

ORDINARY, MS.

Public	DEPARTMENT.
G.O., DATED	11-3-91.
No.	197.

INDEXED.*When given for copying*

[Despatch Abstract.]

*Transmission of the General
rules & regulations for
Indian Railways as
revised by the Rail-
way Conference of
1880—*

11-3-91
197

BACK PAPER, No.

OF 18

FURTHER PAPER, No.

OF 18

READ AGAIN ORDER OF GOVERNMENT, DATED
18. No. MISCELLANEOUS.

ENCLOSURE.

CURRENT No.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL (not paged).

N.B.:-

A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.

Form No. 3.

584. Cd / 3 = Feb. 19/1

Transferred to
the Public Department for
favor of compliance.

Specy Lt Col. R. R.
Offg. Jt. Secy. to Govt. P. W. D. Ry. Branch

Order. 11 March 9/1-19/1.

Communicated to the
Translation to Govt. for the
necessary action

Transmits to Govt.

P.W.D. Ry. Branch
Inpl. Govt. P.W.D.

Cd.
25/12

M. 29. 1. 91
R. 2/11

om

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 109

Dated 27th

Received

January 1891.

No. OF ENCLOSURES.

Subject.

Application from the Agent
and Manager, Madras Railway
for supply of copies of trans-
lations in the General Regulations
and mentioned, of the "General
Rules and Regulations" for
Indian Railways as revised
by the Railway Conference 18

No 1241C 4/6 March 1891

Five copies of Govern-
ment of India Circular No. 467 RZ
with enclosure are furnished
as requested. -

M. L. M. L.

Lt Colonel R. L.

Offg. J. L. L. to Govt. P. W. D. Ry. Branch





Read the following

With reference to Public Works Department Endorsement No: 584 b, dated 3rd February 1891, forwarding papers in view to the Translators to Government being called upon to translate the General Rules and Regulations for Indian Railways as revised by the Railway Conference of 1888, the Secretary to Government Railway Branch, is requested to be good enough to forward 5 spare copies of the enclosed papers for transmission to them. Should however complete revised copies of the General Rules and Regulations themselves with present modifications therein adopted, be now available, 5 such copies would be preferred.

Reddies

Chief Secretary.

Fort Saint George
3rd February 1891

To The Public Works Department.
Railway Branch.
with papers.

Enclosure II to the
High Court's letter dated
30th October 1890 No. 1271,
Judicial.

Rev 2/8039/990
2/4359
3/1357/991
2/2576/100
3/182891
Jarl. Cio. 832891

b6. ✓ Reference on 606027
 of 3rd March 1891

With reference to b.P.W. Secy.
 to d. 3rd January 191,
 regarding papers in view to
 the translation to be made
 called upon to translate the
 General Rules and Regulations
 for Indian Railways as revised
 by the Railway Conference of
 1888, the Secy. to Govt. Ry
 Branch, is requested to be
 good enough to forward 5
 spare copies of the enclosed
 papers for transmission to them.
 I should however complete
 revised copies of the General
 Rules & Regulations, ^{themselves} in the
 present modifications therein
 adopted, be now available,
 5 copies of each would be
 preferred.

2 March.

Note
 b.P.W. asks us to translate
 certain papers into the several
 vernaculars without sending suffi-
 cient spare copies for the purpose.
 Hence this memo. b6.

b.P.W. Ry Branch } Dept 3/3
 into papers }

26/2

C. memo to Secy 1384 R. 87 15th Sept 1891

Schedule containing modifications in the General Rules for working Open Lines of railway as recommended by the Railway Conference of 1888—concluded.

[N.B.—The alterations recommended by the Conference of 1888 are shown in *italics*.]

Reference to Resolution of the Railway Conference of 1888.

