be preceded and followed on a single line, and followed on a double line, at a distance of not less than half a mile, by a man with Danger hand-signals and detonators. A Lorry must not be run in the wrong direction on

Appendix M—contd.

INSPECTORS, PLATELAYERS, GANGERS AND OTHERS EMPLOYED ON THE PERMANENT-WAY.

a double line. In exceptional cases the authorized Officer may issue special rules for the working of Lorries and Trolleys upon any section of the line.

125. No. Lorry or Trolley shall, under any circumstances, be attached to a Train, and all Lorries and Trolleys, when not in use, must be taken off the rails, placed well clear of the line, and the wheels secured with chain and padlock.

126. Every portion of the permanent-way must be inspected daily on foot by some authorized person responsible for its condition; and bridges and all other works (including signals and signal wires wherever provided and used) must be regularly inspected in accordance with rules laid down by the authorized Officer.

127. Each Foreman, Ganger, or Mistry must report to the Inspector of Permanent-way when any telegraph post appears to be in an unsafe state, or any of the signal or telegraph wires are broken, slack, entangled, or touching each other, or any building. He must also see that all grass, creepers, boughs of trees, and rubbish, are removed from the wires.

Where the maintenance of the telegraph posts and wires is under the control of the Government Telegraph Department, the removal of grass, creepers, boughs of trees, and rubbish will be carried out by the Government Telegraph Officers, and all reports of defects in posts and wires should be made to the officers of that Department by the Inspector.

128. No blasting shall be allowed on or near to the railway, without the authority of the Engineer in charge.

129. Gangers must close and fasten all gates they find open.

130. Each Foreman, Ganger, or Mistry must, in the event of a flood, carefully examine the action of the water through the culverts and bridges on his length of line, and should he see any cause to apprehend danger to the works, he must immediately exhibit the proper signals for the trains to proceed cautiously, or to stop, as necessity may require, and inform the inspector thereof; and until the inspector arrives he must take precautionary measures for securing the safety and stability of the line.

131. Gangers must keep clean the working parts of Points and Signals, unless the duty is otherwise specially provided for.

132. Each Foreman or Ganger must keep his portion of the line clear and safe, and the fences in repair; and if any sheep, cattle, or other animals be on the line, or within the fences, he must immediately remove them, and report the circumstances to the Inspector of Permanent-way.

133. Foremen or Gangers must see that all broken chairs, rails, sleepers, or other dangerously defective materials, are removed from the road with the least possible delay, and sound materials substituted.

All tools, rails, sleepers, pieces of iron or wood, or other implements, or materials, must be carefully placed so as to be quite clear of the line, and not within three feet of the rails.

Security of Lorry.

Road to be inspected.

Defects of wires, &c.

Blasting.

Gates to be closed.

Works in floods.

Cleaning of Points and Signals.

Line to be kept clear.

Defects.

Materials clear of rails.

Appendix M—contd.

REGULATIONS FOR GATEMEN, WHERE PROVIDED, AT LEVEL-CROSSINGS.

SECTION X.

REGULATIONS FOR GATEMEN, WHERE PROVIDED, AT LEVEL-CROSSINGS.

Gate signals.

134. All level-crossings of which the gates close across the railway must be provided with red signal boards, and with lamps showing red, up and down the line, when the gates are closed across the line. The lamps must be kept lighted during the hours prescribed by the authorized Officer.

Gateman's signals.

135. Every gateman must be provided with day and night hand signals, which he must know how to use and must keep in proper order.

Fixed signals to be tested.

136. At level-crossings where fixed signals are provided, the gateman must satisfy himself of the proper working of his signals, both by day and by night, and must report immediately any defect to the Inspector of Permanent-way, or other person in charge of the repair of signals, and also to the Station Master, or other person, under whose supervision he acts.

Gates open to railway.

137. Unless specially ordered to the contrary, the gates at all thoroughfares must be kept open for the passage of trains, and securely closed across the thoroughfare except when required to be opened for the road traffic, and must then, as quickly as possible, be closed again across the thoroughfare. Before opening the gates the gateman must look up and down the line to assure himself that no train is approaching.

Gates open to roads.

138. Where special authority is given, gates made to close across the railway may be kept open to the public thoroughfare, except when an engine or train is due or expected, at which time such gates must be closed, and fastened across the public thoroughfare; and until such engine or train has passed, the gates must be kept closed, and no person or thing is to be allowed within them. While the gates are closed across the railway and open to the thoroughfare, the "Danger" signal must be exhibited both up and down the line. In opening double gates closing across the railway for an approaching train where there is only one signal lamp to each gate, the half with the signal lamp attached is not to be moved until the other half is shut across the thoroughfare.

Further gate to be first open.

139. The gate towards which road traffic is approaching must not be opened until the opposite gate has been opened, so as to allow it to cross over without stopping upon the line.

Trains to be observed.

140. Every gateman must take particular notice of each train, and if he should see anything wrong, he must show a danger signal to the Guard and Driver.

Position of Gateman.

141. In all cases the gateman, when signalling, is to stand in a position clear of the rails where he can be seen by the approaching Driver.

Obstructions.

142. In the event of the road being from any cause obstructed, the gateman must do everything in his power by warning approaching trains to prevent accident.

Appendix M—contd.

GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED "LINE CLEAR AND CAUTION MESSAGE" IN RULE 3, SECTION II.

SECTION XI.

GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED "LINE CLEAR AND CAUTION MESSAGE" IN RULE 3, SECTION II.

143. Under this system no train shall be permitted to leave one station for another until:—

System.

It has been ascertained by means of the electric telegraph that the line between those stations is absolutely clear of trains and of all impediments as far as can be known, in which case a "Line clear" message must be obtained in the manner prescribed in the Rules in force on each Railway, or,

Unless the line is occupied only by trains running in advance and in the same direction at time intervals, in which case a "Caution message" must be obtained in the manner prescribed in the Rules in force on each Railway.

144. Trains may follow one another between stations in the same direction on both single and double line subject to the following conditions:—

Following trains.

(a) No train or engine shall be allowed to follow any other train or engine on the same line of rails within ten minutes unless "Line clear" has been received.

(b) No train shall be allowed to follow another unless permission has been obtained in each and every case from the station to which the train is proceeding. No passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train from a station within fifteen minutes; and in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized Officer.

(c) The "Caution message" shall contain an entry of the time at which the preceding train left the station.

145. No one except the Station Master or other duly authorised person is to give or seek a line clear, or caution message.

Authority to give line clear.

146. Except at train terminal stations no Station Master must apply for a line clear message from the station in advance, until he has received advice that the approaching train has left the station in rear.

Time for seeking line clear.

147. No engine or train shall be moved from any station until the Driver has in his possession a "Line clear," or "Caution message" written on an authorized form showing that he can proceed. The Driver is to receive this written permission from no other person than the Guard of his own train or from the Station Master, or from one of the Station Staff duly authorized for such duty; but on all occasions when the Guard does not personally deliver the permission to the Driver it must be countersigned by the Guard before delivery to the Driver. The Driver must also receive from the Guard the usual starting signal before moving.

Drivers to obtain written permission.

Appendix M—contd.

GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED "LINE CLEAR AND CAUTION MESSAGE" IN RULE 3, SECTION II.

When a train is arranged to run through a station without stopping the written permission to proceed to the next station may be handed to the Driver direct by the Station Master or other authorized person of the Station Staff and a duplicate of it handed to the Guard in the same manner.

Station Master to hand message to Guard.

148. The Station Master or other authorized person of the Station Staff is to hand the written permission to the Guard who must satisfy himself that it is properly filled up and dated, with the time added, and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received before it is handed to the Driver. The Driver must satisfy himself on these points before starting.

This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train it must not be given to the Driver until the whole of such other train has come in and is clear of the points.

When a train is not timed to stop at a station, and the written permission is handed both to the Driver and Guard of the train, the Station Master will be held wholly responsible that it applies to the particular train or engine for which it is given and that it is properly filled up and dated with the time added, and is signed in full and in ink.

Forms and books.

149. No forms other than those specially provided from time to time for the purpose are to be used in working under this system. And each station must keep the regular books provided for by the working orders in force.

Message cancelled.

150. The leaves of these books are to be progressively numbered in type, and when any message has from any cause to be cancelled, the form to which it applies must also be marked as cancelled both on the form and counterfoil, and must be carefully preserved by doubling it on the counterfoil.

Messages to be numbered.

151. In addition to the progressive printed number every message from each station must be numbered to stations on each side from midnight to midnight, commencing with number one to each station, and this number is to be treated as a portion of the message and entered on the counterfoil.

Number to be quoted.

152. When a message is in reply to another each station's number must be quoted at the beginning of the message.

Number to be quoted.

153. When the message bears reference to a former message in the same direction, the number of that message must also be quoted at the beginning.

Train to be described.

154. In train messages the engine or train must be distinctly described, as, for instance, "No. 2 down ballast," "No. 4 up goods," and so on; and for every train a separate enquiry and reply must be sent, but an enquiry and reply message must never be sent on one form.

Line clear enquiries.

155. In line clear enquiries, the time of arrival of the last train in the opposite direction must always be given. If the train follows another on a caution message, the time of departure of the preceding train must be endorsed on the message.

Cancellation of line clear.

156. After a line clear message has been given and has been subsequently cancelled, no train is to be started in the opposite direction on a single

Appendix M—contd.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN STAFF AND TICKET" IN RULE 3, SECTION II.

line until a telegram has been received stating that the train for which the line clear had been first given, is and will be detained, and that the message has been cancelled.

157. No part of any message affecting the passage of trains must be forwarded or acted upon until the whole is written out, except when an accident may be prevented, or in other case of emergency.

158. Line clear or caution permissions are not to be written out, in full or in part, or signed, before they are required.

159. All messages connected with train working, including line clear authorities, are to be written in ink or other indelible substance, and are also to be signed in full by the Station Master or other authorized person.

160. Line clear and enquiry messages must be retained for at least a fortnight.

161. In case of accident to the line or train or of failure or interruption of telegraph communication, trains must be worked between stations in accordance with rules prescribed by the authorized Officer.

SECTION XII.

GENERAL REGULATIONS FOR WORKING ON THE SYSTEM TERMED "ABSOLUTE BLOCK" IN RULE 3, SECTION II.

