No. 736 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Simla, the 17th October 1890.

General Rules for Railways under Construction.

Read—

Sections 8 and 47 of the Indian Railway Acts of 1879 and 1890, respectively.

Despatch from Her Majesty's Secretary of State for India No. 135 Railway, dated 28th November 1889, approving generally of the Proceedings of the Railway Conference of 1888, and forwarding the opinions thereon of the Boards of Directors of Indian Railways.

Letter from the President of the Railway Conference of 1888 No. 01 Conference, dated 22nd January 1890, recommending that the Railway Administrations should be invited to apply that the General Rules, which were framed in the Railway Conference of 1888 for working Railways under construction, should be made applicable to their systems now that they have been approved by the Boards of Directors.

Public Works Department Resolution No. 0177-R.T., dated 30th January 1890, calling for applications for the adoption of the General Rules, for working Railways under construction and not open for traffic, as recorded in Appendix M of the Proceedings of the Railway Conference of 1888.

Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 346, dated 19th February 1890, forwarding letter from the Agent, East Indian Railway Company, No. 108-G., dated 17th February 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Lucknow, No. 334, dated 27th February 1890, forwarding letter from the Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited, No. 11106-T., dated 24th February 1890.

Letter from the Government of Bombay, No. 570, dated 5th March 1890, forwarding letter from the Agent and Chief Engineer, Southern Mahratta Railway Company, No. 1557, dated 24th February 1890.

Letter from the Consulting Engineer to the Government of India for Railways, Central Division, No. 415-T., dated 6th March 1890, forwarding letters from the Agents and Chief Engineers, Indian-Midland and Bengal-Nagpur Railway Companies, Nos. 1261, dated 22nd February, and 1985, dated 3rd March 1890.

Proceedings of the Government of Madras, No. 346-R., dated 12th March 1890, forwarding letter from the Agent, South Indian Railway Company, No. 290, dated 25th February 1890, recorded therein.

Letter from the Government of the North-Western Provinces and Oudh, No. C-12-E.R., dated 15th March 1890, forwarding letter from the Agent and Chief Engineer, Rohilkhand-Kumaon Railway Company, No. R. K—3522-T., dated 22nd February 1890.

Proceedings of the Government of Madras, No. 444-R., dated 31st March 1890, forwarding letter from the Agent and Manager, Madras Railway Company, No. $\frac{6815}{300}$, dated 18th March 1890.

Letter from the Government of Bombay, No. 868, dated 12th April 1890, forwarding letter from the Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Probandar Railway, No. 1702, dated 3rd April 1890.

Letter from the Resident at Hyderabad, No. 116-R., dated 17th April 1890.

Letter from the Government of Bombay, No. 1195, dated 14th May 1890, forwarding letter from the Agent, Great Indian Peninsula Railway Company, No. $\frac{30C.}{5285}$, dated 10th May 1890.

Public Works Department Notification No. 267, dated 11th June 1890.

Public Works Department letter No. 233-R.T., dated 12th June 1890, and its enclosure, suggesting certain modifications in Rules 7, 16, and 25 of the General Rules for railways under construction referred to in Public Works Department Resolution No. 0177-R.T., dated 30th January 1890.

Telegram from the Government of Bengal, No. R.-121, dated 2nd July 1890.

Telegram from the Consulting Engineer to the Government of India for Railways, Lucknow, No. 905, dated 3rd July 1890.

Telegram from the Government of the North-Western Provinces and Oudh, dated 3rd July 1890.

Telegram from the Government of Bombay, No. T.-59, dated 4th July 1890.

Telegram from the Government of Madras, dated 8th July 1890.

Proceedings of the Government of Madras, No. $\frac{982}{B}$-R., dated 8th July 1890, forwarding letter from the Agent, South Indian Railway, No. 925, dated 4th July 1890, and letter from the Agent and Manager, Madras Railway, No. $\frac{6825}{735}$, dated 8th July 1890.

Telegram from the Consulting Engineer to the Government of India for Railways, Central Division, No. 1422-T., dated 9th July 1890.

Letter from the Government of Bombay, No. 1684, dated 14th July 1890, forwarding letter from the Manager and Executive Engineer, Morvi Railway, No. 1813, dated 8th July 1890.

Letter from the Director General of Railways, No. 189-T., dated 17th July 1890, asking, with reference to Public Works Department Notification No. 267, dated 11th June 1890, for the application to all State Railways administered by the Government, of the General Rules framed by the Railway Conference of 1888 for working Railways under construction, with Rules 7, 16 and 25 as modified in the enclosure to Public Works Department letter No. 233-R. T., dated 12th June 1890.

Telegram from the Government of Bombay, No. T.-62, dated 18th July 1890.

Letter from the Government of Bombay, No. 1704, dated 18th July 1890, forwarding letter from the Agent, Bombay, Baroda and Central India Railway Company, No. 8760-T., dated 16th July 1890.

Telegram from the Resident at Hyderabad, dated 25th July 1890.

Telegram from the Government of the North-Western Provinces and Oudh, dated 2nd August 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 1567, dated 6th August 1890, forwarding letter from the Agent, East Indian Railway, No. 544-G., dated 5th August 1890.

Dockets by the Government of Bengal, No. 1855-R., dated 20th August, and No. 2034-R., dated 15th September 1890.

OBSERVATIONS.—The authorities noted in the margin have applied for leave to adopt, on such portion or portions of the Railways under their control as are at present under construction, or any extensions thereof, the General Rules for working Railways under construction and not used for the public carriage of passenger, animals or goods, which rules were proposed by the Railway Conference of 1888 and recorded in Appendix M of its proceedings, with rules 7, 16 and 25 as modified in the memorandum accompanying the Government of India, Public Works Department, No. 233-R.T., dated 12th June 1890.

The Agent, East Indian Railway Company.
The Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited.
The Agent and Chief Engineer, Southern Mahratta Railway Company, Limited.
The Agent and Chief Engineer, Indian Midland Railway Company, Limited.
The Agent and Chief Engineer, Bengal-Nagpur Railway Company, Limited.
The Agent, South Indian Railway Company.
The Agent and Chief Engineer, Rohilkhand-Kumaon Railway Company, Limited.
The Agent and Manager, Madras Railway Company.
The Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar Railway.
The Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company, Limited.
The Agent, Great Indian Peninsula Railway Company.
The Director General of Railways on behalf of all State Railways administered by the Government.
The Manager and Executive Engineer, Morvi Railway.
The Agent, Bombay, Baroda and Central India Railway Company.
The Agent and Chief Engineer, Bengal Central Railway Company, Limited.

RESOLUTION.—The Governor General in Council is pleased to sanction the application, to such portion or portions as may be under construction of the railways specified in the margin and of the railways respectively worked by them and extensions thereof, of the General Rules for working Railways under construction and not used for the public carriage of passengers, animals or goods, as recorded in the enclosure to this Resolution.