Open Line Rules as existing.	Proposed modifications.	Reference to Resolution of the Railway Conference of 1888.
365. The Special Electric train instruments, if provided, are exclusively for the signalling of trains, and must not, under any circumstances, be used for conversing nor for any purpose other than block working, in strict accordance with prescribed rules, and they must only be used by the person appointed for the duty.	365. <i>The special Electric Block instruments, if provided, are to be used only in strict accordance with prescribed rules.</i>	Resolution No. 137.
368 In the event of any failure of the telegraph instruments so that the necessary signals cannot be forwarded and received, trains must be worked under Rule 338, and if telegraph communication is entirely interrupted, trains must be worked between stations in accordance with the prescribed rules.	368. <i>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.</i>	Resolution No. 128.
SECTION XVII. REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN DESPATCHING" IN RULE 3, SECTION II. <i>This system is not to be extended to any Railway on which it is not now in force, and is to be understood to be sanctioned only as an "ad interim" arrangement until one of the systems described in sections XIII to XVI can be brought into use on the Railway.</i>		
385. The working of all ordinary trains shall be regulated by Time-tables, and no departure from the regular running shall be made without the order of an authorized Officer, and such order shall be conveyed in writing, or in an attested copy of a telegram.		
386. No special train or Pilot engine, except in case of accident, shall leave a station or pass along the railway, unless previous notice in writing shall have been given to each station, or notice shall have been sent by electric telegraph, and shall have been acknowledged at every station throughout the distance to which such engine or train is intended to proceed.	Cancelled.	Resolution No. 133.
387. These rules will not prevent a Locomotive Foreman, or other servant, acting in that capacity (should he be unable to communicate with the Traffic Officer in charge of the Division, or if by so doing, unnecessary time would be lost) from sending with the concurrence of the principal Officer at the station, an engine to assist a disabled train, provided that both have satisfied themselves that there is no danger in such act.		

Schedule containing modifications in the General Rules for working Open Lines of railway as recommended by the Railway Conference of 1888—continued.

[N.B.—The alterations recommended by the Conference of 1888 are shown in *italics*.]

Reference to Resolution of the Railway Conference of 1888.

Proposed modifications.	Open Line Rules as existing.
342. No engine or train shall be moved from any station until the Driver has in his possession a "Line clear," or "Caution message" written on an authorized form showing that he can proceed. The Driver is to receive this written permission from no other person than the Guard of his own train or from the Station Master, or from one of the Station Staff duly authorized for such duty; but on all occasions when the Guard does not personally deliver the permission to the Driver, it must be countersigned by the Guard before delivery to the Driver. The Driver must also receive from the Guard the usual starting signal before moving. When a train is arranged to run through a station without stopping, the written permission to proceed to the next station may be handed to the Driver direct by the Station Master or other authorized person of the Station Staff and a duplicate of it handed to the Guard in the same manner.	342. No engine or train shall be moved from any station until the Driver has in his possession a "Line clear," "Caution message" or other permission written on the authorized form showing that he can proceed to the next station. The Driver is to receive this written permission from no other person than the Guard of his own train, and must also receive from him the usual starting signal before moving.
343. 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.	343. The Station Master is to hand the written permission to the Guard, who must satisfy himself that it is properly filled up and dated with the time added, and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received, before handing it to the Driver. The Driver must also satisfy himself on these points before starting. This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train, it must not be given to the Driver until the whole of such other train has come in and is clear of the points.
356. In case of accident to the line or train, or of failure or interruption of telegraph communication, trains must be worked between stations in accordance with rules prescribed by the authorized Officer.	356. In case of failure or interruption of telegraph communication, trains must be worked between stations in accordance with prescribed rules.
363. The object of this system of Electric Train-Signalling is to prevent more than one train or engine being between any two Signal Stations on the same line at the same time. This is accomplished by not allowing any train or engine to leave a Signal Station till the previous train or engine has been signalled clear.	363. The object of the system of Electric Train-Signalling is to prevent more than one train or engine being between any two Signal Stations on the same line at the same time. This is accomplished by not allowing any train or engine to leave a Signal Station till the previous train or engine has been signalled clear.

Schedule containing modifications in the General Rules or working Open Lines of railway as recommended by the Railway Conference of 1888—continued.