162. The object of this system of Electric Train-signalling is to prevent more than one train or engine being between any two Signal Stations on the same line at the same time. This is accomplished by not allowing any train or engine to leave a Signal Station till the previous train or engine has been signalled clear.

163. On those portions of any railway which are worked on the Absolute Block System, a train or engine must not be allowed to enter any section until it has been ascertained by telegraph that the section is clear of trains or engines.

Except when otherwise specified, a section is to be understood to be the line between two stations outside station limits.

164. In the event of accident to the line or train or of failure of the train signalling instruments used for block working so that the ordinary signals cannot be forwarded and received, trains must be worked between stations in accordance with the rules to be prescribed by the authorized Officer.

SECTION XIII.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN STAFF AND TICKET" IN RULE 3, SECTION II.

165. Necessary information shall be afforded from time to time as to the places which are appointed Staff Stations.

166. A Train Staff or Train Staff Ticket must be carried with each train or engine, and without this staff or ticket, no train or engine must be allowed to leave any station.

Message to be wholly written before despatch.

Messages to be signed.

Form of message.

Messages to be filed.

Interruption of system.

Object.

Absolute Block working.

Interruption of system.

Staff station.

Staff or Ticket.

Appendix M—contd.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN STAFF AND TICKET" IN RULE 3, SECTION II.

Staff at Station. 167. No train or engine shall be permitted to leave any staff station unless the staff for that portion of the line over which it is to travel is then at that station.

Custody of staff. 168. The person in charge of the Station for the time being is the only person authorized to receive and deliver the Staff or Ticket, and all tickets must be cancelled directly they are handed to him after use.

Staff given to Driver. 169. When a train or engine is ready to start from a Station, and no second train or engine is intended to follow before the Staff will be required for a train in the opposite direction, it is the duty of the person in charge of the Station to give the Staff to the Driver, who shall then place it in a conspicuous place provided for that purpose on the engine.

Tickets to Driver. 170. If other trains or engines are intended to follow in succession before the Staff can be returned, a Ticket indicating that the Staff is following must be given by the person in charge of the Station to the Driver of the first train or engine, the Staff for the section being shown to him, and so on with any other train or engine, except the last, the Staff itself being given to the Driver of the last train or engine, as directed in Rule 169. After the Staff has been sent away, no other train or engine must, under any circumstances, leave the Station to follow in the same direction until the Staff for that Station has been returned.

Driver to have Staff or Ticket. 171. No Driver with a train or engine shall leave a Station until he has received the proper Staff or Ticket for that section of the Line over which he is about to travel, and he must not take the Staff or Ticket from any other than the person in charge of the Station for the time being. After receiving the Staff or Ticket, he must not start until the proper signals have been exhibited, nor when with a train, until a signal has also been given by the Guard. But he must not accept a Ticket in any case unless he sees the Staff at the same time in the possession of the person who gives him such Ticket. On arriving at the Station to which the Staff or Ticket extends, such Staff or Ticket must immediately be given up to the person in charge of the Station; and all tickets, so given up, must be immediately cancelled.

Distinguishing mark. 172. Each Staff must have shown upon it the name of the Staff Station at each end of the portion of line to which it applies. The Staff, Boxes, and Tickets for the different portions of the line must be distinguished by different colours.

Tickets. 173. The Tickets must be kept in the proper Ticket-box fastened by an inside spring, the key to open the box being the Staff to which the Tickets apply.

Record of Tickets issued. 174. The Station Master must keep a record in a book of each ticket issued, showing the number of tickets and the particular train or engine for which it is issued.

Staff at Station. 175. The Staff, when at the Station, must not be left in the box, but must be in the safe custody of the Station Master.

Staff or Ticket to be left. 176. Drivers must not take the Staff or Ticket beyond the Station at which it ought to be left.

Appendix M—contd.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN STAFF AND TICKET" IN RULE 3, SECTION II.

177. When trains are assisted by a second engine in the front, the leading engine must carry the Staff or Ticket; but when the assisting engine is pushing the train, the train engine must carry a Ticket, and the assisting engine the Staff, except in cases where the train and assisting engine are travelling over the entire length of line to which the Staff applies, and have to be followed by another train or engine, when the train and assisting engine must each have a Ticket. When the assisting engine is intended to return to the Station from which it started, without running through the entire portion of line to which the Staff applies, it must always carry the Staff.

Assisting engine.

178. In the event of an engine which carries the Staff breaking down between two Stations, the Firemen must take the Staff to the Staff Station in the direction whence assistance can be obtained in order that the Staff may be at the Station on arrival of the engine. Should the engine that fails be in possession of a Ticket instead of the Staff, assistance must only come from the Station at which the Staff has been left. But if assistance can be more readily obtained at a Station other than that where the Staff is, immediate steps must be taken to have the Staff transferred to the other end of the section. The Fireman must accompany the assisting engine to the place where he has left his own engine.

Engine carrying Staff disabled.
Engine carrying Ticket disabled.

179. When a Ballast train has to work between Stations, the Staff must be given to the Driver in charge of it. This will close the line whilst the Ballast train is at work. The Ballast train must proceed afterwards to one of the Staff Stations to open the line, before the ordinary traffic can be resumed.

Ballast train at work on the line.

Ballast trains not stopping to work between Stations may run with Staff or Ticket as ordinary or special trains.

SAMPLE FORM OF TRAIN STAFF TICKET.

Form of Train Staff Ticket.

Ticket No. _____

_____ Railway.

TRAIN STAFF TICKET.

DOWN.

Train No. _____

_____ m. from _____ to _____

To Driver and Guard.

You are authorized to proceed from _____

to _____

And the Train Staff will follow.

Train No. _____ in front, left _____ m.

Signe _____

Officer in charge at _____

Date _____

Appendix M—contd.

REGULATIONS FOR WORKING SINGLE LINE ON THE SYSTEM TERMED "ONE ENGINE ONLY" IN RULE 3, SECTION II.

(Back of Ticket.)

When this Ticket is given to the Driver, he must, before starting, see the Train Staff for the portion of line which he is about to enter.

This Ticket is to be given up by the Driver, immediately on arrival, to the person in charge of the Station to which he is authorised to proceed, and such person will be responsible that this Ticket is at once cancelled.

SECTION XIV.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "PILOT GUARD" IN RULE 3, SECTION II.

This system is only to be held as applicable to short Branch Lines.

Pilot Guard to start trains.

180 The Pilot Guard will be distinguished by a red dress or badge; and no train or engine shall, under any circumstances, be allowed to run on the line unless it is either accompanied or personally started by the Pilot Guard wearing such dress or badge.

Pilot Guard, when practicable, to accompany every train.
Exception.

181. The Pilot Guard will, when practicable, accompany every train; but, when it is necessary to start two or more trains from one end of the portion of line under his control before a train has to be started from the other end, the Pilot Guard must furnish the Guard in charge of each train not accompanied by himself with a printed Pilot Guard's ticket, where such are provided, properly filled up and signed, and personally start such train, and must himself accompany the last train. The ticket will apply only to the single journey to the station named on it, where it must be immediately given up to the person in charge of the station, and all tickets so given up must be immediately cancelled.

Driver to see Pilot Guard.

182. The Driver must not start his train without seeing the Pilot Guard. But if the Pilot Guard does not accompany the train, the Driver must not start until he has received from the Guard of his train the Pilot Guard's ticket authorizing him to proceed. A Driver working an engine, unaccompanied by a Guard, must observe the same regulations as herein laid down for a Guard with a train.

SECTION XV.

REGULATIONS FOR WORKING SINGLE LINE ON THE SYSTEM TERMED "ONE ENGINE ONLY" IN RULE 3, SECTION II.

This system is only to be held as applicable to short Branch Lines.

One engine in steam.

183. Only one engine in steam, or two or more coupled together, which are then to be treated as one engine or train, must be allowed to be on the line at one and the same time, except as provided in Rule 184.

Disabled engine.

184. In the case of an engine or train becoming disabled and requiring assistance, or an accident occurring which renders it impossible for the engine to proceed, the Guard in charge must instruct the Driver to keep the engine stationary until his return, and then make the best of his way to the station whence assistance can be obtained, and inform the person in charge thereof.

Appendix M—concl'd.

REGULATIONS FOR WORKING SINGLE LINE ON THE SYSTEM TERMED "ONE ENGINE ONLY"
IN RULE 3, SECTION II.

the circumstances, who will, on receipt of such information, allow a second engine to enter the line. The second engine must be accompanied by the Guard of the disabled engine or train, who must explain to the Driver where, and under what circumstances, the disabled engine or train is situated.

185. The Guard of the disabled engine or train will be held responsible for the safe and proper working of the line until both engines have left it and it is again clear.

Guard of disabled train.

186. Should an engine without a Guard become disabled, the Fireman, or, if necessary, the Driver, must perform the duties prescribed for the Guard.

Absence of Guard.

Appendix N.

(Vide Resolution No. 130.)

Extract from the Proceedings of the Sub-Committee appointed to consider Question No. 4 B, Framing of General Rules under Section 8 of the Railway Act of 1879, for working Construction trains on unopened lines.

MEETING No. 10.

Tuesday, the 18th September, 1888.

MEMBERS PRESENT:

AS AT MEETING No. 1 OF THE 4TH SEPTEMBER 1888, WITH THE EXCEPTION OF MR. LIGHTFOOT.

The Proceedings of Meeting No. 9 were read and confirmed.

Discussion on the open line Rules and Regulations proceeded with:

Proposed by Major Gardiner, seconded by Mr. Craik,—

Resolution No. 12.

That in Rule 244 the word "fifteen" be substituted for "ten."

The Committee divided:—

Ayes—2 votes.

Noes—5 votes.

Mr. Craik.

Mr. Betts.

Major Gardiner.

Mr. Carter.

Captain Constable.

Mr. Moss.

Mr. Wright.

[Mr. O'Callaghan did not vote.]

Proposal disagreed to.

Resolved, that no alteration is considered necessary in Rule 299, as proposed in Appendix A to Subject No. 4 B. Resolution No. 13.

Resolved, that no alteration is considered necessary in Rule 313, as proposed in Appendix A to Subject No. 4 B. Resolution No. 14.

Proposed by Major Gardiner, seconded by Mr. Craik,—

Resolution No. 15.

That the following be inserted after the words "at sunset" in the fourth line of Rule 8:

"or at such hour as shall be directed by the authorized officer."

The Committee divided:—

Ayes—6 votes.

Mr. Betts.