East Indian Railway System.
Bengal and North-Western Railway.
Southern Mahratta Railway System.
Indian Midland Railway.
Bengal-Nagpur Railway.
South Indian Railway.
Rohilkhand-Kumaon Railway.
Madras Railway.
Bhavnagar-Gondal-Junagad-Porbandar Railway.
His Highness the Nizam's Guaranteed State Railways.
Great Indian Peninsula Railway.
North Western Railway (including Chaman Extension).
Eastern Bengal State Railway System.
Nalhati State Railway.
Wardha Coal State Railway.
Cherra-Companyganj State Railway.
Jorhat State Railway.
Burma State Railway.
Mianwali-Mari Railway.
Jammu and Kashmir State Railway.
Mu Valley Railway.
Morvi Railway.
Bombay, Baroda and Central India Railway.
Bengal Central Railway.

ORDER.—Ordered that the General Rules forming enclosure to this Resolution, be published in the *Gazette of India*, and be further notified to the Railway servants, and to the public, by a copy thereof being kept open to inspection, free of any charge, in the Office of the Engineer in charge of the construction of the railway.

Ordered also that this Resolution be communicated to the Local Governments, Administrations and Officers noted in the margin, for information and guidance, and that it be published in the *Gazette of India*.

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 Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

R. C. B. PEMBERTON, Colonel, R.E.,
Secretary.

Documents accompanying.

General Rules for working Railways under Construction and not open for traffic, framed by the Railway Conference of 1888 and recorded in Appendix M of its proceedings, with rules 7, 16 and 25 as modified in the memorandum accompanying the Government of India, Public Works Department, No. 233-R.T., dated 12th June 1890.

G. C. Press, Simla.—No. 34 P. W. D.—24-10-90.—1,150.

INDIAN RAILWAYS.

General Rules for working Railways under construction and not open for traffic.

[*As framed at the Railway Conference of 1888.*]

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. "Authorised Officer" means the person who usually issues instructions of the nature referred to in each case;

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.

System of working.

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.*:—

"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.

When line is blocked.

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.

Time.

5. Madras time shall be observed.

Dangerous articles.

6. All due precautions must be observed in the conveyance of explosives and combustibles.

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.

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.

Absence from duty.

14. Any servant who absents himself from duty without proper permission, shall be subject on conviction to the penalty prescribed in Rule 25.

Pay.

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.

Gratuities.

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, or to fine, or to both, under the Indian Penal Code.

Spirituous liquors.

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.

Intoxication.

18. Intoxication on duty renders the offender liable to dismissal; and also to criminal prosecution under the Railway Act.

Supply of books of rules.

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.

Station Masters, Foremen, &c., responsible that their subordinates are acquainted with 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.

All persons must assist in carrying out 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.

Public safety.

21. The safety of the public must, under all circumstances, be the chief care of Railway servants.

Accident.

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.

Accidents to be reported.

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

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 behhalf.

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.

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 Signalman 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).

31. If it be necessary to stop, the red flag will be shown and waved to and fro, the Signalman facing the engine thus—



DANGER.

of the red light shown.

32. 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.

Caution with white light.

33. In the absence of a green light, a white light waved slowly from side to side denotes "Caution"—Go slowly.

Danger signal with any light.

34. In the absence of a red light, any light moved up and down or waved violently denotes "Danger"—Stop.

Fixed Signals, when provided and worked.

Fixed signals.

35. 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.

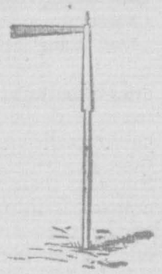
Fixed signals erected but not in use.

Fixed signals when erected but not in use are to be kept permanently lowered to "Caution" or "All right" as their construction admits.

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.

36. 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—



DANGER.

and by the exhibition of a *red* light by night.

37. 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—



CAUTION.

and by the exhibition of a *green* light by night.

38. The "All Right Signal" is shown, in the day time by the arm on the left hand side being lowered to the post, thus—



ALL RIGHT.

and by the exhibition of a *white* light by night.

Station signals, when provided and worked.

Station signals.

39. 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.

40. 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.

Observance and working of signals.

Observance of distant 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.

Signals apply to proper direction.

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.

Signal lights.

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.

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.

Defective signals.

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.

When the Station Master cannot provide proper men from his own staff, he must apply to the nearest Permanent-Way Inspector for competent men.

Defective signals to be reported.

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.

Absence of signals.

48. Except at places specially 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.

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 signalman 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 or 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

and secured. It must, when practicable, be so placed that the jib will point towards the rear of the train.

Protection of lines obstructed.

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.

Persons responsible for shunting.

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.

Shunting on inclines.

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 sprags 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.

Detaching engines on inclines.

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.

Where line is level.

Where the line is level, the van-brakes must be put on securely.

Trains stopping between stations.

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.

Driver not aware of accident.

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.

Train parting.

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.

To report accident.

66. In the case of accident or obstruction to trains the Guard must take steps to report in the quickest possible manner to the nearst 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.

Securing wagons in sidings.

67. The person placing vehicles on any line, or siding, either within or without station limits, or moving vehicles which may have been placed

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 Pointsman must immediately report the circumstance to his superior Officer.

Attention to signals rules.

79. Men in charge of signals must pay particular attention to the rules for working signals.

Signals ready for use, &c.

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.

Hand signals.

81. Signalmen and Pointsmen must have with them, when on duty, flags and hand signal lamps which must be lighted when necessary.

Signals in case of obstruction.

82. Should any impediment or obstruction exist upon the line within the sight or knowledge of the Pointsman or Signalman, 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.

Passing trains to be observed.

83. If a Signalman or Pointsman 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.

SECTION VIII.

GUARDS, DRIVERS AND FIREMEN.

Attendance.

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.

Equipment.

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 authorized Officer from time to time.

Regulations.

He must also have with him a copy of these Regulations.

Acquaintance with instructions.

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.

To receive instructions from Station Master.

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.

Inspection of train.

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.

Duties of Guard in charge.

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.

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 Fireman 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 authorized Officer, so far as the safe and proper working of his engine will allow.

To assist in forming train.

104. The Driver must afford such assistance with his engine as may be required for the formation, arrangement and despatch of his train.

Firemen.

105. Firemen must obey the orders of the Driver in all particulars.

Engine-lamps.

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.

Look-out for signals.

107. The Driver and Firemen 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.

Train drawn by more than one engine.

108. When two or more engines are employed in drawing the same train, the Driver and Firemen of the leading engine are responsible for the observance of the signals: the Drivers of the other engines must watch for and take signals from the Driver of the leading engine.

To start and stop with care.

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.

Train without guard.

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.

Water columns.

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.

Driver leaving engine.

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.

Speed.

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.

Pushing trains.

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.

Speed through facing points.

