

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 387

DATED 29th July

[Despatch Abstract.]

Establishment.— The scale of— for the Madras-
Tanjore section of the Bezwada-Madras Railway,
detailed in Schedule A of the final issue of the
revised and budget estimates for 1894-95 and
1895-96, sanctioned.

If as is usual 8 or 10 passenger vehicles were sufficient for the passenger service only 4 or 5 goods vehicles respectively could be added, and this would involve loss. I think it is absolutely necessary to have power to run up to 15 vehicles in rear of such a train and think one brakevan behind them sufficient.

Rule 3.—Except for the $\frac{1}{100}$ grades. I have proposed a very small proportion of unbraked vehicles on mixed trains, but for the reasons already given I am unable to agree to only one-third unbraked on $\frac{1}{100}$ grades.

Rule 6.—Proposed by the Government Inspector is already embodied in the driver's instructions for working the automatic vacuum brake to be found on page 51 of the working instructions.

Rules regarding brake power in connection with the vacuum brake on trains carrying passengers.

1. Fast passenger trains run at speeds exceeding 30 miles an hour shall be composed of vehicles either braked or piped throughout the train, except only that two vehicles not so fitted may be attached immediately in front of the rear brakevan. This does not affect the rules under which an inspection or other vehicle may be attached outside the rear brakevan.

This rule shall be worked to at once as far as possible and shall come in force in its entirety as soon as in the opinion of the Government Inspector and the Manager sufficient stock has been fitted for the purpose.*

*"The proportion of vehicles fitted with continuous pipes only shall not exceed one such vehicle to four vehicles fitted with the brake."

2. Mixed trains run at speeds not exceeding 30 miles an hour may be run without the use of the vacuum brake when the traffic is so small that the shunting at road side stations has to be done by the train engine. In such cases the goods vehicles shall be placed in front of the train. But wherever such shunting by these trains can be dispensed with, the coaching vehicles shall be placed next the engine and be connected with it by the brake pipe. Unbraked goods vehicles may be placed in rear of such vehicles, to the

†"Trains worked under this rule not be allowed to run faster than 30 miles an hour or be timed without allowance for starting and stopping faster than 26 miles an hour."

extent of two-thirds of the total number of vehicles in the train, that is two unbraked goods vehicles for every one braked vehicle provided that not more than fifteen unbraked goods vehicles shall be attached in all and that there shall be one brakevan in rear of the train.†

‡"To the portion of the train not worked with the vacuum brake,"

3. On gradients of one in 100 and steeper the following table shall apply.‡

Gradient.	Number of loaded four wheeled vehicles or their equivalent for every hand braked vehicle weighing 10 tons.	Maximum number of unbraked vehicles that may be attached for each engine on the train.	REMARKS.
$\frac{1}{100}$	6	15	
$\frac{1}{75}$	4	4	
$\frac{1}{50}$	3	3	
$\frac{1}{25}$	2	2	

4. On the grade of $\frac{1}{100}$ one brakevan weighing 10 tons will control 6 vehicles and one brakevan weighing 15 tons will control 9 vehicles on all gradients. The brakes referred to in the above table will always be attached immediately in rear of the vehicles which they control.

5. Any one of the gradients detailed above may be held to include short lengths of a slightly steeper gradient by special permission of the Government Inspector and Manager.

Additions and alterations in draft rules.

Paragraph (1) add at end of paragraph after "purpose." "The proportion of vehicles fitted with continuous pipes only shall not exceed one such vehicle to four vehicles fitted with the brake."

Paragraph (2) add at end of paragraph after "train." "Trains worked under this rule shall not be allowed to run faster than 30 miles an hour or be timed without allowance for starting and stopping faster than 26 miles an hour."

Paragraph (3) after "apply" add "to the portion of the train not worked with the vacuum brake."

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No. 293 R.T.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Simla, the 27th April 1896.

General Rules for railways under construction.

READ—

Sections 3 (4), 16 (2), 47 and 148 (1) of the Indian Railways Act (IX) of 1890.

Government of India, Public Works Department, notification No. 480 $\frac{1}{2}$, dated the 30th October 1890, publishing in the *Gazette of India* of the 8th November 1890, the Government of India resolution No. 736 R. T., dated the 17th October 1890, and the General Rules for working railways under construction and not used for the public carriage of passengers, animals or goods.

Letter from the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, No. 278 R., dated the 25th March 1896, forwarding letter No. 248, dated the 20th March 1896, from the Agent, South Indian railway.

OBSERVATIONS.—The South Indian Railway Company has applied for leave to adopt, on the Karikal-Peralam railway, the General Rules for working railways under construction and not used for the public carriage of passengers, animals or goods, which rules were published in the *Gazette of India* of 8th November 1890, under Public Works Department notification No. 480 $\frac{1}{2}$, dated the 30th October 1890.

RESOLUTION.—The Governor General in Council is pleased to sanction the application of the General Rules which are referred to in the foregoing observations, to such portion or portions of the Karikal-Peralam railway as are situate in British territory and may have been sanctioned for construction.

ORDER.—Ordered that the General Rules, which have already been published in the *Gazette of India* of the 8th November 1890, 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 Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information and guidance, and that it be published under a notification in Part I of the *Gazette of India*.

(sd) G. A. Anderson

Offg. Under Secretary.

Documents accompanying.
Nil.

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