Captain Constable.

Mr. Craik.

Major Gardiner.

Mr. Moss.

Mr. O'Callaghan.

Messrs. Carter and Wright did not vote.]

Proposal agreed to.

Proposed by Major Gardiner, seconded by Mr. Craik,—

Resolution No. 16.

That "twenty-five (25)" be substituted for "twenty (20)" in the last line of the 2nd paragraph of Rule 29.

Appendix N—contd.

The Committee divided :—

Ayes—6 votes.

Mr. Betts.
Captain Constable.
• Mr. Craik.
Major Gardiner.
Mr. O'Callaghan.
Mr. Wright.

[Messrs. Carter and Moss did not vote.]

Proposal *agreed to*.

Resolution No. 17.

Proposed by Major Gardiner, seconded by Mr. Craik,—

That an additional paragraph be added to the end of Rule 179 as follows :

" The foregoing paragraphs of this Rule do not apply to incidental stoppages other than actual break-downs, provided the line is being worked on the 'absolute block' system, or if the section of line has been temporarily blocked under the orders of an authorized officer."

The Committee divided :—

Ayes—6 votes.

Mr. Betts.
Captain Constable.
Mr. Craik.
Major Gardiner.
Mr. Moss.
Mr. O'Callaghan.

Noes—2 votes.

Mr. Carter.
Mr. Wright.

Proposal *agreed to*.

Resolution No. 18.

Proposed by Major Gardiner, seconded by Mr. Craik,—

That Sections XIV and XVII be struck out, as no longer required, and that Sections XIII, XV, XVI and XVIII, which relate to systems of working, be made the same as those proposed for lines under construction.

The Committee divided :—

Ayes—6 votes.

Mr. Betts.
Captain Constable.
Mr. Craik.
Major Gardiner.
Mr. Moss.
Mr. O'Callaghan.

Noes—2 votes.

Mr. Carter.
Mr. Wright.

Proposal *agreed to*.

Resolution No. 19.

Proposed by Major Gardiner, Seconded by Mr. Moss,—

That Section II, Rule 3, be modified to accord with Section II, Rule 3, of the proposed unopen line rules which runs as follows :

3. Every line of Railway upon which engine power is used must be worked on one of the following systems to be determined by the authorized officer, viz :

System of working.

" Line clear and caution message,"

" Absolute block,"

" Train staff and ticket,"

" Pilot guard,"

" One engine only,"

in accordance with the rules laid down in Sections XI to XV for the system adopted, subject to the proviso that in exceptional circumstances ordinary working may, under the order of an authorized officer, be temporarily suspended on any section or sections, and the trains thereon be worked under such special regulations for their safe conduct as the officer suspending the ordinary working may direct.

The working of trains on any of the abovenamed systems does not in any way displace the

Appendix N—concl'd.

The Committee divided :—

Ayes—6 votes.

Mr. Betts.
Captain Constable.
Mr. Craik.
Major Gardiner.
Mr. Moss.
Mr. O'Callaghan.

[Messrs. Carter and Wright did not vote.]

Proposal *agreed to*.

Proposed by Captain Constable, seconded by Major Gardiner,—

Resolution No. 20.

That in the first line of Rule 9 after the word "engine," the words "of a train conveying passengers" be interpolated.

Proposal put, and *agreed to* without dissent.

Resolved, that the Proceedings of this day be submitted to the General Resolution No. 21. *
Committee for consideration.

[Adjourned *sine die*.]

SIMLA;

The 18th September 1888. }

WILLIAM S. BETTS,

Chairman.

Appendix O.

(Vide Note at foot of Resolution No. 141.)

N.B.—The 'proposed modifications' are shown in *italics*.

Open Line Rules as existing.	Proposed modifications.
8. Whenever any train or engine is timed to run, or from any cause is expected to run, on any portion of the line later than sunset and before sunrise, the signal lamps must be lighted at sunset. During twilight in the mornings and evenings, both day and night signals must be used. The signal lights must not be put out until broad daylight except under instructions from an authorized Officer. In foggy or stormy weather, when the day signals cannot be seen plainly, the signal lamps must be lighted and kept burning, and at such times both the day and night signals must be used. 29. Drivers with engines or trains must run within the limits of speed fixed for the section of the line upon which they are running. These limits are not on any line to exceed, on the 5 feet 6 inch gauge, for passenger trains, sixty (60) miles an hour, and for goods and mixed trains thirty (30) miles an hour. On the metre gauge, or other narrow gauge, these limits are not to be exceeded—for passenger trains, forty (40) miles an hour, and for goods and mixed trains, twenty (20) miles an hour. 179 & 240. Except as provided in Rule 180, when a train has been stopped, from any cause, outside station limits on the double line, the head Guard must go, or see that a competent person be sent back showing danger hand signals, having with him detonators, (to be used by day as well as by night) to stop any train approaching on the same line of rails. The person going to protect the train must place upon the rails, on which the train has been running, two detonators, ten yards apart, at a distance of three quarters of a mile on a gradient of one in two hundred and fifty (1/250) or steeper, falling in the direction of the train, or half a mile on any flatter gradient, or on the level; and he must also, on his way out, place one detonator at half those distances respectively. He must remain exhibiting his hand danger signal at the further distance until recalled by engine whistle, or otherwise, when he must leave down the two most distant detonators, taking up the other on his way back. On a double line, should both roads be fouled, detonators and hand signals must be used on each line in the manner prescribed, and all trains approaching from either direction must be stopped.	8. Whenever any train or engine is timed to run, or from any cause is expected to run, on any portion of the line later than sunset and before sunrise, the signal lamps must be lighted at sunset, or at such hour as shall be directed by the authorized Officer. During twilight in the mornings and evenings, both day and night signals must be used. The signal lights must not be put out until broad daylight except under instructions from an authorized Officer. In foggy or stormy weather, when the day signals cannot be seen plainly, the signal lamp must be lighted and kept burning, and at such times both the day and night signals must be used.—(Resolution No. 150.) 29. Drivers with engines or trains must run within the limits of speed fixed for the section of the line upon which they are running. These limits are not on any line to exceed, on the 5 feet 6 inch gauge, for passenger trains, sixty (60) miles an hour, and for goods and mixed trains thirty (30) miles an hour. On the metre gauge, or other narrow gauge, these limits are not to be exceeded—for passenger trains, forty (40) miles an hour, and for goods and mixed trains, twenty-five (25) miles an hour.—(Resolution No. 131.) 179 & 240. Except as provided in Rule 180, when a train has been stopped, from any cause, outside station limits on the double line, the head Guard must go, or see that a competent person be sent back, showing danger hand signals, having with him detonators, (to be used by day as well as by night) to stop any train approaching on the same line of rails. The person going to protect the train must place upon the rails, on which the train has been running, two detonators, ten yards apart, at a distance of three quarters of a mile on a gradient of one in two hundred and fifty (1/250) or steeper, falling in the direction of the train, or half a mile on any flatter gradient, or on the level; and he must also, on his way out, place one detonator at half those distances respectively. He must remain exhibiting his hand danger signal at the further distance until recalled by engine whistle, or otherwise, when he must leave down the two most distant detonators, taking up the other on his way back. On a double line, should both roads be fouled, detonators and hand signals must be used on each line in the manner prescribed, and all trains approaching from either direction must be stopped.

Appendix O—contd.

Open Line Rules as existing.	Proposed modifications.
In the case of a single line the train must be protected, in the same manner, in front as well as in rear. If one or more trains approach the obstruction, the train which last arrives must be protected in the rear in the manner prescribed, and when the other train or trains are thus protected in that direction, the person or persons who protected such trains can return, and the intermediate detonators may be removed. When the mixed gauge is laid, detonators must be placed on each rail, both for the broad and the narrow gauge trains. On the single line the rear of a train must be protected first, and in cases on the double line, when both roads are obstructed and men are not available to be sent out in both directions at the same time, the Guard must use his discretion as to which road should be first protected. When necessary, a fireman must be sent out with the signals for the protection of the train. Should the stoppage occur to an engine not attached to a train, the Driver must take the prescribed precautions for its protection. On the double road, should both lines be fouled, the Driver must aid the Guard, and at once display a "Danger signal" to the front, and if the engine is not disabled, it should be used to convey a person who goes forward to the proper distance. When starting a train which has stopped outside station limits, the Guards and Drivers must exchange signals. Unless these signals are exchanged the Driver must stop.	In the case of a single line the train must be protected, in the same manner, in front as well as in rear. If one or more trains approach the obstruction, the train which last arrives must be protected in the rear in the manner prescribed, and when the other train or trains are thus protected in that direction, the person or persons who protected such other trains can return, and the intermediate detonators may be removed. When the mixed gauge is laid, detonators must be placed on each rail, both for the broad and the narrow gauge trains. On the single line, the rear of a train must be protected first, and in cases on the double line, when both roads are obstructed and men are not available to be sent out in both directions at the same time, the Guard must use his discretion as to which road should be first protected. When necessary, a fireman must be sent out with the signals for the protection of the train. Should the stoppage occur to an engine not attached to a train, the Driver must take the prescribed precautions for its protection. On the double road, should both lines be fouled, the Driver must aid the Guard, and at once display a "Danger signal" to the front, and if the engine is not disabled, it should be used to convey the person who goes forward to the proper distance. When starting a train which has stopped outside station limits, the Guards and Drivers must exchange signals. Unless these signals are exchanged the Driver must stop. The foregoing paragraphs of this Rule do not apply to incidental stoppages other than actual break-downs, provided the line is being worked on the 'absolute block' system, or if the section of line has been temporarily blocked under the orders of an authorized officer.—(Resolution No. 139.)
SECTION XVII. REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN DESPATCHING" IN RULE 3, SECTION II. This system is not to be extended to any Railway on which it is not now in force, and is to be understood to be sanctioned only as an "ad interim" arrangement until one of the systems described in Sections XIII to XVI, can be brought into use on the Railway. 38. The working of all ordinary trains shall be regulated by Time-tables, and no departure from the regular running shall be made without the order of an authorized Officer, and such order shall be conveyed in writing, or in an attested copy of a telegram. 39. No Special train, or Pilot engine, except in case of accident, shall leave a station or pass along the railway, unless previous notice in writing shall have been given to each station, or notice shall have been sent by electric telegraph,	

Cancelled.—(Resolution No. 133.)