[N.B.—The alterations recommended by the Conference of 1888 are shown in *italics*.]

Open Line Rules as existing.	Proposed modifications.	Reference to Resolution of the Railway Conference of 1888.
	<i>The foregoing paragraphs of this Rule do not apply to incidental stoppages other than actual break-downs provided the line is being worked on the 'absolute block' system, or if the section of line has been temporarily blocked under the orders of an authorized officer.</i>	Resolution No. 132.
230. No Driver shall run his engine with tender, or any portion of a train, or fuel truck, foremost (except within station limits), without a written order, or unless in cases of unavoidable necessity, to be established by the Driver.	230. No Driver of a train conveying passengers shall run his engine with tender, or any portion of a train, or fuel truck, foremost (except within station limits), without a written order, or unless in cases of unavoidable necessity, to be established by the Driver.	Resolution No. 140.
338. On a single line, no engine with or without a train shall be permitted to leave one station for another until it shall have been ascertained by means of the electric telegraph that the line between those stations is clear of engines and trains coming in the opposite direction, and of all impediments as far as can be known. Trains may follow one another between stations in the same direction, on both single and double line under the following rules, and in accordance with the Rule 339.	338. Under this system, no train shall be permitted to leave one station for another until:— <i>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 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.</i>	Resolution No. 134.
(a) No train or engine shall be allowed to follow any other train or engine on the same line of rails within 10 minutes, unless "Line clear" has been received.		
(b) No passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train from a station within fifteen minutes; and in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized Officer.		
339. When one train follows another at an interval exceeding the limits laid down in Rule 338, it must run under the authority of a "Caution message" obtained in the manner prescribed in the rules in force on each railway.	339. Trains may follow one another between stations in the same direction on both single and double line subject to the following conditions:— (a) No train or engine shall be allowed to follow any other train or engine on the same line of rails within ten minutes unless "Line clear" has been received. (b) No train shall be allowed to follow another unless permission has been obtained in each and every case from the station to which the train is proceeding. No passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train, from a station within fifteen minutes; and in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized Officer. (c) The "Caution message" shall contain an entry of the time at which the preceding train left the station.	Resolution No. 134.
341. A Station Master must not apply for a line clear message from the station in advance, until he has received advice that the approaching train has left the station in rear.	341. Except at train terminal stations, no Station Master must apply for a line clear message from the station in advance, until he has received advice that the approaching train has left the station in rear.	Resolution No. 34.

Schedule containing modifications in the General Rules for working Open Lines of railway as recommended by the Railway Conference of 1888—continued.

[N.B.—The alterations recommended by the Conference of 1888 are shown in *italics*.]