115. Drivers must not pass through facing points at a speed exceeding ten (10) miles per hour.

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

a double line. In exceptional cases the authorized Officer may issue special rules for the working of Lorries and Trollies upon any section of the line.

Security of Lorry.

125. No Lorry or Trolly shall, under any circumstances, be attached to a Train, and all Lorries and Trollies, when not in use, must be taken off the rails, placed well clear of the line, and the wheels secured with chain and padlock.

Road to be inspected.

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.

Defects of wires, &c.

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.

Blasting.

128. No blasting shall be allowed on or near to the railway, without the authority of the Engineer in charge.

Gates to be closed.

129. Gangers must close and fasten all gates they find open.

Works in floods.

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.

Cleaning of Points and Signals.

131. Gangers must keep clean the working parts of Points and Signals, unless the duty is otherwise specially provided for.

Line to be kept clear.

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.

Defects.

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.

Materials clear of rails.

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.

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 gates 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.

SECTION XI.

GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED "LINE CLEAR AND CAUTION MESSAGE" IN RULE 3, SECTION II.

System.

143. 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.

Following trains.

144. 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 an entry of the time at which the preceding train left the station.

Authority to give line clear.

145. No one except the Station Master or other duly authorized person is to give or seek a line clear, or caution message.

Time for seeking 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.

Drivers to obtain written permission.

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 authorised 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.

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.

Messages 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

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.

Message to be wholly written before despatch.

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.

Messages to be signed.

158. Line clear or caution permissions are not to be written out, in full or in part, or signed, before they are required.

Form of message.

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.

Messages to be filed.

160. Line clear and enquiry messages must be retained for at least a fortnight.

Interruption of system.

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.

Object.

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.

Absolute Block working.

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.

Interruption of system.

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.

Staff station.

165. Necessary information shall be afforded from time to time as to the places which are appointed Staff Stations.

Staff or Ticket.

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.

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.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN STAFF AND TICKET" IN RULE 3, SECTION II.

Assisting engine.

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 the 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.

Engine carrying Staff disabled.
Engine carrying Ticket disabled.

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.

Ballast train at work on the line.

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 trains not stopping to work between Stations may run with Staff or Ticket as ordinary or special trains.

Form of Train Staff Ticket.

SAMPLE-FORM OF TRAIN STAFF TICKET.

*Ticket No.*_____

_____ Railway.

TRAIN STAFF TICKET.

DOWN.

*Train No.*_____

____ *h.* ____ *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* ____ *h.* ____ *m.*

Signed _____

Officer in charge at

Date.

_____

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.

REGULATIONS FOR WORKING SINGLE LINE ON THE SYSTEM TERMED "ONE ENGINE ONLY" IN RULE 3, SECTION II.

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 there of 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.

Guard of disalbed train.

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.

Absence of Guard.

186. Should an engine without a Guard become disabled, the Fireman, or, if necessary, the Driver, must perform the duties prescribed for the Guard.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

~~UNDER date the~~

READ again the following

Prop: of the Madras Government, P. W. Departt.
No. 262 R dated 18th February 1890.
Do —— Do —— No. 345-46 R dated 12th March 1890.
Do —— Do —— No. 443-44 R —— " 31st ult. do ——
Do —— Do —— No. 232/A R —— " 30th June 1890.
Do —— Do —— No. 982/A — 982/B R —— " 8th July 1890.

Read also the following:—

Resolution by the Government of India, P. W. Department No. 736 R. I. dated 17th October 1890.

Order thereon No. 1921 R dated 2nd December 1890.

Communicated to the Consulting Engineer for Railways for information and guidance with reference to his endorsements as under:—

" No. 150 dated 3rd ult. March 1890.
" 207 —— " 22nd ult. —— do ——
" 479 —— " 8th July 1890.

/True Extract/

/Signed/ J. Gracey Lt.-Col. R.E.
Offg. Secy. to Govt. P. W. D.
Ry. Branch.

To. The Govt. Engr. for Rys.
" Exn. Govt. Ry. Accts.

B. Dis 1921 R & 2nd Dec 1/90.

No. 736 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Simla, the 17th October 1890.

General Rules for Railways under Construction.

Read—

Sections 8 and 47 of the Indian Railway Acts of 1879 and 1890, respectively.

Despatch from Her Majesty's Secretary of State for India No. 135 Railway, dated 28th November 1889, approving generally of the Proceedings of the Railway Conference of 1888, and forwarding the opinions thereon of the Boards of Directors of Indian Railways.

Letter from the President of the Railway Conference of 1888 No. 01 Conference, dated 22nd January 1890, recommending that the Railway Administrations should be invited to apply that the General Rules, which were framed in the Railway Conference of 1888 for working Railways under construction, should be made applicable to their systems now that they have been approved by the Boards of Directors.

Public Works Department Resolution No. 0177-R.T., dated 30th January 1890, calling for applications for the adoption of the General Rules, for working Railways under construction and not open for traffic, as recorded in Appendix M of the Proceedings of the Railway Conference of 1888.

Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 346, dated 19th February 1890, forwarding letter from the Agent, East Indian Railway Company, No. 108-G., dated 17th February 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Lucknow, No. 334, dated 27th February 1890, forwarding letter from the Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited, No. 11106-T., dated 24th February 1890.

Letter from the Government of Bombay, No. 570, dated 5th March 1890, forwarding letter from the Agent and Chief Engineer, Southern Mahratta Railway Company, No. 1557, dated 24th February 1890.

Letter from the Consulting Engineer to the Government of India for Railways, Central Division, No. 415-T., dated 6th March 1890, forwarding letters from the Agents and Chief Engineers, Indian-Midland and Bengal-Nagpur Railway Companies, Nos. 1261, dated 22nd February, and 1985, dated 3rd March 1890.

Proceedings of the Government of Madras, No. 346-R., dated 12th March 1890, forwarding letter from the Agent, South Indian Railway Company, No. 290, dated 25th February 1890, recorded therein.

Letter from the Government of the North-Western Provinces and Oudh, No. C-12-E.R., dated 15th March 1890, forwarding letter from the Agent and Chief Engineer, Rohilkhand-Kumaon Railway Company, No. R. K—3522-T., dated 22nd February 1890.

Proceedings of the Government of Madras, No. 444-R., dated 31st March 1890, forwarding letter from the Agent and Manager, Madras Railway Company, No. $\frac{6815}{300}$, dated 18th March 1890.

Letter from the Government of Bombay, No. 868, dated 12th April 1890, forwarding letter from the Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Probandar Railway, No. 1702, dated 3rd April 1890.

Letter from the Resident at Hyderabad, No. 116-R., dated 17th April 1890.

Letter from the Government of Bombay, No. 1195, dated 14th May 1890, forwarding letter from the Agent, Great Indian Peninsula Railway Company, No. $\frac{30C.}{5285}$, dated 10th May 1890.

Public Works Department Notification No. 267, dated 11th June 1890.

