Public Works (1896) Department.

G.O., No. 482 R

DATED 30th May

Printed in G.O. 531-32 R / 5-8-97.

[Despatch Abstract.]

Jamalpur - Quilon project - Letter to Govt of India enquiring how the case of the — now stands pregarding that the views on the subject may be communicated in due course -

[P. W. 80. 5,000—30-11-96.]

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

Rules regarding brake power in connection with the vacuum brake on passenger trains on the North Western railway—contd.

Proposed rules.	Government Inspector's suggestions.	Manager's Remarks.
3. On gradients of 1 in 100 and steeper the following table shall apply :—	3. The Government Inspector recommends that this rule be altered to read as follows :— "On gradients of $\frac{1}{100}$ and steeper the proportion of vacuum braked vehicles be at least $\frac{3}{5}$rds of the whole. Of the rest a fraction shall be hand-braked vans in the proportion shown in the following table :—	3. The Manager states that except for the $\frac{1}{100}$ grade he has proposed a very small proportion of unbraked vehicles on mixed trains, but for the reasons given against rule 2, he is unable to agree to only one-third unbraked on $\frac{1}{100}$ grades. He, however, proposes to add the following words after the word "apply." "To the portion of the train not worked with the vacuum brake."
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.	4. Agreed.	
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.	5. Agreed.	
	6. The Government Inspector proposes the following additional rule :— In approaching terminal stations, or stations at which other trains may be standing on the same line of rails, the vacuum brake must not be used, except in cases of emergency, but the speed of the train must be so reduced that it may be brought to a stand by means of the hand and steam brakes alone.	6. The Manager states that this is already embodied in the drivers instructions for working the Automatic Vacuum Brake.

Gradient.	Number of loaded 4 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	
$\frac{1}{70}$	4	4	
$\frac{1}{80}$	3	3	
$\frac{1}{50}$	2	2	

Gradient.	Number of loaded 4 wheeled vehicles for which an extra 10 ton hand-brakevan must be provided.	Remarks.
$\frac{1}{100}$	6	
$\frac{1}{70}$	4	
$\frac{1}{80}$	3	
$\frac{1}{50}$	2	

O. C. Press, Simla.—No. 464 P. W. D.—27-6-96—400.

Memorandum by Senior Government Inspector on the rules regarding brake power in connection with the vacuum brake on trains carrying passengers received with letter No. 144 I. O., dated 3rd December 1895, from the Manager, North Western railway.

Rule 1. Fast Passenger Trains.—The only point which appears to need consideration in this rule is that no limit is fixed to the number of vehicles piped but not braked which may be attached. As it stands there might be a minimum of unbraked vehicles or none at all and yet the brake power might be insufficient. The following addition to the rule would meet the case :—

"The proportion of vehicles fitted with continuous pipes only shall not exceed one such vehicle to four vehicles fitted with the brake, and the former should always have two braked vehicles behind them."

Rule 2. Mixed Trains.—The rule as drafted would permit of the use of the vacuum brake being dispensed with where shunting of goods wagons has to be done on the road, and in such cases the goods vehicles would be placed in front and coaching vehicles behind, and applies to mixed trains run at speeds not exceeding 30 miles an hour. On page 66 of the working instructions, paragraph 4, it is laid down that mixed trains should not as a rule exceed a maximum speed of 35 miles an hour between stations, and when making up time a maximum speed of 40 miles an hour must on no account be exceeded. The foot note on same page limits the driver of a mixed train to 35 miles an hour. These rules appear to require modification before they can apply to the rules under discussion.

The latter part of rule 2 would permit of coaching vehicles fitted presumably with the vacuum brake, being placed next the engine and connected with it by the brake pipe and unbraked goods vehicles placed in rear to the extent of two-thirds of the total vehicles in the train or two unbraked goods to one braked vehicle but limits the number of unbraked vehicles to fifteen with a brakevan in rear of the train.

In cases where goods vehicles are in front of coaching vehicles, it appears desirable to fix the maximum speed at 25 miles an hour and perhaps 30 miles an hour when making up time, but no more under any circumstances.

The maximum load allowed for mixed trains shown on page 65 of the working instructions, is 25 vehicles; and if 15 goods vehicles as proposed by the rule were permitted, these would constitute three-fifths of the vehicles which might prove most dangerous if the vacuum brake were suddenly applied, especially if the heavy goods vehicles were fully loaded and the passenger carriages only partially so.

The proportion of unbraked goods vehicles proposed by this rule is therefore considered excessive, and it is suggested that the latter part of rule should be altered to read as follows :—

"Unbraked goods vehicles may be placed in rear of such vehicles to the extent of *one-third* of the total number of vehicles in the train, that is, *one* unbraked goods vehicle for every *two* braked vehicles provided, provided that not more than *eight* unbraked goods vehicles shall be attached in all and that there shall be one brakevan in rear of the train."