Reference to Resolution of the Railway Conference of 1888.	Proposed modifications.	Open Line Rules as existing.
	179 & 240. Except as provided in Rule 180, when a train has been stopped, from any cause, outside station limits on the double line, the head Guard must go, or see that a competent person be sent back showing danger hand signals, having with him detonators (to be used by day as well as by night) to stop any train approaching on the same line of rails.	179 & 240. Except as provided in Rule 180 when a train has been stopped, from any cause, outside station limits on the double line, the head Guard must go, or see that a competent person be sent back, showing danger hand signals, having with him detonators (to be used by day as well as by night) to stop any train approaching on the same line of rails.
	The person going to protect the train must place upon the rails, on which the train has been running, two detonators, ten yards apart, at a distance of three quarters of a mile on a gradient of one in two hundred and fifty ($\frac{1}{250}$) or steeper, falling in the direction of the train, or half a mile on any flatter gradient, or on the level; and he must also, on his way out, place one detonator at half those distances respectively. He must remain exhibiting his hand danger signal at the further distance until recalled by engine whistle or otherwise, when he must leave down the two most distant detonators, taking up the other on his way back.	The person going to protect the train must place upon the rails, on which the train has been running, two detonators, ten yards apart, at a distance of three quarters of a mile on a gradient of one in two hundred and fifty ($\frac{1}{250}$) or steeper, falling in the direction of the train, or half a mile on any flatter gradient, or on the level; and he must also, on his way out, place one detonator at half those distances respectively. He must remain exhibiting his hand danger signal at the further distance until recalled by engine whistle, or otherwise, when he must leave down the two most distant detonators, taking up the other on his way back.
	On a double line, should both roads be fouled, detonators and hand signals must be used on each line in the manner prescribed, and all trains approaching from either direction must be stopped.	On a double line, should both roads be fouled, detonators and hand signals must be used on each line in the manner prescribed, and all trains approaching from either direction must be stopped.
	In the case of a single line the train must be protected in the same manner in front as well as in rear.	In the case of a single line the train must be protected in the same manner in front as well as in rear.
	If one or more trains approach the obstruction, the train which last arrives must be protected in the rear in the manner prescribed, and when the other train or trains are thus protected in that direction, the person or persons who protected such other trains can return, and the intermediate detonators may be removed.	If one or more trains approach the obstruction, the train which last arrives must be protected in the rear in the manner prescribed, and when the other train or trains are thus protected in that direction, the person or persons who protected such other trains can return, and the intermediate detonators may be removed.
	When the mixed gauge is laid, detonators must be placed on each rail, both for the broad and the narrow gauge trains.	When the mixed gauge is laid, detonators must be placed on each rail, both for the broad and the narrow gauge trains.
	On the single line the rear of a train must be protected first, and in cases on the double line, when both roads are obstructed and men are not available to be sent out in both directions at the same time, the Guard must use his discretion as to which road should be first protected.	On the single line the rear of a train must be protected first, and in cases on the double line, when both roads are obstructed and men are not available to be sent out in both directions at the same time, the Guard must use his discretion as to which road should be first protected.
	When necessary, a fireman must be sent out with the signals for the protection of the train.	When necessary, a fireman must be sent out with the signals for the protection of the train.
	Should the stoppage occur to an engine not attached to a train, the Driver must take the prescribed precautions for its protection.	Should the stoppage occur to an engine not attached to a train, the Driver must take the prescribed precautions for its protection.
	On the double road, should both lines be fouled, the Driver must aid the Guard, and at once display a "Danger signal" to the front, and if the engine is not disabled, it should be used to convey the person who goes forward to the proper distance.	On the double road, should both lines be fouled the Driver must aid the Guard, and at once display a "Danger signal" to the front, and if the engine is not disabled, it should be used to convey the person who goes forward to the proper distance.
	When starting a train which has stopped outside station limits, the Guards and Drivers must exchange signals. Unless these signals are exchanged the Driver must stop.	When starting a train which has stopped outside station limits, the Guards and Drivers must exchange signals. Unless these signals are exchanged the Driver must stop.

Encl to R 1384 R 9/ 15th Sept 1890

Enclosure to P. W. D. Resolution No. 467 R.T. of 15th August 1890.

Schedule containing modifications in the General Rules for working Open Lines of railway as recommended by the Railway Conference of 1888.

[N.B.—The alterations recommended by the Conference of 1888 are shown in *italics*.]