Public Works Department letter No. 233-R.T., dated 12th June 1890, and its enclosure, suggesting certain modifications in Rules 7, 16, and 25 of the General Rules for railways under construction referred to in Public Works Department Resolution No. 0177-R.T., dated 30th January 1890.

Telegram from the Government of Bengal, No. R.-121, dated 2nd July 1890.

Telegram from the Consulting Engineer to the Government of India for Railways, Lucknow, No. 905, dated 3rd July 1890.

Telegram from the Government of the North-Western Provinces and Oudh, dated 3rd July 1890.

Telegram from the Government of Bombay, No. T.-59, dated 4th July 1890.

Telegram from the Government of Madras, dated 8th July 1890.

Proceedings of the Government of Madras, No. $\frac{98_2}{B}$-R., dated 8th July 1890, forwarding letter from the Agent, South Indian Railway, No. 925, dated 4th July 1890, and letter from the Agent and Manager, Madras Railway, No. $\frac{6895}{738}$, dated 8th July 1890.

Telegram from the Consulting Engineer to the Government of India for Railways, Central Division, No. 1422-T., dated 9th July 1890.

Letter from the Government of Bombay, No. 1684, dated 14th July 1890, forwarding letter from the Manager and Executive Engineer, Morvi Railway, No. 1813, dated 8th July 1890.

Letter from the Director General of Railways, No. 189-T., dated 17th July 1890, asking, with reference to Public Works Department Notification No. 267, dated 11th June 1890, for the application to all State Railways administered by the Government, of the General Rules framed by the Railway Conference of 1888 for working Railways under construction, with Rules 7, 16 and 25 as modified in the enclosure to Public Works Department letter No. 233-R. T., dated 12th June 1890.

Telegram from the Government of Bombay, No. T.-62, dated 18th July 1890.

Letter from the Government of Bombay, No. 1704, dated 18th July 1890, forwarding letter from the Agent, Bombay, Baroda and Central India Railway Company, No. 8760-T., dated 16th July 1890.

Telegram from the Resident at Hyderabad, dated 25th July 1890.

Telegram from the Government of the North-Western Provinces and Oudh, dated 2nd August 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 1567, dated 6th August 1890, forwarding letter from the Agent, East Indian Railway, No. 544-G., dated 5th August 1890.

Dockets by the Government of Bengal, No. 1855-R., dated 20th August, and No. 2034-R., dated 15th September 1890.

OBSERVATIONS.—The authorities noted in the margin have applied for leave to adopt, on such portion or portions of the Railways under their control as are at present under construction, or any extensions thereof, the General Rules for working Railways under construction and not used for the public carriage of passenger, animals or goods, which rules were proposed by the Railway Conference of 1888 and recorded in Appendix M of its proceedings, with rules 7, 16 and 25 as modified in the memorandum accompanying the Government of India, Public Works Department, No. 233-R.T., dated 12th June 1890.

The Agent, East Indian Railway Company.
The Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited.
The Agent and Chief Engineer, Southern Mahratta Railway Company, Limited.
The Agent and Chief Engineer, Indian Midland Railway Company, Limited.
The Agent and Chief Engineer, Bengal-Nagpur Railway Company, Limited.
The Agent, South Indian Railway Company.
The Agent and Chief Engineer, Rohilkhand-Kumaon Railway Company, Limited.
The Agent and Manager, Madras Railway Company.
The Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar Railway.
The Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company, Limited.
The Agent, Great Indian Peninsula Railway Company.
The Director General of Railways on behalf of all State Railways administered by the Government.
The Manager and Executive Engineer, Morvi Railway.
The Agent, Bombay, Baroda and Central India Railway Company, Limited.
The Agent and Chief Engineer, Bengal Central Railway Company, Limited.

RESOLUTION.—The Governor General in Council is pleased to sanction the application, to such portion or portions as may be under construction of the railways specified in the margin and of the railways respectively worked by them and extensions thereof, of the General Rules for working Railways under construction and not used for the public carriage of passengers, animals or goods, as recorded in the enclosure to this Resolution.

East Indian Railway System.
Bengal and North-Western Railway.
Southern Mahratta Railway System.
Indian Midland Railway.
Bengal-Nagpur Railway.
South Indian Railway.
Rohilkhand-Kumaon Railway.
Madras Railway.
Bhavnagar-Gondal-Junagad-Porbandar Railway.
His Highness the Nizam's Guaranteed State Railways.
Great Indian Peninsula Railway.
North Western Railway (including Chaman Extension).
Eastern Bengal State Railway System.
Nalhati State Railway.
Wardha Coal State Railway.
Cherra-Companyganj State Railway.
Jorhat State Railway.
Burma State Railway.
Mianwali-Mari Railway.
Jammu and Kashmir State Railway.
Mu Valley Railway.
Morvi Railway.
Bombay, Baroda and Central India Railway.
Bengal Central Railway.

ORDER.—Ordered that the General Rules forming enclosure to this Resolution, be published in the *Gazette of India,* and be further notified to the Railway servants, and to the public, by a copy thereof being kept open to inspection, free of any charge, in the Office of the Engineer in charge of the construction of the railway.

Ordered also that this Resolution be communicated to the Local Governments, Administrations and Officers noted in the margin, for information and guidance, and that it be published in the *Gazette of India.*

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 Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

R. C. B. PEMBERTON, Colonel, R.E.,
Secretary.

Documents accompanying.

General Rules for working Railways under Construction and not open for traffic, framed by the Railway Conference of 1888 and recorded in Appendix M of its proceedings, with rules 7, 16 and 25 as modified in the memorandum accompanying the Government of India, Public Works Department, No. 233-R.T., dated 12th June 1890.

G. C. Press, Simla.—No. 34 P. W. D.—24-10-90.—1,150.

INDIAN RAILWAYS.

General Rules for working Railways under construction and not open for traffic.

[*As framed at the Railway Conference of 1888.*]

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. "Authorised Officer" means the person who usually issues instructions of the nature referred to in each case;

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.

System of working.

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.*:—

"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.

When line is blocked.

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.

Time.

5. Madras time shall be observed.

Dangerous articles.

6. All due precautions must be observed in the conveyance of explosives and combustibles.

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.

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.

Absence from duty.

14. Any servant who absents himself from duty without proper permission, shall be subject on conviction to the penalty prescribed in Rule 25.

Pay.

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.

Gratuities.

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, or to fine, or to both, under the Indian Penal Code.

Spirituous liquors.

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.

Intoxication.

18. Intoxication on duty renders the offender liable to dismissal; and also to criminal prosecution under the Railway Act.

Supply of books of rules.

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.

Station Masters, Foremen, &c., responsible that their subordinates are acquainted with 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.

All persons must assist in carrying out 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.

Public safety.

21. The safety of the public must, under all circumstances, be the chief care of Railway servants.

Accident.

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.

Accidents to be reported.

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

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 behhalf.

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.