Rule 3.—It is recommended that this be altered to read as follows :—

"On gradients of $\frac{1}{100}$ and steeper the proportion of vacuum braked vehicles shall be at least $\frac{3}{5}$ of the whole; of the rest, a fraction shall be hand braked vans, in the proportion shown in following table :—

Gradient.	Number of loaded four-wheeled vehicles for which an extra 10-ton hand brakevan must be provided.
$\frac{1}{100}$	6
$\frac{1}{70}$	4
$\frac{1}{60}$	3
$\frac{1}{40}$	2

Rules 4 and 5.—Agreed.

In addition it is recommended that the following should be added.

Rule 6.—In approaching terminal stations or stations at which other trains may be standing on the same line of rails, the vacuum brake must not be used except in cases of emergency but the speed of the train must be so reduced that it may be brought to a stand by means of the hand and steam brakes alone.

Rules regarding brake power in connection with the vacuum brake on passenger trains on the North-Western railway.

Proposed rules.	Government Inspector's suggestions.	Manager's Remarks.
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.	1. The Government Inspector suggests the following addition to rule 1 :— "The proportion of vehicles fitted with continuous pipes only shall not exceed one such vehicle to four vehicles fitted with the brake, and the former should always have two braked vehicles behind them."	1. The Manager accepts the Government Inspector's suggestion with the omission of the condition that piped vehicles should always have two braked vehicles behind them, as this would cause inconvenience in the case of a piped horse box which it might be desired to put next within the rear brakevan.
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 roadside stations has to be done by the train engine. In such cases the goods vehicles shall be placed in front of the train. But whenever 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 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.	2. The Government Inspector considers that the proportion of unbraked goods vehicles is excessive and suggests that the latter part of the rule should be altered to read as follows :— "Unbraked goods vehicles may be placed in rear of such vehicles to the extent of *one-third* of the total number of vehicles in the train, that is *one* unbraked goods vehicle for every two braked vehicles provided, provided that not more than *eight* unbraked goods vehicles shall be attached in all, and that there shall be one brakevan in rear of the train."	2. The Manager is entirely at variance with the Government Inspector's suggestion, and points out that the proposal to restrict the proportion of unbraked vehicles to one-third of the total number of vehicles composing the train is impracticable, and would mean the entire abolition of mixed trains. The Manager proposes to add the following at the end of the rule :— "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."

Proposed rules.	Government Inspector's suggestions.	Manager's Remarks.
3. On gradients of 1 in 100 and steeper the following table shall apply :—	3. The Government Inspector recommends that this rule be altered to read as follows :— "On gradients of $\frac{1}{100}$ and steeper the proportion of vacuum braked vehicles be at least $\frac{3}{5}$rds of the whole. Of the rest a fraction shall be hand-braked vans in the proportion shown in the following table :—	3. The Manager states that except for the $\frac{1}{100}$ grade he has proposed a very small proportion of unbraked vehicles on mixed trains, but for the reasons given against rule 2, he is unable to agree to only one-third unbraked on $\frac{1}{100}$ grades. He, however, proposes to add the following words after the word "apply." "To the portion of the train not worked with the vacuum brake."

Gradient.	Number of loaded 4 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	
$\frac{1}{70}$	4	4	
$\frac{1}{50}$	3	3	
$\frac{1}{40}$	2	2	

Gradient.	Number of loaded 4 wheeled vehicles for which an extra 10 ton hand-brakevan must be provided.	Remarks.
$\frac{1}{100}$	6	
$\frac{1}{70}$	4	
$\frac{1}{50}$	3	
$\frac{1}{40}$	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.

4. Agreed.

5. Agreed.

6. The Government Inspector proposes the following additional rule :—

In approaching terminal stations, or stations at which other trains may be standing on the same line of rails, the vacuum brake must not be used, except in cases of emergency, but the speed of the train must be so reduced that it may be brought to a stand by means of the hand and steam brakes alone.

6. The Manager states that this is already embodied in the drivers instructions for working the Automatic Vacuum Brake.

G. C. Press, Simla.—No. 464 P. W. D.—27-6-36—400.

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 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.†

† "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."