Open Line Rules as existing.	Proposed modifications.	Reference to Resolution of the Railway Conference of 1888.
3. Every Line of Railway upon which engine power is used, for the public conveyance of passengers or goods, must be worked on one of the following systems, <i>viz.</i> :— “Line clear and caution message,” “Absolute block,” “Train following,” “Train Staff and Ticket,” “Train Despatching,” “Pilot Guard,” “One Engine only,”	3. Every Line of Railway upon which engine power is used, for the public conveyance of passengers or goods, must be worked on one of the following systems, <i>viz.</i> :— “Line clear and caution message,” “Absolute block,” “Train following,” “Train Staff and Ticket,” “Pilot Guard,” “One Engine only,”	
in accordance with the rules laid down in Sections XIII to XIX for the system adopted.	in accordance with the rules laid down in sections XIII to XVIII for the system adopted.	Resolution No. 139.
8. Whenever any train or engine is timed to run, or from any cause is expected to run, on any portion of the line later than sunset and before sunrise, the signal lamps must be lighted at sunset. During twilight in the mornings and evenings, both day and night signals must be used. The signal lights must not be put out until broad daylight except under instructions from an authorized Officer.	8. Whenever any train or engine is timed to run, or from any cause is expected to run, on any portion of the line later than sunset and before sunrise, the signal lamps must be lighted at sunset, or at such hour as shall be directed by the authorized Officer. During twilight in the mornings and evenings, both day and night signals must be used. The signal lights must not be put out until broad daylight except under instructions from an authorized Officer.	
In foggy or stormy weather, when the day signals cannot be seen plainly, the signal lamps must be lighted and kept burning, and at such times both the 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.	Resolution No. 130.
9. No engine shall be driven tender, or fuel truck, foremost, except within station limits, without a written order, or unless in cases of unavoidable necessity to be established by the Driver.	9. No engine of a train conveying passengers shall be driven tender, or fuel truck, foremost, except within station limits, without a written order, or unless in cases of unavoidable necessity to be established by the Driver. <i>When necessary on short branch lines, or on other short lengths of line, passenger trains can be drawn by engines running tender foremost at a maximum speed of 15 miles an hour on either gauge.</i>	
29. Drivers with engines or trains must run within the limits of speed fixed for the section of the line upon which they are running.	29. Drivers with engines or trains must run within the limits of speed fixed for the section of the line upon which they are running.	Resolutions Nos. 140 and 141.
These limits are not on any line to exceed, on the 5 feet 6 inch gauge, for passenger trains, sixty (60) miles an hour, and for goods and mixed trains thirty (30) miles an hour. On the metre gauge, or other narrow gauge, these limits are not to be exceeded—for passenger trains, forty (40) miles an hour, and for goods and mixed trains, twenty (20) miles an hour.	These limits are not on any line to exceed, on the 5 feet 6 inch gauge, for passenger trains, sixty (60) miles an hour, and for goods and mixed trains thirty (30) miles an hour. On the metre gauge, or other narrow gauge, these limits are not to be exceeded—for passenger trains forty (40) miles an hour, and for goods and mixed trains, twenty-five (25) miles an hour.	Resolution No. 131.

RESOLUTION.—The Governor General in Council is pleased to sanction the

Bengal and North-Western Railway.
Indian Midland Railway.
Southern Mahratta Railway.
Bengal-Nagpur Railway.
Rohilkhand-Kumaun Railway.
Madras Railway.
South Indian Railway.
Great Indian Peninsula Railway.
Tirhoot State Railway.
Eastern Bengal State Railway.
North-Western Railway.
Oudh and Rohilkhand Railway.
Nalhati State Railway.
Wardha Coal State Railway.
Cherra-Companyganj State Railway.
Jorhat State Railway.
Burma State Railway.
Bombay, Baroda and Central India Railway.
Morvi Railway.
Dibru-Sadiya Railway.

application, to the railways specified in the margin and to the railways respectively worked by them, of the proposed modifications in the General Rules for Indian Railways, which are shown in the second column of the Schedule hereto annexed; and also to sanction the application of the

said modifications in the General Rules to the East Indian Railway with the exception of Rule 9 which, in the case of that railway, is further modified as follows :—

In the last para. of Rule 9, *for 15 miles, read 20 miles.*

ORDER.—Ordered that the General Rules, which have already been published in the *Gazette of India*, dated 18th September 1880, be further notified to the Railway servants and to the public by a copy thereof, as herein modified, being kept open to inspection, free of any charge, in the Office of the Station Master of every station on the said railways.

Ordered also that this Resolution be communicated to the Local Govern-

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

ments, Administrations and Officers noted in the margin for information and guidance, and that it

be published in the *Gazette of India*.

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

Document accompanying.

Schedule containing the modifications in the General Rules for working Open Lines as recommended by the Railway Conference of 1888.