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 Signalman must either stand erect with his flag in his hand, thus—



ALL CLEAR.

or display a white flag, or white light.

29. If it be necessary to proceed with "Caution," the green flag will be elevated thus—



CAUTION.

or the green light shown.

30. If it be necessary to proceed with "Caution" from any defect in the road or rails, the green flag will be depressed thus—



CAUTION (RAILS).

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.

31. If it be necessary to stop, the red flag will be shown and waved to and fro, the Signalman facing the engine thus—



DANGER.

of the red light shown.

32. 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.

Caution with white light.

33. In the absence of a green light, a white light waved slowly from side to side denotes "Caution"—Go slowly.

Danger signal with any light.

34. In the absence of a red light, any light moved up and down or waved violently denotes "Danger"—Stop.

Fixed Signals, when provided and worked.

Fixed signals.

35. 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.

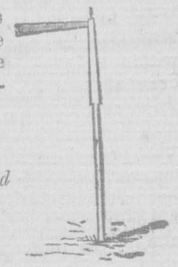
Fixed signals erected but not in use.

Fixed signals when erected but not in use are to be kept permanently lowered to "Caution" or "All right" as their construction admits.

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.

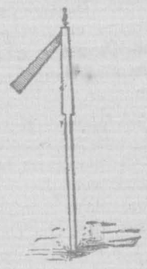
36. The "Danger Signal" is shown in the day time by the arm on the left hand side of the post being raised to the horizontal position, thus—



DANGER.

and by the exhibition of a *red* light by night.

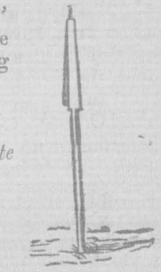
37. The "Caution Signal" is shown, in the day time by the arm on the left hand side of the post being placed half way to the horizontal position, thus—



CAUTION.

and by the exhibition of a *green* light by night.

38. The "All Right Signal" is shown, in the day time by the arm on the left hand side being lowered to the post, thus—



ALL RIGHT.

and by the exhibition of a *white* light by night.

Station signals, when provided and worked.

Station signals.

39. 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.

40. 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.

Observance and working of signals.

Observance of distant 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.

Signals apply to proper direction.

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.

Signal lights.

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.

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.

Defective signals.

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.

When the Station Master cannot provide proper men from his own staff, he must apply to the nearest Permanent-Way Inspector for competent men.

Defective signals to be reported.

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.

Absence of signals.

48. Except at places specially 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.

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 signalman 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 or 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.

Lights on shunting engines.

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.

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

and secured. It must, when practicable, be so placed that the jib will point towards the rear of the train.

Protection of lines obstructed.

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.

Persons responsible for shunting.

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.

Shunting on inclines.

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 sprags 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.

Detaching engines on inclines.

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.

Where line is level.

Where the line is level, the van-brakes must be put on securely.

Trains stopping between stations.

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.

Driver not aware of accident.

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.

Train parting.

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.

To report accident.

66. In the case of accident or obstruction to trains the Guard must take steps to report in the quickest possible manner to the nearst 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.

Securing wagons in sidings.

67. The person placing vehicles on any line, or siding, either within or without station limits, or moving vehicles which may have been placed

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 Pointsman must immediately report the circumstance to his superior Officer.

Attention to signals rules.

79. Men in charge of signals must pay particular attention to the rules for working signals.

Signals ready for use, &c.

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.

Hand signals.

81. Signalmen and Pointsmen must have with them, when on duty, flags and hand signal lamps which must be lighted when necessary.

Signals in case of obstruction.

82. Should any impediment or obstruction exist upon the line within the sight or knowledge of the Pointsman or Signalman, 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.

Passing trains to be observed.

83. If a Signalman or Pointsman 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.

SECTION VIII.

GUARDS, DRIVERS AND FIREMEN.

Attendance.

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.

Equipment.

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 authorized Officer from time to time.

Regulations.

He must also have with him a copy of these Regulations.

Acquaintance with instructions.

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.

To receive instructions from Station Master.

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.

Inspection of train.

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.

Duties of Guard in charge.

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.

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 Fireman 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 authorized Officer, so far as the safe and proper working of his engine will allow.

104. The Driver must afford such assistance with his engine as may be required for the formation, arrangement and despatch of his train. — To assist in forming train.

105. Firemen must obey the orders of the Driver in all particulars. — Firemen.

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. — Engine-lamps.

107. The Driver and Firemen 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. — Look-out for signals.

108. When two or more engines are employed in drawing the same train, the Driver and Firemen of the leading engine are responsible for the observance of the signals: the Drivers of the other engines must watch for and take signals from the Driver of the leading engine. — Train drawn by more than one engine.

109. The Driver must start and stop his train steadily and without a jerk. — To start and stop with care.

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. — Train without guard.

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. — Water columns.

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. — Driver leaving engine.

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. — Speed.

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. — Pushing trains.

115. Drivers must not pass through facing points at a speed exceeding ten (10) miles per hour. — Speed through facing points.

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

a double line. In exceptional cases the authorized Officer may issue special rules for the working of Lorries and Trollies upon any section of the line.

Security of Lorry.

125. No Lorry or Trolly shall, under any circumstances, be attached to a Train, and all Lorries and Trollies, when not in use, must be taken off the rails, placed well clear of the line, and the wheels secured with chain and padlock.

Road to be inspected.

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.

Defects of wires, &c.

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.

Blasting.

128. No blasting shall be allowed on or near to the railway, without the authority of the Engineer in charge.

Gates to be closed.

129. Gangers must close and fasten all gates they find open.

Works in floods.

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.

Cleaning of Points and Signals.

131. Gangers must keep clean the working parts of Points and Signals, unless the duty is otherwise specially provided for.

Line to be kept clear.

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.

Defects.

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.

Materials clear of rails.

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.

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 gates 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.

SECTION XI.

GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED "LINE CLEAR AND CAUTION MESSAGE" IN RULE 3, SECTION II.

System.

143. 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.

Following trains.

144. 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 an entry of the time at which the preceding train left the station.

Authority to give line clear.

145. No one except the Station Master or other duly authorized person is to give or seek a line clear, or caution message.

Time for seeking 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.

Drivers to obtain written permission.

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 authorised 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.

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.

Messages 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

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.

Message to be wholly written before despatch.

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.

Messages to be signed.

158. Line clear or caution permissions are not to be written out, in full or in part, or signed, before they are required.

Form of message.

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.

Messages to be filed.

160. Line clear and enquiry messages must be retained for at least a fortnight.

Interruption of system.

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.

Object.

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.

Absolute Block working.

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.

Interruption of system.

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.

Staff station.

165. Necessary information shall be afforded from time to time as to the places which are appointed Staff Stations.

Staff or Ticket.

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.

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.

Assisting engine.

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 the 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.

Engine carrying Staff disabled.
Engine carrying Ticket disabled.

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.

Ballast train at work on the line.