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

Gradient.	Number of loaded four wheeled vehicles or their equavalent 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	
$\frac{1}{70}$	4	4	
$\frac{1}{50}$	3	3	
$\frac{1}{40}$	2	2	

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

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."*

Proposed rules.	Government Inspector's suggestions.	Manager's Remarks.
3. On gradients of 1 in 100 and steeper the following table shall apply :—	3. The Government Inspector recommends that this rule be altered to read as follows :— "On gradients of $\frac{1}{100}$ and steeper the proportion of vacuum braked vehicles be at least $\frac{8}{9}$rds of the whole. Of the rest a fraction shall be hand-braked vans in the proportion shown in the following table :—	3. The Manager states that except for the $\frac{1}{100}$ grade he has proposed a very small proportion of unbraked vehicles on mixed trains, but for the reasons given against rule 2, he is unable to agree to only one-third unbraked on $\frac{1}{100}$ grades. He, however, proposes to add the following words after the word "apply." "To the portion of the train not worked with the vacuum brake."

Gradient.	Number of loaded 4 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	
$\frac{1}{70}$	4	4	
$\frac{1}{50}$	3	3	
$\frac{1}{40}$	2	2	

Gradient.	Number of loaded 4 wheeled vehicles for which an extra 10 ton hand-brakevan must be provided.	Remarks.
$\frac{1}{100}$	6	
$\frac{1}{70}$	4	
$\frac{1}{50}$	3	
$\frac{1}{40}$	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.

4. Agreed.

5. Agreed.

6. The Government Inspector proposes the following additional rule :—

In approaching terminal stations, or stations at which other trains may be standing on the same line of rails, the vacuum brake must not be used, except in cases of emergency, but the speed of the train must be so reduced that it may be brought to a stand by means of the hand and steam brakes alone.

6. The Manager states that this is already embodied in the drivers instructions for working the Automatic Vacuum Brake.

G. C. Press, Simla.—No. 464 P. W. D.—27-6-96.—400.

No. 483 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

To

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

THE SECRETARY TO THE GOVERNMENT OF BOMBAY, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

Simla, the 25th June 1896.

SIR,

I am directed to forward, herewith, a copy of the undernoted documents regarding the brake power necessary on passenger and mixed trains fitted with the vacuum brake, and to request that, with the permission of His Excellency the Governor in Council, the Government of India may be favoured with an expression of opinion on the proposed rules by the Senior Government Inspector, Madras Railway, and by the Railway Administrations under the control of the Government of Madras, Bombay.

I have the honour to be,

SIR,

Your most obedient Servant,

G. A. ANDERSON,

Offg. Under Secretary.

Documents accompanying.

Copy of Director General of Railways' letter No. 233-T., dated 11th May 1896, and enclosures.

G. C. Press, Simla.—No. 464 P. W. D.—29-6-96.—400.

Enclosure to letter No. 483 R.T. of 1896.

No. 233 T., dated 11th May 1896.

From—COLONEL T. GRACEY, R. E., Director General of Railways,

To—The Secretary to the Government of India, Public Works Department.

I have the honour to forward, herewith, for the orders of the Government of India, a letter from the Manager, North Western railway, submitting a copy of his draft rules on the subject of brake power in connection with the vacuum brake on trains carrying passengers, with certain alterations and additions (shewn in italics) which have been adopted from the recommendations of the Government Inspector, a copy of whose memorandum on the subject is attached. For ready reference I also submit a statement showing in tabular form the proposed rules, the suggestions of the Government Inspector, and the Manager's remarks thereon.

2. As regards rule 1, I agree with the Manager, North Western railway, that it is not necessary that piped vehicles should always have two braked vehicles behind them as this arrangement would cause inconvenience in the case of a piped horse-box which it might be desired to put next within the rear brakevan.

As regards rule 2, I would suggest that all railway administrations and Government Inspectors should be consulted before any orders are issued on this point. The matter involved in rule 2 is of great importance as the question of the economical working of mixed trains, which now form the bulk of the trains in India by which passengers are carried, will depend on the decision arrived at. If the number of unbraked goods vehicles, which can be placed behind the braked passenger vehicles is not to exceed $\frac{1}{3}$rd of the number of vehicles on the train, the running of mixed trains with 6 to 12 braked passenger vehicles attached to them will no longer be economically possible; and either the running of mixed trains by which the bulk of the short distance 3rd class passengers are carried, must be discontinued, or the use of the automatic vacuum brake on mixed trains must be given up.

Personally, I am of opinion that of the two the latter is the more desirable; indeed I am not certain that in any case it is desirable to attach heavy goods vehicles behind coaching vehicles, as in case of a collision the coaching stock will be broken up between the hammer consisting of heavy goods vehicles behind and the anvil in front, and in case of derailment the coaching vehicles in front will have the heavy goods vehicles behind heaped on the top of them.

No. 358 D. G. R., dated 6th April 1896.

From—COLONEL G. BOUGHEY, Manager, North Western Railway,

To—The Director General of Railways.