Letter from the Government of Bombay, No. 636, dated 12th March 1890, forwarding letter from the Agent and Chief Engineer, Southern Mahratta Railway Company, No. 1802, dated 4th March 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Central Division, No. 431-T., dated 8th March 1890, forwarding letter from the Agent and Chief Engineer, Bengal-Nagpur Railway Company, Limited, No. 2067, dated 5th March 1890.

Letter from the Government of the North-Western Provinces and Oudh, No. 354-E.R., dated 2nd April 1890, forwarding letter from the Agent and Chief Engineer, Rohilkhand-Kumaun Railway Company, Limited, No. ^{R.K.-T.}₃₅₅₃, dated 27th February 1890.

Proceedings of the Government of Madras, No. 473-R., dated 15th April 1890, forwarding letter from the Agent and Manager, Madras Railway Company, No. ⁶⁸²⁵₂₉₉, dated 18th March 1890.

Proceedings of the Government of Madras, No. 548-R., dated 19th April 1890, forwarding letter from the Agent, South Indian Railway Company, No. 505, dated 12th April 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 753, dated 23rd April 1890, forwarding letter from the Agent, East Indian Railway Company, No. 263-G., dated 21st 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. ^{20-C}₅₄₈₅, dated 10th May 1890.

Letter from the Director General of Railways, No. 155½-T., dated 18th June 1890, asking for the application, to all State Railways administered by the Government, of the alterations in the General Rules of 1880 for working open lines of railway in India as recorded in Appendix O. of the Proceedings of the Railway Conference of 1888.

Letter from the Government of Bombay, No. 1548, dated 27th June 1890, forwarding letter from the Agent, Bombay, Baroda and Central India Railway Company, No. 7562, dated 19th June 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 Chief Commissioner of Assam, No. 2681, dated 25th July 1890, forwarding letter from the Agent and General Manager, Assam Railways and Trading Company, Limited, No. 1105-G., dated 17th July 1890.

OBSERVATIONS.—The Railway Administrations noted in the margin have

The Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited.
The Agent and Chief Engineer, Indian Midland Railway Company, Limited.
The Agent and Chief Engineer, Southern Mahratta Railway Company, Limited.
The Agent and Chief Engineer, Bengal Nagpur Railway Company, Limited.
The Agent and Chief Engineer, Rohilkhand-Kumaun Railway Company, Limited.
The Agent and Manager, Madras Railway Company.
The Agent, South Indian Railway Company.
The Agent, Great Indian Peninsula Railway Company.
The Director General of Railways on behalf of all State Railways administered by the Government.
The Agent, Bombay, Baroda and Central India Railway Company.
The Manager and Executive Engineer, Morvi Railway.
The Agent and General Manager, Assam Railway and Trading Company, Limited.

applied that the proposed modifications in the General Rules for working open lines of railway, shown in the second column of the Schedule hereto annexed, may be made applicable to the railways respectively worked by them.

The Agent of the East Indian Railway has also applied for the said modifications in the General Rules to be made applicable to the East Indian Railway, with the exception of Rule 9 which he desires may be modified so as to admit of engines running tender-foremost at 20 miles an hour on the East Indian Railway and on railways worked by the East Indian Railway Company.

• No. 467-R. T.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Simla, the 15th August 1890.

General Rules for Railways open for Traffic.

Read—

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

Public Works Department Notification No. 299, dated 13th September 1880, publishing the General Rules for all Railways in India, and Public Works Department Circular No. 17 Railway, dated 21st August 1880, promulgating those General Rules.

Public Works Department Notification No. 363, dated 5th November 1880, applying the General Rules published in 1880 with certain exceptions to the Darjeeling Himalayan Railway.

Public Works Department Resolution No. 88-R. T., dated 21st January 1886, applying to the Southern Mahratta, Bengal and North-Western and Bengal Central Railways the General Rules published in 1880.

Public Works Department Resolution No. 504-R. T., dated 21st May 1886, applying to the Indian Midland Railway the General Rules published in 1880.

Public Works Department Resolution No. 724-R. T., dated 7th July 1886, applying to the Morvi State Railway the General Rules published in 1880.