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 trains not stopping to work between Stations may run with Staff or Ticket as ordinary or special trains.

Form of Train Staff Ticket.

SAMPLE-FORM OF TRAIN STAFF TICKET.

*Ticket No.*_____

_____ Railway.

TRAIN STAFF TICKET.

DOWN.

*Train No.*_____

____ *h.* ____ *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* ____ *h.* ____ *m.*

Signed _____

Officer in charge at

Date.

_____

(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.

REGULATIONS FOR WORKING SINGLE LINE ON THE SYSTEM TERMED "ONE ENGINE ONLY" IN RULE 3, SECTION II.

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 there of 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. — Disabled engine.

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 disalbed 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.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

~~UNDER~~ date the

again
READ the following :—

Prop: of the Madras Government, P.W. Department, No 262 R dated 18th February 1890.
Do — Do — No 345-46 R dated 12th March 1890.
Do — Do — " 443-44 R — " 31st ult. do —
Do — Do — " 932/A R — " 30th June 1890.
Do — Do — " 982/A — 982/B R — " 8th July 1890.

Read also the following:—

Resolution by the Government of India, P.W. Department, No 736 R. T. dated 17th October 1890.

Order thereon No 1921 R dated 2nd December 1890.

Communicated to the Consulting Engineer for Railways for information and guidance with reference to his endorsement as under:—

No 150 dated 3rd March 1890
" 207 — 22nd do —
" 479 — 8th July 1890.

/True Extract/

/Signed/ J. Gracey Lt. Coll. R.E.
Offg: Jt Secy: to Govt. P.W.D.
Ry: Branch

To
The Cons: Engr: for Ry:
" Exa Gl: Ry: accts.

B.

No. 1921 R dated 2nd Dec. 1890.

Public Works (1890) Department.

RAILWAYS.

G.O., No. 1921 R

DATED 2—12—1890

[Despatch Abstract.]

General Rules for working Rys: under Construction & not Open for traffic —

Resolution of the G of I Sanctioning the Application of the — Comts to the Consg Engrs / Rys

BACK PAPERS.

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

FURTHER PAPERS.

G.O.	No.	Department	Date.	G.O.	No.	Department.	Date
1685 Rly		13-10-1906.					
320 Rly		10-8-12					

No. 736 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Simla, the 17th October 1890.

General Rules for Railways under Construction.

Read—

Sections 8 and 47 of the Indian Railway Acts of 1879 and 1890, respectively.

Despatch from Her Majesty's Secretary of State for India No. 135 Railway, dated 28th November 1889, approving generally of the Proceedings of the Railway Conference of 1888, and forwarding the opinions thereon of the Boards of Directors of Indian Railways.

Letter from the President of the Railway Conference of 1888 No. 01 Conference, dated 22nd January 1890, recommending that the Railway Administrations should be invited to apply that the General Rules, which were framed in the Railway Conference of 1888 for working Railways under construction, should be made applicable to their systems now that they have been approved by the Boards of Directors.

Public Works Department Resolution No. 6177-R.T., dated 30th January 1890, calling for applications for the adoption of the General Rules, for working Railways under construction and not open for traffic, as recorded in Appendix M of the Proceedings of the Railway Conference of 1888.

Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 346, dated 19th February 1890, forwarding letter from the Agent, East Indian Railway Company, No. 108-G., dated 17th February 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Lucknow, No. 334, dated 27th February 1890, forwarding letter from the Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited, No. 11106-T., dated 24th February 1890.

Letter from the Government of Bombay, No. 570, dated 5th March 1890, forwarding letter from the Agent and Chief Engineer, Southern Mahratta Railway Company, No. 1557, dated 24th February 1890.

Letter from the Consulting Engineer to the Government of India for Railways, Central Division, No. 415-T., dated 6th March 1890, forwarding letters from the Agents and Chief Engineers, Indian-Midland and Bengal-Nagpur Railway Companies, Nos. 1261, dated 22nd February, and 1985, dated 3rd March 1890.

Proceedings of the Government of Madras, No. 346-R., dated 12th March 1890, forwarding letter from the Agent, South Indian Railway Company, No. 290, dated 25th February 1890, recorded therein.

Letter from the Government of the North-Western Provinces and Oudh, No. C-12-E.R., dated 15th March 1890, forwarding letter from the Agent and Chief Engineer, Rohilkhand-Kumaon Railway Company, No. R. K—3522-T., dated 22nd February 1890.

Proceedings of the Government of Madras, No. 444-R., dated 31st March 1890, forwarding letter from the Agent and Manager, Madras Railway Company, No. $\frac{6815}{300}$, dated 18th March 1890.

Letter from the Government of Bombay, No. 868, dated 12th April 1890, forwarding letter from the Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Probandar Railway, No. 1702, dated 3rd April 1890.

Letter from the Resident at Hyderabad, No. 116-R., dated 17th April 1890.

Letter from the Government of Bombay, No. 1195, dated 14th May 1890, forwarding letter from the Agent, Great Indian Peninsula Railway Company, No. $\frac{30C.}{5285}$, dated 10th May 1890.

Public Works Department Notification No. 267, dated 11th June 1890.

Public Works Department letter No. 233-R.T., dated 12th June 1890, and its enclosure, suggesting certain modifications in Rules 7, 16, and 25 of the General Rules for railways under construction referred to in Public Works Department Resolution No. 0177-R.T., dated 30th January 1890.

Telegram from the Government of Bengal, No. R.-121, dated 2nd July 1890.

Telegram from the Consulting Engineer to the Government of India for Railways, Lucknow, No. 905, dated 3rd July 1890.

Telegram from the Government of the North-Western Provinces and Oudh, dated 3rd July 1890.

Telegram from the Government of Bombay, No. T.-59, dated 4th July 1890.

Telegram from the Government of Madras, dated 8th July 1890.

Proceedings of the Government of Madras, No. $\frac{982}{B}$-R., dated 8th July 1890, forwarding letter from the Agent, South Indian Railway, No. 925, dated 4th July 1890, and letter from the Agent and Manager, Madras Railway, No. $\frac{6885}{788}$, dated 8th July 1890.

Telegram from the Consulting Engineer to the Government of India for Railways, Central Division, No. 1422-T., dated 9th July 1890.

Letter from the Government of Bombay, No. 1684, dated 14th July 1890, forwarding letter from the Manager and Executive Engineer, Morvi Railway, No. 1813, dated 8th July 1890.

Letter from the Director General of Railways, No. 189-T., dated 17th July 1890, asking, with reference to Public Works Department Notification No. 267, dated 11th June 1890, for the application to all State Railways administered by the Government, of the General Rules framed by the Railway Conference of 1888 for working Railways under construction, with Rules 7, 16 and 25 as modified in the enclosure to Public Works Department letter No. 233-R. T., dated 12th June 1890.

Telegram from the Government of Bombay, No. T.-62, dated 18th July 1890.