Open Line Rules as existing.	Proposed modifications.
and shall have been acknowledged at every station throughout the distance to which such engine or train is intended to proceed.	
337. These rules will not prevent a Locomotive Foreman, or other servant, Acting engine, acting in that capacity, (should he be unable to communicate with the Traffic Officer in charge of the Division, or, if by so doing, unnecessary time would be lost) from sending with the concurrence of the principal Officer at the station, an engine to assist a disabled train, provided that both have satisfied themselves that there is no danger in such act.	Cancelled.—(Resolution No. 133.)
338. On a single line, no engine with or without a train shall be permitted to leave one station for another until it shall have been ascertained by means of the electric telegraph that the line between those stations is clear of engines and trains coming in the opposite direction, and of all impediments as far as can be known. Trains may follow one another between stations in the same direction, on both single and double line, under the following rules, and in accordance with rule 338: (a).—No train or engine shall be allowed to follow any other train or engine on the same line of rails within ten minutes, unless "Line clear" has been received. (b).—No passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train from a station within fifteen minutes; and in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized Officer.	338. Under this system, no train shall be permitted to leave one station for another until:— It has been ascertained by means of the electric telegraph that the line between those stations is absolutely clear of trains and of all impediments as far as can be known, in which case a "Line clear" message must be obtained in the manner prescribed in the Rules in force on each Railway, or, Unless the line is occupied only by trains running in advance and in the same direction at time intervals, in which case a "Caution message" must be obtained in the manner prescribed in the Rules in force on each Railway.—(Resolution No. 134.)
339. When one train follows another at an interval exceeding the limits laid down in Rule 338, it must run under the authority of a "Caution message" obtained in the manner prescribed in the rules in force on each railway.	339. Trains may follow one another between stations in the same direction on both single and double line, subject to the following conditions:— (a) No train or engine shall be allowed to follow any other train or engine on the same line of rails within ten minutes unless "Line clear" has been received. (b) No train shall be allowed to follow another unless permission has been obtained in each and every case from the station to which the train is proceeding. No passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train from a station within fifteen minutes; and in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized Officer. (c) The "Caution message" shall contain the entry of the time at which the preceding train left the station.—(Resolution No. 134.)
341. A Station Master must not apply for a line clear message from the station in advance, until he has received advice that the approaching train has left the station in rear.	341. Except at train terminal stations, no Station Master must apply for a line clear message from the station in advance, until he has received advice that the approaching train has left the station in rear.—(Resolution No. 135.)

Open Line Rules as existing.	Proposed modifications.
356. In case of failure or interruption of telegraph communication, trains must be worked between stations in accordance with prescribed rules.	356. In case of accident to the line or train, or of failure or interruption of telegraph communication, trains must be worked between stations in accordance with rules prescribed by the authorized Officer.—(Resolution No. 134.)
342. (Original). No engine or train shall be moved from any station until the Driver has in his possession a "Line clear," or other permission written on the authorized form showing that he can proceed to the next station. The Driver is to receive this written permission from no other person than the Guard of his own train, and must also receive from him the usual starting signal before moving.	342. (Modified). No engine or train shall be moved from any station until the Driver has in his possession a "Line clear," or "Caution message" written on an authorized form showing that he can proceed. The Driver is to receive this written permission from no other person than the Guard of his own train or from the Station Master, or from one of the Station Staff duly authorized for such duty; but on all occasions when the Guard does not personally deliver the permission to the Driver it must be countersigned by the Guard before delivery to the Driver. The Driver must also receive from the Guard the usual starting signal before moving. When a train is arranged to run through a station without stopping, the written permission to proceed to the next station may be handed to the Driver direct by the Station Master or other authorized person of the Station Staff and a duplicate of it handed to the Guard in the same manner.—(Resolution No. 135.)
343. (Original). The Station Master is to hand the written permission to the Guard, who must satisfy himself that it is properly filled up and dated with the time added, and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received, before handing it to the Driver. The Driver must also satisfy himself on these points before starting. This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train, it must not be given to the Driver until the whole of such other train has come in and is clear of the points.	343. (Modified). The Station Master or other authorized person of the station Staff is to hand the written permission to the Guard who must satisfy himself that it is properly filled up and dated with the time added and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received, before it is handed to the Driver. The Driver must satisfy himself on these points before starting. This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train it must not be given to the Driver until the whole of such other train has come in and is clear of the points. When a train is not timed to stop at a station and the written permission is handed both to the Driver and Guard of the train, the Station Master will be held wholly responsible that it applies to the particular train or engine for which it is given, and that it is properly filled up and dated with the time added, and is signed in full and in ink.—(Resolution No. 135.)
363. The object of the system of Electric Train-signalling is to prevent more than one train or engine being between any two Signal Stations on the same line at the same time. This is accomplished by not allowing any train or engine to leave a Signal Station till the previous train or engine has been signalled clear.	363. The object of this system of Electric Train-Signalling is to prevent more than one train or engine being between any two Signal Stations on the same line at the same time. This is accomplished by not allowing any train or engine to leave a Signal Station till the previous train or engine has been signalled clear.—(Resolution No. 136.)

Open Line Rules as existing.

Proposed modifications.

365. The Special Electric train Instruments, if provided, are exclusively for the signalling of trains, and must not, under any circumstances, be used for conversing nor for any purpose other than block working, in strict accordance with prescribed rules, and they must only be used by the person appointed for the duty.

368. In the event of any failure of the instruments so that the necessary signals cannot be forwarded and received, trains must be worked under Rule 338, and if telegraph communication is entirely interrupted, trains must be worked between stations in accordance with the prescribed rules.

3. Every Line of Railway upon which engine power is used, for the public conveyance of passengers or goods, must be worked on one of the following systems, viz. :—

- "Line clear and caution message,"
- "Absolute block,"
- "Train following,"
- "Train Staff and Ticket,"
- "Train Despatching,"
- "Pilot Guard,"
- "One Engine only,"

in accordance with the rules laid down in Sections XIII to XIX for the system adopted.

9. No engine shall be driven tender, or fuel truck, foremost, except within station limits, without a written order, or unless in cases of unavoidable necessity to be established by the Driver.

230. No Driver shall run his engine with tender, or any portion of a train, or fuel-truck, foremost (except within station limits), without a written order, or unless in cases of unavoidable necessity, to be established by the Driver.

365. The special electric block instruments, if provided, are to be used only in strict accordance with prescribed rules.—(Resolution No. 137.)

368. In the event of accident to the line or train, or of failure of the train signalling instruments used for block working, so that the ordinary signals cannot be forwarded and received, trains must be worked between stations in accordance with the rules to be prescribed by the authorized Officer.—(Resolution No. 138.)

3. Every Line of Railway upon which engine power is used, for the public conveyance of passengers or goods, must be worked on one of the following systems, viz. :—

- "Line clear and caution message,"
- "Absolute block,"
- "Train Following,"
- "Train Staff and Ticket,"
- "Pilot Guard,"
- "One Engine only,"

in accordance with the rules laid down in Sections XIII to XVII for the system adopted.—(Resolution No. 139.)

9. No engine of a train conveying passengers shall be driven tender, or fuel truck, foremost, except within station limits, without a written order, or unless in cases of unavoidable necessity to be established by the Driver.

When necessary on short branch lines, or on other short lengths of line, passenger trains may be drawn by engines running tender foremost at a maximum speed of 15 miles an hour on either gauge.—(Resolutions Nos. 140 and 141.)

230. No Driver of a train conveying passengers shall run his engine with tender, or any portion of a train, or fuel-truck, foremost (except within station limits), without a written order, or unless in cases of unavoidable necessity, to be established by the Driver.—(Resolution No. 140.)

Appendix P.

(Vide Resolution No 145.)

INDIAN RAILWAY CONFERENCE.

REGULATIONS FOR THROUGH TRAFFIC AND INTER-CHANGE OF STOCK.

[Revised to September 1888.]

CHAPTER I.—GENERAL.

1. In these Regulations, unless there is something repugnant in the definitions subject or context,

- (a) "Traffic Manager" means the Head of the Traffic Department of the railway concerned.
- (b) "Parent line" means the line to which a vehicle belongs.
- (c) "Owning line" means the line at whose junction the vehicle was received on the outward journey, or the line to which it is returned on the homeward journey.

2. (a) The day shall be reckoned as twenty-four hours, commencing standard at midnight, Madras time being adopted in all cases. The week to end at midnight on Saturday.

(b) The maund of 82.29 lbs., divided into 40 seers, shall be the standard Indian weight on all railways.

(c) Fractions of a mile shall be charged as one mile.

CHAPTER II.—INTERCHANGE OF STOCK.

SECTION I.—General.

3. For the purposes of the rules in this chapter :—

- (a) The ton shall in all cases be reckoned as equivalent to 27 maunds.
- (b) In all calculations for mileage and demurrage, fractions of half a ton and over of carrying capacity or in loads shall be reckoned as one ton, and fractions of less than half a ton shall be dropped.
- (c) No dies non shall be allowed.

4. Passenger carriages, horse-boxes, carriage trucks, brake-vans, and passenger road or luggage vans shall, irrespective of contents, be in all cases reckoned as coaching vehicles, whether they run upon passenger or goods trains. All other kinds of vehicles shall be reckoned as goods vehicles, irrespective of contents and of the train on which they run.

5. The exchange of passenger stock shall be subject to mutual arrangement between the respective railways.

6. (a) Except as provided in clause (c) of this Regulation, all consignments of less than three tons on the standard gauge, and two tons on the metre gauge shall be transhipped at junction; and it shall be optional with the receiving railway to tranship, at its own cost, the contents of any wagon containing a load of less than half its carrying capacity.

Appendix P—contd.

(b) In the case of a ferry, by which vehicles are crossed where the rails are not continuous, it shall be optional with the railway owning the ferry, in lieu of crossing the vehicle over, to tranship the load at the nearest station to the ferry where the work can be done.

(c) Traffic Managers shall be at liberty to make exceptions by mutual agreement as to transshipment in cases of consignments which, from their bulk or weight, fully occupy or need a wagon, or which require exceptional care, such as furniture, glassware, stationery, millinery, pictures, musical instruments, &c., &c.

(d) To avoid demurrage, it shall be optional with the receiving railway to tranship, at its own expense, the contents of a wagon at any point short of destination, and mileage shall cease at the point of such transshipment.

(e) The interchange of goods stock shall extend to all connected lines and branches, a fair proportion of through traffic being accepted at junctions in time of pressure.