Public Works Department Resolution No. 789-R. T., dated 2nd July 1887, applying to the Railways mentioned in that Resolution the General Rules published in 1880.

Public Works Department Resolution No. 018-R. T., dated 28th November 1888, applying to the Bengal-Nagpur Railway the General Rules published in 1880.

Public Works Department Resolution No. 240-R. T., dated 14th June 1889, applying to the Khamgaon, Amraoti, and Dhond and Manmad State Railways the General Rules published in 1880.

Public Works Department Resolution No. 353-R. T., dated 23rd July 1889, applying to the Bhopal State Railway the General Rules published in 1880.

Public Works Department Resolution No. 512-R. T., dated 23rd September 1889, approving of Rules 342 and 343 of the General Rules for Indian Railways in a modified form being made applicable to the Indian Midland Railway.

Public Works Department Resolution No. 0203-R. T., dated 7th February 1890, calling for applications for the revision of the General Rules, as recommended in the Proceedings of the Railway Conference of 1888.

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

Docket by the Consulting Engineer to the Government of India for Railways, Lucknow, No. 368, dated 5th March 1890, forwarding letter from the Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited, No. 11145-T., dated 27th February 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Central Division, No. 395-T., dated 4th March 1890, forwarding letter from the Agent and Chief Engineer, Indian Midland Railway Company, Limited, No. 171-A, dated 27th February 1890.

August 1890 published in the
Gazette of India, dated 30th
Aug.

2. The English copies will
be arranged for direct
with the Post Storekeeper, State
Railway ^{dept} Calcutta.

A. G. Shelley Secy. P. W. D.
for Offr. Comy. Eng. Works

C No 327.

P. W. Deputt.

Office of Comg. Engr: for Railway

Madras, 27th January 1891.

Letter from the Agent and Manager,
Madras Railway, No: $\frac{232}{1123}$, dt 30th October 1890

Do Do - No: $\frac{6825}{77}$ dated 26th Jan
uary 1891,

No: 109

Submitted to Government, with the
request that the translators
concerned may be asked to
supply translations in the
several vernaculars men-
tioned by the Agent and
Manager, Madras Railway,
of the General Rules and
Regulations for Indian Rail-
ways as revised by the Rail-
way Conference of 1888, P. W. D.
Notification, No: 361, dated 28th

August

86

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 26th January 1891

Recd.

No. 77

Stating that Com-

plete Copy of the General

Rules & Regulations for

Indian Railways are

forwarded.

$\frac{2}{-}$
L. P. W. D. No 327/91.

(No. 11.)

No. 682577

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 21st January 1891

From

The Agent and Manager.
M. R. Co.

To

The Consulting Engineer for Railways.
Madras

SIR,

Your letter dated 15th January 1891

In reply to your inquiry, I have the honour to inform you that complete copies of the General Rules and Regulations for Indian Railways are required and that it is considered that copies of the modifications only would be apt to confuse; further many of the books themselves are about worn out and should be renewed under any circumstances.

I have the honour to be
Sir
Your most obedient servant

*M. R. Co.**Agent & Manager*

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 30 October 1890

Recd.

31st -No. 2331123

*Applying for
copies of the General
Rules and Regu-
lations for
Indian Railways*

1
De Public 4327/91

(No. 11.)

5,000-14-11-85.

No. 233

1123

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 30th October 1890

From

The Agent and Manager.

H. R. C.

To

The Consulting Engineer for Railways.

SIR,

I have the honour to request that you will be so good as to arrange for the supply to this company of the undermentioned copies of the "General Rules and Regulations" for Indian Railways as revised by the Railway Conference of 1888.

3200	copies in English.
600	" Hindustani.
800	" Tamil
500	" Telugu
200	" Malayalam
20	" Canarese.

I have the honour to be
Sir

Your most obedient servant

For C. S. S. S.

Agent & Manager

*ask how the quantity
of the 3200 copies is to be
distributed among the
different languages
and the 600 copies of
Hindustani*

L