Letter from the Government of Bombay, No. 1704, dated 18th July 1890, forwarding letter from the Agent, Bombay, Baroda and Central India Railway Company, No. 8760-T., dated 16th July 1890.

Telegram from the Resident at Hyderabad, dated 25th July 1890.

Telegram from the Government of the North-Western Provinces and Oudh, dated 2nd August 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 1567, dated 6th August 1890, forwarding letter from the Agent, East Indian Railway, No. 544-G., dated 5th August 1890.

Dockets by the Government of Bengal, No. 1855-R., dated 20th August, and No. 2034-R., dated 15th September 1890.

OBSERVATIONS.—The authorities noted in the margin have applied for leave to adopt, on such portion or portions of the Railways under their control as are at present under construction, or any extensions thereof, the General Rules for working Railways under construction and not used for the public carriage of passenger, animals or goods, which rules were proposed by the Railway Conference of 1888 and recorded in Appendix M of its proceedings, with rules 7, 16 and 25 as modified in the memorandum accompanying the Government of India, Public Works Department, No. 233-R.T., dated 12th June 1890.

The Agent, East Indian Railway Company.
The Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited.
The Agent and Chief Engineer, Southern Mahratta Railway Company, Limited.
The Agent and Chief Engineer, Indian Midland Railway Company, Limited.
The Agent and Chief Engineer, Bengal-Nagpur Railway Company, Limited.
The Agent, South Indian Railway Company.
The Agent and Chief Engineer, Rohilkhand-Kumaon Railway Company, Limited
The Agent and Manager, Madras Railway Company.
The Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar Railway.
The Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company, Limited.
The Agent, Great Indian Peninsula Railway Company.
The Director General of Railways on behalf of all State Railways administered by the Government.
The Manager and Executive Engineer, Morvi Railway.
The Agent, Bombay, Baroda and Central India Railway Company.
The Agent and Chief Engineer, Bengal Central Railway Company, Limited

RESOLUTION.—The Governor General in Council is pleased to sanction the application, to such portion or portions as may be under construction of the railways specified in the margin and of the railways respectively worked by them and extensions thereof, of the General Rules for working Railways under construction and not used for the public carriage of passengers, animals or goods, as recorded in the enclosure to this Resolution.

East Indian Railway System.
Bengal and North-Western Railway.
Southern Mahratta Railway System.
Indian Midland Railway.
Bengal-Nagpur Railway.
South Indian Railway.
Rohilkhand-Kumaon Railway.
Madras Railway.
Bhavnagar-Gondal-Junagad-Porbandar Railway.
His Highness the Nizam's Guaranteed State Railways.
Great Indian Peninsula Railway.
North Western Railway (including Chaman Extension).
Eastern Bengal State Railway System.
Nalhati State Railway.
Wardha Coal State Railway.
Cherra-Companyganj State Railway.
Jorhat State Railway.
Burma State Railway.
Mianwali-Mari Railway.
Jammu and Kashmir State Railway.
Mu Valley Railway.
Morvi Railway.
Bombay, Baroda and Central India Railway.
Bengal Central Railway.

ORDER.—Ordered that the General Rules forming enclosure to this Resolution, be published in the *Gazette of India*, and be further notified to the Railway servants, and to the public, by a copy thereof being kept open to inspection, free of any charge, in the Office of the Engineer in charge of the construction of the railway.

Ordered also that this Resolution be communicated to the Local Governments, Administrations and Officers noted in the margin, for information and guidance, and that it be published in the *Gazette of India*.

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 Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

R. M. Dawkins

Colonel, R.E.,
Secretary.

Documents accompanying.

General Rules for working Railways under Construction and not open for traffic, framed by the Railway Conference of 1888 and recorded in Appendix M of its proceedings, with rules 7, 16 and 25 as modified in the memorandum accompanying the Government of India, Public Works Department, No. 233-R.T., dated 12th June 1890.

to amend
Ur
20/10/90

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

G. C. Press, Simla.—No. 34 P. W. D.—24-10-90.—1,150.

36 copies

INDIAN RAILWAYS.

General Rules for working Railways under construction and not open for traffic.

[*As framed at the Railway Conference of 1888.*]

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. "Authorised Officer" means the person who usually issues instructions of the nature referred to in each case;

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.

System of working.

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.*:—

"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.

When line is blocked.

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.

Time.

5. Madras time shall be observed.

Dangerous articles.

6. All due precautions must be observed in the conveyance of explosives and combustibles.

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.

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.

Absence from duty.

14. Any servant who absents himself from duty without proper permission, shall be subject on conviction to the penalty prescribed in Rule 25.

Pay.

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.

Gratuities.

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, or to fine, or to both, under the Indian Penal Code.

Spirituous liquors.

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.

Intoxication.

18. Intoxication on duty renders the offender liable to dismissal; and also to criminal prosecution under the Railway Act.

Supply of books of rules.

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.

Station Masters, Foremen, &c., responsible that their subordinates are acquainted with 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.

All persons must assist in carrying out 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.

Public safety.

21. The safety of the public must, under all circumstances, be the chief care of Railway servants.

Accident.

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.

Accidents to be reported.

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

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.

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 Signalman 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).

31. If it be necessary to stop, the red flag will be shown and waved to and fro, the Signalman facing the engine thus—



of the red light shown.

DANGER.

32. 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.

Caution with white light.

33. In the absence of a green light, a white light waved slowly from side to side denotes "Caution"—Go slowly.

Danger signal with any light.

34. In the absence of a red light, any light moved up and down or waved violently denotes "Danger"—Stop.

Fixed Signals, when provided and worked.

Fixed signals.

35. 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.

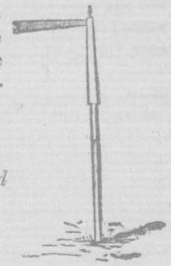
Fixed signals erected but not in use.

Fixed signals when erected but not in use are to be kept permanently lowered to "Caution" or "All right" as their construction admits.

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.

36. 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.

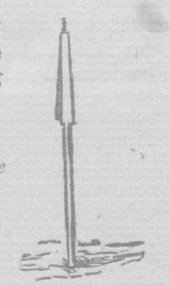
37. The "Caution Signal" is shown, in the day time by the arm on the left hand side of the post being placed half way to the horizontal position, thus—



and by the exhibition of a *green* light by night.

CAUTION.

38. 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.

39. 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.

40. 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.

Observance and working of signals.

Observance of distant 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.

Signals apply to proper direction.

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.

Signal lights.

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.

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.

Defective signals.

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.

When the Station Master cannot provide proper men from his own staff, he must apply to the nearest Permanent-Way Inspector for competent men.

Defective signals to be reported.

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.

Absence of signals.

48. Except at places specially 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.

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 signalman 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 or 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

and secured. It must, when practicable, be so placed that the jib will point towards the rear of the train.

Protection of lines obstructed.