(f) In all other respects, the interchange of goods traffic and stock shall be unrestricted.

Delivery of stock.

7. (a) All stock shall be considered as handed over when entered in the number-taker's book at the junction station, and it shall be so entered directly it is put into the lines or sidings in which such stock is usually placed for that purpose, or at such time and in such way as may be arranged between the railways forming the junction.

(b) Stock shall not be considered as accepted by the railway on to which it is going at any junction station until it and the load it may contain are in a condition to be taken on by the railway on to which it is going; and demurrage, and penalty, if any, shall be paid by the railway bringing it to the junction until it is put into that condition.

(c) All vehicles of whatever railway handed to any railway at a junction on the outward journey shall be accepted and dealt with only as vehicles of the railway which brings them to the junction; and vehicles which are returned to a junction on the homeward journey shall be treated as vehicles of the railway to which they are so returned.

Return of stock to parent line.

8. (a) Passenger carriages shall be returned to the parent line by the route by which they were received loaded, except under mutual arrangement.

(b) Subject to the provisions of clause (c) of this Regulation, empty horse-boxes, carriage trucks and wagons shall be returned to the parent line by the route by which they were received loaded, except when, by consent of the parent line, it is arranged that they may be returned by any other agreed route.

(c) Horse-boxes, carriage trucks and wagons may be loaded at any place on the route of the homeward journey to any place short of, or on, or beyond, the parent line by the route by which they were received; and in such cases mileage shall be paid only for the distance run under load short of, or beyond, the parent line. The junction station with the parent line shall be considered short of the parent or owning line.

Example No. 1.—

Benares to Howrah.—Oudh and Rohilkhand wagon handed to East India at Mogulserai. East India may use it by loading it from Howrah to Dinapore, or from Bardwan to Benkipur, paying mileage between those places respectively, and sending the wagon back empty to the Oudh and Rohilkhand Railway at Mogulserai.

Appendix P—contd.

Example No. 2.—

A Bengal-Nagpur Railway wagon loaded at Kampti for Ahmedabad would be handed to the Great Indian Peninsula Railway at Nagpur; and by the Great Indian Peninsula Railway at Dadar to the Bombay, Baroda and Central India Railway.

On the return journey, (i) the Bombay, Baroda and Central India Railway may load it at Ahmedabad to Narsick (Great Indian Peninsula Railway), and mileage would be payable to the Bengal-Nagpur Railway by the Bombay, Baroda and Central India and the Great Indian Peninsula Railways from Ahmedabad to Narsick; or (ii) the Great Indian Peninsula Railway might load it to the Bengal-Nagpur Railway at Manmad to Budnera, the Great Indian Peninsula Railway paying mileage between those two places to the Bengal-Nagpur Railway; or (iii) the Bombay, Baroda and Central India might load it from Surat (Bombay, Baroda and Central India Railway) to Raj-Nandgaon (Bengal-Nagpur Railway), and no mileage would be payable for the return journey to the Bengal-Nagpur Railway; or (iv) the Great Indian Peninsula Railway might load it from Callian to Donghargah (Bengal-Nagpur Railway), and no mileage would be payable to the Bengal-Nagpur Railway for the return journey.

Example No. 3.—

An Indian Midland horse-box loaded from Jhansi to Lahore would be handed to the East Indian Railway at Agra, and to the North-Western Railway at Ghaziabad.

On the return journey (i) the North-Western Railway might load it at Lahore or at Amritsar to Bombay, and mileage would be payable to the Indian Midland by the Great Indian Peninsula from Itarsi to Bombay, but no mileage would be payable by the North-Western and East Indian Railways; or (ii) the East Indian Railway might load it from Agra to Madras, and mileage would be payable to the Indian Midland Railway by the Great Indian Peninsula and Madras Railways from Itarsi to Madras, but no mileage would be payable by the East Indian Railway.

(d) Subject to the proviso that the parent line may require that its wagons, horse-boxes or carriage trucks be returned in accordance with clauses (b) and (c), by the route by which they were received, wagons, horse-boxes, or carriage trucks may be loaded at any place on the homeward journey to any place on the parent line, or to any place beyond but *via* the parent line, and may be sent by the most direct route to that place, whether it be the route by which they were received on the outward journey or not; and in such cases mileage shall be paid for all the distance on the return journey which did not form part of the outward journey.

Example—

An East Indian wagon from Allahabad to Bombay may be loaded and returned under clause (c), or it may be loaded from Bombay to Delhi, or from Narsick to Meerut, being sent by Indian Midland, East Indian, and North-Western Railways. Mileage would be paid if the wagon were sent to Delhi by the Indian Midland from Itarsi to Agra, and if it were sent to Meerut, the Indian Midland would pay mileage from Itarsi to Agra, the North-Western would pay mileage from Ghaziabad to Meerut.

(e) Empty wagons, horse-boxes and carriage trucks may be diverted without penalty on the return journey for a distance of not more than twenty-five miles, in order to secure a return load; and in such cases, mileage shall be paid on the diverted distance run under load.

(f) When a railway consists of two or more sections unconnected with each other, each section shall, for the purposes of this Regulation, be considered as a separate railway.

Appendix P—contd.

Penalty for
contraven-
tion of Regu-
lation 8.

9. (a) Any railway which deals with a vehicle in contravention of Regulation 8, shall pay to the parent railway a penalty of fifteen rupees in the case of a standard gauge vehicle, and ten rupees in the case of a metre gauge vehicle, per day or part of a day from the time such vehicle was missent until it returns to a station on the route by which it should have been sent.

(b) Penalty-paying vehicles shall also be subject to ordinary mileage and demurrage charges.

Exemption
from penal-
ty.

10. If goods are required to be sent to a station beyond the original destination, the consignment may be sent on in the original wagon without penalty, subject to ordinary mileage and demurrage charges.

11. In the event of a wagon, which is properly booked in accordance with regulations, being missent through error, the railway so missending shall pay to other railways over whose lines the vehicle runs owing to the error, a haulage rate of one pie per mile per ton of carrying capacity in lieu of freight. The missending railway shall also pay ordinary mileage in both directions for the missent distance (and demurrage if incurred), but no penalty.

Liability re-
sulting from
accidents.

12. (a) So soon as the rolling stock of any railway passes into the custody or possession of any other railway, such other railway shall be responsible for all and every contingency that may arise from the use of such stock while it remains in its possession. Except that if the contingency is clearly traceable to defect of material or workmanship, the actual repair or replacement of the vehicle in which there was such defect, but not of any other vehicle or any other consequent damage, shall be at the expense of the parent railway.

(b) The cost of repairs arising from ordinary wear and tear shall always be borne by the parent railway; but in cases of palpable damage (such as dropping heavy weights into wagons and so damaging the bottoms, neglect of greasing or oiling, and other similar neglects), and in all cases of accident or collision, the cost of repairs shall, except as provided in clause (d) of this Regulation, be borne by the railway in whose custody or possession the stock may be at the time the damage occurs.

(c) No claim for the cost of repairs shall be valid unless made within three months of the date at which the repairs are completed.

(d) The cost of repairs to any vehicle damaged which does not exceed ten rupees shall be paid by the railway which carries out the repairs.

(e) No charge shall be made for the freight of material sent for repair of damaged stock, or for the haulage and mileage of wagons carrying damaged stock back to the parent railway. But such wagons shall be subject to ordinary demurrage charges.

SECTION II.—Mileage.

Coaching
vehicles.

13. (a) The mileage charge on each coaching vehicle shall be seven pies per mile on the standard gauge, and five pies on the metre gauge, both on the outward and the return journey, except that no mileage shall be charged on coaching vehicles not used for ordinary traffic unless under load.

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(b) "Ordinary traffic" shall be understood to be only regular public trains which are advertised to carry passengers, and to include reserved accommodation on such trains; private carriages, troop-extra trains, private special trains, and special passenger trains put on for such occasions as fairs, &c., shall not be considered as ordinary traffic.

(c) Horse-boxes, carriage trucks, prison and hospital carriages shall be charged mileage only when the vehicles are running under load.

14. (a) The mileage charge for both standard and metre gauge vehicles shall be three-fifths of a pie per ton per mile on the weekly aggregate weight charged between any two stations for the contents of all vehicles of one railway which may be run on another railway.

(b) Mileage shall be paid in the following cases:—

(i) When under load, on the outward journey under all circumstances.

(ii) On the homeward journey in accordance with the provisions of Regulation 8.

(iii) When sent on, under the provisions of Regulation 10.

(iv) When missent, under the provisions of Regulation 11.

(v) At ferries, in accordance with Regulation 16 (b).

(vi) On wagons called for, in accordance with Regulation 23.

(c) Goods vehicles carrying passengers or live-stock of any kind booked through shall be considered as carrying six tons on the standard gauge and four tons on the metre gauge in all mileage accounts.

(d) Except as provided in Regulation 23, no mileage charges shall be made on goods vehicles when running empty.

SECTION III.—Demurrage.

15. (a) Standard gauge coaching vehicles shall be allowed free of demurrage one hour for every twelve and a half miles, and metre gauge coaching vehicles shall be allowed, one hour for every eight miles, run on foreign lines, and for both gauges twenty-four hours extra at destination.

(b) In the case of a ferry, by which coaching vehicles are crossed over a river where the rails are not continuous, an extra allowance for crossing of twelve hours each way shall be given free of demurrage.

(c) Except as provided in Regulation 19, demurrage shall be charged at the rate of eight annas per hour for standard gauge vehicles, and four annas per hour for metre gauge vehicles, on each coaching vehicle detained beyond the times named in clauses (a) and (b) of this Regulation and in Regulation 20.

16. (a) Goods vehicles shall be allowed free of demurrage one hour for every six miles in the case of standard gauge wagons, and one hour for every five miles in the case of metre gauge wagons, run on foreign lines, and thirty-six hours for unloading and twenty-four hours for reloading at destination, also twelve hours at any intermediate station for each of these operations.

(b) In the case of a ferry by which goods vehicles are crossed over a river where the rails are not continuous, an extra allowance for crossing, of twelve hours each way, or such time as may be mutually agreed upon, shall be given free of demurrage; and when such allowance of time is made, mileage shall be paid for loaded stock transferred by such ferry upon half the time so allowed.

Appendix P—contd.