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.

Persons responsible for shunting.

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.

Shunting on inclines.

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 sprags 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.

Detaching engines on inclines.

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.

Where line is level.

Where the line is level, the van-brakes must be put on securely.

Trains stopping between stations.

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.

Driver not aware of accident.

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.

Train parting.

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.

To report accident.

66. In the case of accident or obstruction to trains the Guard must take steps to report in the quickest possible manner to the nearst 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.

Securing wagons in sidings.

67. The person placing vehicles on any line, or siding, either within or without station limits, or moving vehicles which may have been placed

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 Pointsman must immediately report the circumstance to his superior Officer.

Attention to signals rules.

79. Men in charge of signals must pay particular attention to the rules for working signals.

Signals ready for use, &c.

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.

Hand signals.

81. Signalmen and Pointsmen must have with them, when on duty, flags and hand signal lamps which must be lighted when necessary.

Signals in case of obstruction.

82. Should any impediment or obstruction exist upon the line within the sight or knowledge of the Pointsman or Signalman, 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.

Passing trains to be observed.

83. If a Signalman or Pointsman 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.

SECTION VIII.

GUARDS, DRIVERS AND FIREMEN.

Attendance.

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.

Equipment.

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 authorized Officer from time to time.

Regulations.

He must also have with him a copy of these Regulations.

Acquaintance with instructions.

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.

To receive instructions from Station Master.

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.

Inspection of train.

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.

Duties of Guard in charge.

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.

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 Fireman 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 authorized Officer, so far as the safe and proper working of his engine will allow.

To assist in forming train.

104. The Driver must afford such assistance with his engine as may be required for the formation, arrangement and despatch of his train.

Firemen.

105. Firemen must obey the orders of the Driver in all particulars.

Engine-lamps.

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.

Look-out for signals.

107. The Driver and Firemen 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.

Train drawn by more than one engine.

108. When two or more engines are employed in drawing the same train, the Driver and Firemen of the leading engine are responsible for the observance of the signals: the Drivers of the other engines must watch for and take signals from the Driver of the leading engine.

To start and stop with care.

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.

Train without guard.

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.

Water columns.

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.

Driver leaving engine.

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.

Speed.

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.

Pushing trains.

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.

Speed through facing points.

115. Drivers must not pass through facing points at a speed exceeding ten (10) miles per hour.

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

a double line. In exceptional cases the authorized Officer may issue special rules for the working of Lorries and Trollies upon any section of the line.

Security of Lorry.

125. No Lorry or Trolly shall, under any circumstances, be attached to a Train, and all Lorries and Trollies, when not in use, must be taken off the rails, placed well clear of the line, and the wheels secured with chain and padlock.

Road to be inspected.

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.

Defects of wires, &c.

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.

Blasting.

128. No blasting shall be allowed on or near to the railway, without the authority of the Engineer in charge.

Gates to be closed.

129. Gangers must close and fasten all gates they find open.

Works in floods.

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.

Cleaning of Points and Signals.

131. Gangers must keep clean the working parts of Points and Signals, unless the duty is otherwise specially provided for.

Line to be kept clear.

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.

Defects.

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.

Materials clear of rails.

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.

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 gates 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.

SECTION XI.

GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED "LINE CLEAR AND CAUTION MESSAGE" IN RULE 3, SECTION II.

System.

143. 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.

Following trains.

144. 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 an entry of the time at which the preceding train left the station.

Authority to give line clear.

145. No one except the Station Master or other duly authorized person is to give or seek a line clear, or caution message.

Time for seeking 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.

Drivers to obtain written permission.

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 authorised 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.

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.

Messages 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

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.

Message to be wholly written before despatch.

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.

Messages to be signed.

158. Line clear or caution permissions are not to be written out, in full or in part, or signed, before they are required.

Form of message.

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.

Messages to be filed.

160. Line clear and enquiry messages must be retained for at least a fortnight.

Interruption of system.

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.

Object.

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.

Absolute Block working.

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.

Interruption of system.

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.

Staff station.

165. Necessary information shall be afforded from time to time as to the places which are appointed Staff Stations.

Staff or Ticket.

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.

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.

Assisting engine.

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 the 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.

Engine carrying Staff disabled.
Engine carrying Ticket disabled.

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.

Ballast train at work on the line.

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 trains not stopping to work between Stations may run with Staff or Ticket as ordinary or special trains.

Form of Train Staff Ticket.

SAMPLE-FORM OF TRAIN STAFF TICKET.

*Ticket No.*_____

_____ Railway.

TRAIN STAFF TICKET.

DOWN.

*Train No.*_____

____ *h.* _____ *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* _____ *h.* _____ *m.*

Signed _____

Officer in charge at

Date.

(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.

REGULATIONS FOR WORKING SINGLE LINE ON THE SYSTEM TERMED "ONE ENGINE ONLY" IN RULE 3, SECTION II.

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 there of 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.

Guard of disalbed train.

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.

Absence of Guard.

186. Should an engine without a Guard become disabled, the Fireman, or, if necessary, the Driver, must perform the duties prescribed for the Guard.

Corrigendum to the Government of India, Public Works Department, Resolution No. 736 R. T., dated 17th October 1890, published under the Government of India, Public Works Department, Notification No. 480½, dated 30th October 1890, sanctioning the application to certain Railways of General Rules for Railways under construction.

After the "North Western Railway (including Chaman Extension)" in the list of Railways specified in the margin of the Resolution published under the Notification above quoted, *read* "Oudh and Rohilkhand Railway".

Government of India, Central Printing Office,—No. 984 P. W. D.—1·12·90—,1,500

B 1921R 2/12/90

No. 1921R

B

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 2nd Dec./90.

again
READ the following

Progs: of the Madras Govt: P. W. Deptt: } M.G. No. 262 R dy 18 July 1890

~~Do~~ Do — " — 300 R dy ~~26~~ do

Do — Do — " — 345-46 R dy 12 March 1890

Do — Do — " — 1143-44 R dy 31 do

Do — Do — " — 932/A R dy 30 June 90

Do — Do — " — 982/A - 982/B R dy 8 July '90

Resolution by the Govt. of India P. W. Deptt. } I.G. No. 936 R. R dy 17 Oct '90

No 1334 M.S. 10/11/90 Communicated to the Consulting Engineer for Railways for information and guidance with reference to his endorsements as under:-

No 180 dy 3rd March '90

" 207 dy 22nd " "

" 479 dy 8 July '90

Do
The Comy Engrs for Rys
" Exrbs: Rly Board &c. V 03/17

Vh
P.S.R

No 982/a 113. 8.7.90.

932/a R. 30-6-90.

443-4R. 31. 3. 90.

345-R. 12. 3. 90.

262 R. 18. 2. 90.

B. No 1921 R of 2nd December 90.

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Rec 9/12. 3m

2 Enclosures

Ans. 12/11

R 2.6/11