(c) Except as provided in Regulation 19, demurrage shall be charged at the rate of nine pies per ton of carrying capacity per hour on each standard or metre gauge goods vehicle detained beyond the time named in clauses (a) and (b) of this Regulation and in Regulation 20.

Method of calculation.

17. Demurrage shall be calculated separately on the time occupied in the passage of vehicles over each line in succession, and when incurred shall be paid by the line on which it was incurred to the line to which the vehicles are handed over, and the demurrage payment so received shall be paid over at the next junction to the next railway, less a rebate of demurrage based on the time saved through expeditious working, or increased by any further additional demurrage incurred through slow working, and so on, in succession at each junction till return to the parent line.

This Regulation applies to all vehicles, whether full or empty, and whether the return journey be by the same route as the outward journey or not.

Example—

Railway A (parent line) hands a wagon to railway B.

Railway B hands it to railway C, having gained three days, and railway B pays nothing to railway C.

Railway C hands the wagon to railway D, having lost three days, and therefore pays three days' demurrage to railway D.

Railway D hands it over to railway E, having gained one day, and pays two days' demurrage to railway E.

Railway E hands it over to Railway A (parent line), having lost three days, and therefore railway E pays to railway A the demurrage for five days.

Demurrage on wagons at junctions of different gauges.

18. (a) At junction stations of railways of different gauges, the rates of demurrage as fixed in this section shall be payable for the stock of either railway detained under load beyond the usual free time, but only in accordance with rules, mutually agreed upon by the railways working into the junction station.

(b) But in the event of any railway being unable to supply a sufficient number of wagons to cope with the traffic offered at junctions of lines of different gauges, as contemplated in clause (a) of this Regulation, such railway may suspend or limit through booking upon expiration of seven days' notice.

SECTION IV.—*Stock detained by accidents.*

Break of line.

19. In cases of interruption of through communication caused by failure of way or works owing to flood or other circumstances, demurrage shall not be charged upon stock delayed beyond the time allowed free under the provisions of Regulations 15 and 16; but if required by the owning railway, any railway so detaining vehicles of another railway shall, as far as is practicable, send an equal number of similar vehicles of its own to be used without mileage, demurrage, or penalty upon the railway to which the stock so detained belongs for the time that such stock is unavoidably detained.

Damage to stock.

20. (a) In cases in which the stock of any railway is damaged upon the line of another railway, the actual time occupied in executing the repairs, but not more than ten days in addition to the time allowed for the return of stock under Regulations 15 and 16 shall be allowed free of demurrage for its repair. But if the repairs cannot be completed in ten days, the vehicle shall be despatched to the parent railway within that time.

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(b) In addition to the free allowance as prescribed in clause (a) of this Regulation, the actual time occupied in conveyance of material for repairs from the parent line shall be allowed free of demurrage, in the case of damaged stock of one railway repaired on the line of another railway.

(c) If the damaged stock be not returned either repaired or not repaired within the period allowed, demurrage shall be charged after the expiry of such period, unless specially exempted by the Traffic Manager of the parent railway.

(d) Notice in general terms shall, in all cases, be sent by the Traffic Manager of the railway on which the damage occurred, within one month, to both the owning and the parent railway, how and when the damage took place, and the nature of it.

SECTION V.—*Equalization of Stock Interchanged.*

21. (a) The railway on which through traffic originates shall provide wagons for such traffic. But when the through traffic offering is more than the wagon stock of the sending railway can cope with, it may call on the receiving railway to place a number of wagons at its disposal daily at the junction, for traffic to and ^{Call by Forwarding Line.} ~~and~~ the receiving line; and in the event of failure to comply within one week, the sending railway shall be entitled to charge one and a half rupees per diem, per ton of wagon carrying capacity short-supplied, in addition to ordinary mileage, demurrage, and penalty which may accrue under the rules on the stock actually running with through traffic: provided that the receiving railway shall not be required to supply more wagons at each junction than sufficient to maintain an equal interchange of stock at that junction, based on the carrying capacity.

(b) Open wagons shall be accepted if supplied with proper sheets and ropes.

22. (a) When the aggregate excess number of wagons absent from any one railway upon any other railway shall exceed two hundred ^{Call by Receiving Line.} ~~and ten~~ at the end of any week, the receiving railway may call upon the forwarding railway to take over a sufficient number of wagons to bring this excess within two hundred and ten; and in the event of the forwarding railway not intimating within forty-eight hours after notice of tender by the receiving railway its intention to accept such wagons, a charge of two rupees per standard gauge wagon and one rupee per metre gauge wagon per day shall thereafter be paid as a rebate on mileage by the forwarding railway upon the daily balance in excess of two hundred and ten absent.

(b) No notice shall be valid unless given by wire, or in any other way that may be mutually agreed upon, within three days after the close of a week, by the receiving railway of its intention to offer wagons; and the rebate shall not be charged until the expiry of forty-eight hours after the despatch of the notice by the receiving railway.

(c) Except as provided in Regulation 8 (f), when any two railways have more than one junction with each other, all such junctions shall be regarded for the purposes of this Regulation as one junction only.

But the receiving railway shall tender at each junction only such number of the wagons in excess of 210 as is in proportion to the total number of wagons received in excess at such junction.

Appendix P—contd.

Example—

Railway A receives in excess from railway B in any one week, at junction X, 279 wagons, at junction Y, 352 wagons, at junction Z, 164 wagons, being a total received in excess of 795, or 585 more than the limit of 210 which is fixed for all the exchanges in one week between the two railways. Railway A can offer to send to railway B the following number of wagons at each of these junctions respectively for that week, viz., at Junction X, $795 \times 585 = 205$ wagons; at Junction Y, $352 \times 585 = 259$ wagons, and at Junction Z, $164 \times 585 = 121$ wagons.

Mileage on wagons called for.

23. Wagons taken over under the provisions of Regulations 21 and 22 shall be subject to ordinary mileage and demurrage rules, but no penalty, with the exception that mileage shall be paid on all such wagons in one direction whether with or without a load. The mileage on the wagons if not loaded, or if loaded with less than five tons for the standard gauge and three tons for the metre gauge, shall be charged as for five tons per standard gauge wagon, and three tons per metre gauge wagon.

SECTION VI.—Returns and accounts.

Junction returns.

24. (a) In case a wagon, horse-box or carriage truck is loaded on the homeward journey to any station short of the parent line, or in case of any alteration in the destination or route of a vehicle of any description caused by transshipment of the load or otherwise, the Audit offices of the respective railways shall make a weekly return of the same to each other, for the purpose of calculating mileage, demurrage and penalty under these rules.

(b) Each railway shall accept the statements of other railways with respect to the loads and vehicles, unless the number-takers at the junction notice and record that the loads have been interfered with, when the actual contents and their condition shall be ascertained and recorded by an authorized representative of each of the railways forming the junction.

(c) The accounts referring to any mileage, demurrage, or penalty in which any railway is concerned, shall be open to the inspection of such railway.

Limitation of claims.

25. No claim for mileage, demurrage, rebate, extra allowance, or penalty shall be preferred after a lapse of six months from the date on which a vehicle returns to the parent line.

Settlement of account.

26. Whatever amount is paid for mileage and penalty by any railway for the use of vehicles of other railways shall in all cases belong to and be paid over to the parent line. The amount of the rebate provided for in Regulation 22, and of the extra payment provided for in Regulation 21, shall be made to and retained by the railways which respectively form the junction at which the excess which causes those allowances arises, without reference to the railway to which any of the vehicles exchanged, may actually belong.

CHAPTER III.—THROUGH TRAFFIC REGULATIONS.

SECTION I.—General.

Division of Receipts.

27. Through charges may be divided on mileage if based on equal mileage rates, or on the basis of a percentage, or otherwise, as may be agreed upon by the railways concerned.

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28. In the absence of specific instructions on the part of the consignor, all traffic shall be booked, invoiced, and sent by the shortest route, provided it be the cheapest. Routes and Junctions.

29. The minimum rate between junctions shall be fixed by the railway or railways owning the shorter route.

30. (a) In the case of through goods traffic being despatched by a different route from that laid down in Regulation 23, each railway, other than the missending railway over which the consignment passes, shall receive its full freight for the mileage over which the consignment was actually carried, but the proportion of freight due to the missending railway (less any refund that may have to be made to the consignor or consignee) shall be divided in mileage proportion between the railways, including the missending railway, forming the correct route, subject to the following provisos in the event of both the correct route and the missent route, comprising some portion of a railway other than the missending railway:—

Intentional misdespatching by wrong route.

i. If the mileage by the missent route on any such railway is greater than the mileage by the correct route, such railway is not to receive more than the freight for the mileage over which the goods were actually carried.

ii. If the length of the missent route is less than the mileage by the correct route, the railway is to receive the freight for the mileage over which the goods were actually carried, in addition to its mileage proportion of the freight of the missending railway, which is due to the difference of mileage between the correct and the missent route.

(b) Any railway having entire command of a route between the despatching and receiving stations, may send the traffic by its own route; provided that the charge to the public does not exceed that of the route laid down in Regulation 28.

(c) The procedure prescribed under clause (a) of this Regulation shall not be applied in cases in which the misdespatching by the wrong route is the result of error on the part of the staff, and not of defective or incorrect instructions, and in such cases of bona fide error the freight shall be divided amongst the railways over which the consignment passes, the railways other than the missending railway receiving their full freight, and any refund that may have to be made to the consignor or consignee being paid by the missending railway.

31. In case of accidental missending of goods not in through wagons by any railway, the other railways carrying such goods shall, in lieu of freight, be paid a haulage charge of three pice per ton per mile thereon in both directions by the railway so missending. Accidental missending to wrong station.

32. (a) Each railway shall publish Tables of rates and fares from each of its junctions, with foreign lines to every station on its own system. Terminals when charged shall be included in the rates quoted. Each railway shall supply, free, twelve copies of such rate and fare lists as may be needed, to each railway with which through booking arrangements exist, and further copies shall be supplied if required on payment. Advice of rates and fares.

(b) Rates shall be quoted in all rate lists at per maund. The quotations to be in rupees, annas, and pice.

(c) The rates quoted for freight shall, except where otherwise specified by public notice, include all such services as marking, weighing, making out receipts, and loading and unloading.

Appendix P—contd.

Changes of
Rates, Fares,
&c.

33. (a) Advices of all changes of rates, fares, classification, and conditions shall be despatched on or before the 20th of each month. The receiving railway may despatch one advice of consequent alterations not later than the end of that month. The railway originally notifying cannot give notice of a further change till the following month. Advices so sent shall become operative one month after the 1st of the month following the date of advice.

Example—

Railway A may give notice to Railway B on or before the 20th of July. Such notice will come into force on the 1st of September. Railway B may give notice before the end of July of consequent alteration, and such consequent alteration will also come into force on the 1st of September. No other alterations can be brought into force on the 1st of September, but will be the subject of fresh notice to be dealt with under this regulation.

(b) These advices (12 copies, or such other number as may be agreed on) shall be sent only once a month to all railways with which there is through-booking, a "nil" form being sent when no alteration is proposed.

Freight on
articles lost,
damaged or
unclaimed.

34. (a) Freight on goods and parcels lost or damaged shall be debited to compensation account, in addition to the amount of the claim.

(b) Freight on goods and parcels left on hand unclaimed shall be charged against the goods or parcels as the case may be, the railway or which they were left taking the articles and keeping the value thereof; and if the value is less than the amount of the freight, the balance shall be charged against the compensation account of the railway on which the goods or parcels were left.

SECTION II.—Coaching.

Through-
booking of
coaching
traffic.

35. All Coaching Traffic shall be booked through between all stations of all railways, which have through booking arrangements with each other, provided the stations are open for such traffic.

Opening of
booking
offices.

36. At principal stations, passengers or their servants shall be allowed to purchase tickets and book luggage at any time during the day.

Circular
tourist
tickets.

37. (a) All railways shall issue first and second class circular tourist tickets for journeys exceeding 1,000 miles over any succession of lines available for not more than six months at a reduction of ten per cent. on ordinary single fares, subject to a minimum of twelve pies per mile for first class passengers, and of six pies per mile for second class passengers.

(b) A commission of five per cent. shall be allowed to Messrs. Thomas Cook and Sons, upon the value of all such six monthly circular tour tickets for journeys exceeding 1,000 miles in length issued by that firm.

Return pas-
senger tic-
kets.

38. Except upon special occasions and under special arrangements the issue of passenger return tickets shall be restricted to first and second class passengers and the servants of such passengers travelling in a lower class. These return tickets shall be issued under the following conditions:—

(a) Return tickets shall be available, irrespective of distance, for four months, and the holders shall be permitted to break journey anywhere on the outward or return journey, provided that the double journey be completed within four months, and that the holders do not travel over the line more than once in the same direction.

Appendix P—contd.

(b) A return ticket shall be available up to midnight of the date of its expiry, and the holder shall be liable to pay a single journey fare for any portion of the return journey travelled after the expiry of the ticket.

(c) Return tickets shall be available only by the route for which they were issued.

(d) Passengers travelling with the wrong half of a return ticket shall be treated as if travelling without a ticket.

(e) No refund shall be granted on *unused (expired or unexpired)* second halves of return tickets, except under special circumstances. Any refund made will be subject to a deduction of ten per cent. from the amount refunded.

(f) Refunds shall not be granted on *lost* halves of return tickets.

39. When reserved accommodation is required by return ticket holders, each half return ticket shall be accepted as one of the tickets needed to reserve the required accommodation. Reserved accommodation to return ticket-holders.

40. The second half of a return ticket shall be distinguished by a cross printed upon its face. Distinguishing mark on return half.

41. (a) The free allowance of passengers' luggage shall be as follows:— Free allowance of passengers' luggage.

For a first class passenger	...	1½ maunds
" second class passenger	...	30 seers
" intermediate class passenger	...	20 "
" third class passenger	...	15 "

and half these quantities for each child's half ticket.

(b) Holders of return tickets shall be entitled to the free allowance of luggage on both the outward and the return journey.

42. (a) At the larger stations on all railways, no charge shall be made for conveying passengers' luggage between the station entrance and the trains, the railways performing the service by means of their own staff. Handling of passengers' luggage.

(b) At junctions and regular ferries, where luggage belonging to passengers holding through tickets has to be transhipped from one train to another, or from train to steamer, or from steamer to train, the railways concerned shall tranship luggage free of charge.

43. Return tickets shall be issued for horses, for racing purposes, at a fare and a-tenth under the following conditions:— Return tickets for Race horses.

(i) That the horses be carried at owner's risk.

(ii) That three or more horses travel in the same box booked by the same sender.

(iii) That the outward and return journey be completed within six months.

(iv) That before the horses are carried on the return journey, a certificate be produced from the Secretary to the race-meeting to which the horse was booked that the horse was actually entered.

(v) That horses attending more than one meeting may break journey either on the outward or the homeward route for the purpose of attending other race-meetings; always provided that the horses do not travel over the line more than once in the same direction.

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SECTION III.—Goods.

Terminals. 44. The charges for terminal services upon through traffic shall be fixed by each railway concerned.

Classification. 45. (a) A list of commodities and the classification of each as adopted by each railway, shall be prepared by each railway, and shall include all articles now, and from time to time in future, carried on any railway. Notices of alterations or additions to this classification shall be sent in accordance with Regulation 33.

(b) All articles, of which the classification is uniform on all railways, shall be printed in small capitals in the general classification of each railway.

Receipt notes. 46. Goods receipt-notes given to consignors shall include the following information:—

- i.—The consecutive number of the receipt-note.
- ii.—The date on which the goods are received and receipt-note issued.
- iii.—The sender's name.
- iv.—The name of the despatching station.
- v.—The consignee's name.
- vi.—The name of the station of destination.
- vii.—The number of articles.
- viii.—Description of the articles.
- ix.—The weight of the articles.
- x.—The rate.
- xi.—The freight on the articles. { These, separately, for each railway.
- xii.—Whether freight is "paid" or "to pay."
- xiii.—Conditions of carriage.
- xiv.—The signature in full of Station Master or Clerk who issues the receipt-note.

Method of calculation. 47. (a) In calculating rates per maund, fractions of a pie under one-half shall be omitted, all others being reckoned as one pie.

(b) In calculating charges, if the total for each consignment gives a fraction of an anna of six pies or more, such fraction shall be charged as one anna; if the fraction be less than six pies, such fraction shall be dropped.

(c) Only one minimum charge shall be made, and this minimum charge shall be divided according to mileage.

(d) The minimum weight to be despatched by goods train shall be fourteen seers.

(e) The minimum distance charged shall be ten miles subject to a minimum charge of eight annas.

(f) Subject to the minimum charge, fractions of a quarter of a maund shall be charged as a quarter of a maund, thus:—

121 seers	shall be reckoned as	3½ maunds.
26 "	"	" ¾ maund.
14 "	"	" ½ "

(g) The rules for fractions and minimum charges contained in this Regulation apply to each class of goods in each consignment.

Invoices. 48. There shall not be more than one invoice for each consignment. Invoices shall be sent forward by the train which will arrive first at the destination of the goods.

Hides, skins, &c. 49. The rates for hides, skins, horns and bones shall be quoted at "per maund," and if a minimum charge is levied, they shall be quoted at "per vehicle."

Errors in invoices. 50. The limit to which errors shall be disregarded in each railway's proportion shown on invoices for goods booked through, shall be one rupee in respect to both over and under charges.

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CHAPTER IV.—FARES AND RATES.

SECTION I.—Coaching Traffic.

51. (a) Treasure, including specie, bullion, gold and silver coin, jewel- Specie. lery, trinkets, plate, &c., shall be carried at the following rates, viz.:—

	Pies per maund per mile.
Up to 27 maunds	2½
Above 27 and up to 81 maunds	2
" 81 and up to 270 "	1½
Over 270 maunds	1 pie

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale.

Escort:—

(i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger, when the consignments of treasure are over 5½ and under 135 maunds.

(ii) Two men when consignments are from 135 to under 270 maunds.

(iii) Four men with consignments of 270 maunds and over.

(iv) When a consignment amounts to 20 lakhs of rupees or more (625 maunds or more), a guard of four men is allowed with return passage, free of extra charge.

(b) Copper coin by passenger train in quantities of five maunds and under shall be carried at the rate of two pies per maund per mile; in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for ten maunds.

52. The rates for the conveyance of horses shall be as follows:— **Horses.**
Two annas for the first horse, and for every additional horse one anna, subject to a minimum of five rupees for each horse-box.

53. Carriages shall be carried at the following rates: **Carriages.**

(a) A single carriage or palanquin, three annas per mile.

(b) When two or more vehicles are sent together by the same consignor to the same station, on one truck, the charge shall be four and a half annas per mile.

(c) The minimum charge shall be five rupees for each truck.

54. The charge for dogs shall be four annas for every fifty miles, Dogs. divided in mileage proportion between the railways concerned.

55. The following shall be charged at dog rates:—

(a) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea pigs, and other small animals, not in cages, separately for each animal. **Small animals and poultry.**

(b) Live turkeys, geese, ducks and other poultry, if not in baskets, hampers or coops, separately for each bird.

56. The following shall be charged at double the dog rates when Larger animals. carried in passenger trains, not more than three animals being sent by each train:—

(a) Calves, goats, sheep, pigs, and other small animals for breeding, agricultural, or sporting purposes, separately for each animal. Young kids or lambs, alone or with parent animals, shall be charged as goats or sheep.

(b) Small deer, bears, and cubs of wild animals, separately for each animal.

57. Corpses shall be carried at eight annas a mile for each, subject Corpses. to a minimum of five rupees.

58. The rates for parcels and luggage shall be as follows:—

(a) Parcels shall be charged by either weight or measurement, whichever gives the greater charge, two cubic feet being equal to ten seers in weight. **Parcels and passengers' luggage.**

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- (b) Each parcel shall be charged for separately.
- (c) Parcels not exceeding one cubic foot by measurement, or five seers in weight—
- (i) When the weight does not exceed two and a half seers; four annas per 500 miles or fraction of 500 miles, subject to a maximum charge of one rupee.
- (ii) When the weight does not exceed five seers; four annas per 250 miles or fraction of 250 miles, subject to a maximum charge of two rupees.
- (d) Parcels exceeding one cubic foot in contents or five seers in weight, shall be charged at the rates shown in the following table:

Rate List for Luggage and Parcels.

Distances in miles.		Not exceeding 10 seers.	Exceeding 10 seers, but not exceeding 20 seers.	Exceeding 20 seers, but not exceeding 30 seers.	Exceeding 30 seers, but not exceeding 40 seers.	Additional charge for parcels in excess of even thousands.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Not exceeding	...	25	0 4 0	0 4 0	0 4 0	0 4 0
Exceeding 25, but not exceeding	...	50	0 4 0	0 4 0	0 8 0	0 8 0
" 50 "	"	100	0 4 0	0 8 0	0 12 0	1 0 0
" 100 "	"	150	0 8 0	0 12 0	1 0 0	1 8 0
" 150 "	"	200	0 8 0	1 0 0	1 8 0	2 0 0
" 200 "	"	250	0 12 0	1 8 0	2 4 0	3 0 0
" 250 "	"	300	1 0 0	2 0 0	2 8 0	4 0 0
" 300 "	"	350	1 4 0	2 8 0	3 12 0	5 0 0
" 350 "	"	400	1 8 0	3 0 0	4 8 0	6 0 0
" 400 "	"	450	1 12 0	3 8 0	5 4 0	7 0 0
" 450 "	"	500	2 0 0	4 0 0	6 0 0	8 0 0
" 500 "	"	550	2 4 0	4 8 0	6 12 0	9 0 0
" 550 "	"	600	2 8 0	5 0 0	7 8 0	10 0 0
" 600 "	"	650	2 12 0	5 8 0	8 4 0	11 0 0
" 650 "	"	700	3 0 0	6 0 0	9 0 0	12 0 0
" 700 "	"	750	3 4 0	6 8 0	9 12 0	13 0 0
" 750 "	"	800	3 8 0	7 0 0	10 8 0	14 0 0
" 800 "	"	850	4 0 0	7 8 0	11 4 0	15 0 0
" 850 "	"	900	4 4 0	8 0 0	12 12 0	16 0 0
" 900 "	"	950	4 8 0	9 0 0	13 8 0	18 0 0
" 950 "	"	1,000	5 4 0	10 0 0	14 12 0	19 0 0
" 1,000 "	"	1,050	5 8 0	11 0 0	15 12 0	20 0 0
" 1,050 "	"	1,100	6 4 0	12 0 0	16 12 0	21 0 0
" 1,100 "	"	1,150	6 8 0	13 0 0	17 12 0	22 0 0
" 1,150 "	"	1,200	7 4 0	14 0 0	18 12 0	23 0 0
" 1,200 "	"	1,250	7 8 0	15 0 0	19 12 0	24 0 0
" 1,250 "	"	1,300	8 4 0	16 0 0	20 12 0	25 0 0
" 1,300 "	"	1,350	8 8 0	17 0 0	21 12 0	26 0 0
" 1,350 "	"	1,400	9 4 0	18 0 0	22 12 0	27 0 0
" 1,400 "	"	1,450	9 8 0	19 0 0	23 12 0	28 0 0
" 1,450 "	"	1,500	10 4 0	20 0 0	24 12 0	29 0 0
" 1,500 "	"	1,550	10 8 0	21 0 0	25 12 0	30 0 0
" 1,550 "	"	1,600	11 4 0	22 0 0	26 12 0	31 0 0
" 1,600 "	"	1,650	11 8 0	23 0 0	27 12 0	32 0 0
" 1,650 "	"	1,700	12 4 0	24 0 0	28 12 0	33 0 0
" 1,700 "	"	1,750	12 8 0	25 0 0	29 12 0	34 0 0
" 1,750 "	"	1,800	13 4 0	26 0 0	30 12 0	35 0 0
" 1,800 "	"	1,850	13 8 0	27 0 0	31 12 0	36 0 0
" 1,850 "	"	1,900	14 4 0	28 0 0	32 12 0	37 0 0
" 1,900 "	"	1,950	14 8 0	29 0 0	33 12 0	38 0 0
" 1,950 "	"	2,000	15 4 0	30 0 0	34 12 0	39 0 0
" 2,000 "	"	2,050	15 8 0	31 0 0	35 12 0	40 0 0
" 2,050 "	"	2,100	16 4 0	32 0 0	36 12 0	41 0 0
" 2,100 "	"	2,150	16 8 0	33 0 0	37 12 0	42 0 0
" 2,150 "	"	2,200	17 4 0	34 0 0	38 12 0	43 0 0
" 2,200 "	"	2,250	17 8 0	35 0 0	39 12 0	44 0 0
" 2,250 "	"	2,300	18 4 0	36 0 0	40 12 0	45 0 0
" 2,300 "	"	2,350	18 8 0	37 0 0	41 12 0	46 0 0
" 2,350 "	"	2,400	19 4 0	38 0 0	42 12 0	47 0 0
" 2,400 "	"	2,450	19 8 0	39 0 0	43 12 0	48 0 0
" 2,450 "	"	2,500	20 4 0	40 0 0	44 12 0	49 0 0
" 2,500 "	"	2,550	20 8 0	41 0 0	45 12 0	50 0 0
" 2,550 "	"	2,600	21 4 0	42 0 0	46 12 0	51 0 0
" 2,600 "	"	2,650	21 8 0	43 0 0	47 12 0	52 0 0
" 2,650 "	"	2,700	22 4 0	44 0 0	48 12 0	53 0 0
" 2,700 "	"	2,750	22 8 0	45 0 0	49 12 0	54 0 0
" 2,750 "	"	2,800	23 4 0	46 0 0	50 12 0	55 0 0
" 2,800 "	"	2,850	23 8 0	47 0 0	51 12 0	56 0 0
" 2,850 "	"	2,900	24 4 0	48 0 0	52 12 0	57 0 0
" 2,900 "	"	2,950	24 8 0	49 0 0	53 12 0	58 0 0
" 2,950 "	"	3,000	25 4 0	50 0 0	54 12 0	59 0 0
For each additional 167 or part of 167 miles beyond 3,000 miles.			0 4 0	0 8 0	0 12 0	0 1 0 0

The amounts entered in the respective columns.

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(e) Passengers' luggage whether booked for conveyance by the same train in which the owner travels or not, shall be charged at the rates given in clause (d) by weight only; and when booked by sender to self, shall be charged upon the gross weight of the total number of packages.

(f) Excess luggage and parcels containing perishable or dangerous goods shall be prepaid. The prepayment of parcels not containing perishable or dangerous goods shall be optional. Prepayment of freight on luggage and parcels.

(g) Parcels exceeding forty seers in weight or eight cubic feet in measurement shall be booked only if accommodation will allow. Heavy or bulky parcels.

(h) The charges for parcels and luggage shall be reckoned on the through distance as if it were one railway, with one minimum only, and shall be divided in mileage proportion.

59. The following shall be charged at parcel rates:—

- (a) Plants and shrubs.
- (b) Betel and pan leaves, if carried by passenger train.
- (c) Sporting ammunition and fogsignals, each package not exceeding twenty seers in weight, and loaded cartridges and percussion caps, without restriction as to weight. Not more than three packages shall be despatched in the same train.
- (d) Packed bicycles, tricycles, perambulators and jinrickshaws. *Exception*—The charge for an unpacked bicycle or a perambulator, shall be as for two maunds, and that for an unpacked tricycle or jinrickshaw with shaft detached shall be as for four maunds. If accompanying the owner, as luggage at these weights, subject to the ordinary free allowance.
- (e) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea pigs, birds and other small animals, when in cages.
- (f) Turkeys, geese, ducks, or other poultry, alive or dead, in hampers, baskets or coops.
- (g) Birds in hand.
- (h) Dead poultry and small game; and, when accompanying the owner, as luggage.
- (i) Dead wild animals.

Miscellaneous articles at parcel rates.

60. The following shall be carried at half parcels rates, subject to a minimum charge of two annas:— Articles at half parcels rates.

- (a) Fish, fruit, vegetables, hazar baskets, meat, and ice.
- (b) Commercial travellers' luggage, including packages of samples, by passenger train, no free allowance being given.
- (c) Cut flowers.
- (d) Newspapers.

61. The following shall be carried at a quarter parcels rates, subject to a minimum charge of two annas:— Articles at quarter parcels rates.

Ice blankets, numdahs, boxes, and other package, returned empty, in which articles have been carried at either parcels or half-parcels rates.

SECTION II.—Goods Traffic.

62. (a) The rate for low-priced horses, ponies, mules, donkeys, horned cattle, or other animals, except pigs, sheep, goats, wild animals, camels, or elephants, carried in vehicles, other than horse-boxes, by goods or mixed trains, shall be as follows:—

	RAILWAY RISK. Per truck per mile.	OWNER'S RISK. Per truck per mile.
Four animals or less	4 annas.	3 annas.
More than four animals in one truck	8 pies for each additional animal.	6 pies for each additional animal.

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One attendant with each truck load shall be carried free.

(c) If the animals are sent at railway risk, the sender shall be required either to insure or to execute a risk note, form F, limiting the railway liability to fifty rupees for each animal; if sent at owner's risk, the sender must execute a risk note on form B.

Surplus
Stores.

63. All surplus stores sold by one railway to another, and carried over railways other than the selling or purchasing railway, shall be charged at a uniform rate of one-eighth of a pie per maund per mile, subject to a minimum charge of eighty-one maunds per truck used, if the stores are such as to require a whole truck.

SECTION III.—Insurance.

Goods and
parcels.

64. (a) The rates for insurance of goods, parcels, &c., shall be as follows:—

Articles.	Rate of Insurance per cent. in Rupees, on declared value.
On art pottery and all articles made of glass, china or marble.	Four annas per 100 miles or fraction of 100 miles.
Gold, silver and all other excepted articles.	Two annas per 100 miles or fraction of 100 miles.

Subject to a maximum of one per cent.

(b) The insurance shall in no case be less than two rupees for the whole distance.

Horses.

65. The rate for insurance of horses shall be one per cent. per 100 miles, or fraction of 100 miles, on the excess value over five hundred rupees as declared.

Dogs.

66. The insurance rate for dogs of declared value in excess of ten rupees shall be as follows:—

Eight annas per cent. per 100 miles, or fraction of 100 miles, on the declared value in excess of ten rupees, subject to a maximum of ten per cent. on the excess declared value; but the insurance in no case shall be less than two rupees.

67. The charges for insurance prescribed in Regulations 64, 65 and 66, shall be calculated on the total distance, shall be subject to one minimum and shall be divided in mileage proportion.

Certified for submission to the Government and the Boards of Directors of the several Railway Companies.

L. CONWAY-GORDON.
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N. ST. L. CARTER.

SIMLA:

The 28th September, 1888.