In reply to your No. 288 T., dated 6th July 1895, I have the honor to submit for approval, a copy of my draft rules on the subject of brake power in connection with the vacuum brake on trains carrying passengers with certain alterations and additions in italics which I have been able to adopt from the recommendations of the Government Inspector a copy of whose memorandum on the subject I attach.

Rule 1.—The Government Inspector's recommendation that piped vehicles should always have two braked vehicles behind them has not been adopted as it would cause inconvenience in the case of a piped horse-box which it might be desired to put next within the rear brakevan. It is not vital, and the one brakevan in rear may be accepted as sufficient.

Rule 2.—I am entirely at variance with the Government Inspector on the question of the proportion of unbraked to vacuum braked vehicles; as already explained, the proposal to restrict the proportion of unbraked vehicles to one-third of the total number of vehicles is impracticable and would mean the entire abolition of mixed trains.

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 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.†

†"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."

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

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

Gradient.	Number of loaded four wheeled vehicles or their equavalent 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	
$\frac{1}{70}$	4	4	
$\frac{1}{50}$	3	3	
$\frac{1}{40}$	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."*

Rules regarding brake power in connection with the vacuum brake on passenger trains on the North Western railway—contd.

Proposed rules.	Government Inspector's suggestions.	Manager's Remarks.
3. On gradients of 1 in 100 and steeper the following table shall apply:—	3. The Government Inspector recommends that this rule be altered to read as follows:— "On gradients of $\frac{1}{100}$ and steeper the proportion of vacuum braked vehicles be at least $\frac{2}{3}$rds of the whole. Of the rest a fraction shall be hand-braked vans in the proportion shown in the following table:—	3. The Manager states that except for the $\frac{1}{100}$ grade he has proposed a very small proportion of unbraked vehicles on mixed trains, but for the reasons given against rule 2, he is unable to agree to only one-third unbraked on $\frac{1}{100}$ grades. He, however, proposes to add the following words after the word "apply." "To the portion of the train not worked with the vacuum brake."

Gradient.	Number of loaded 4 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	
$\frac{1}{70}$	4	4	
$\frac{1}{50}$	3	3	
$\frac{1}{40}$	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.

4. Agreed.

Gradient.	Number of loaded 4 wheeled vehicles for which an extra 10 ton hand-brakevan must be provided.	Remarks.
$\frac{1}{100}$	6	
$\frac{1}{70}$	4	
$\frac{1}{50}$	3	
$\frac{1}{40}$	2	

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.

5. Agreed.

6. The Government Inspector proposes the following additional rule:—

In approaching terminal stations, or stations at which other trains may be standing on the same line of rails, the vacuum brake must not be used, except in cases of emergency, but the speed of the train must be so reduced that it may be brought to a stand by means of the hand and steam brakes alone.

6. The Manager states that this is already embodied in the drivers instructions for working the Automatic Vacuum Brake.

No: 453 R.I. of 25-6-98

G. G. Press, Simla.—No. 464 P. W. D.—27-6-98—400.

Memorandum by Senior Government Inspector on the rules regarding brake power in connection with the vacuum brake on trains carrying passengers received with letter No. 144 I. O., dated 3rd December 1895, from the Manager, North Western railway.

Rule 1. Fast Passenger Trains.—The only point which appears to need consideration in this rule is that no limit is fixed to the number of vehicles piped but not braked which may be attached. As it stands there might be a minimum of unbraked vehicles or none at all and yet the brake power might be insufficient. The following addition to the rule would meet the case :—

"The proportion of vehicles fitted with continuous pipes only shall not exceed one such vehicle to four vehicles fitted with the brake, and the former should always have two braked vehicles behind them."

Rule 2. Mixed Trains.—The rule as drafted would permit of the use of the vacuum brake being dispensed with where shunting of goods wagons has to be done on the road, and in such cases the goods vehicles would be placed in front and coaching vehicles behind, and applies to mixed trains run at speeds not exceeding 30 miles an hour. On page 66 of the working instructions, paragraph 4, it is laid down that mixed trains should not as a rule exceed a maximum speed of 35 miles an hour between stations, and when making up time a maximum speed of 40 miles an hour must on no account be exceeded. The foot note on same page limits the driver of a mixed train to 35 miles an hour. These rules appear to require modification before they can apply to the rules under discussion.

The latter part of rule 2 would permit of coaching vehicles fitted presumably with the vacuum brake, being placed next the engine and connected with it by the brake pipe and unbraked goods vehicles placed in rear to the extent of two-thirds of the total vehicles in the train or two unbraked goods to one braked vehicle but limits the number of unbraked vehicles to fifteen with a brakevan in rear of the train.

In cases where goods vehicles are in front of coaching vehicles, it appears desirable to fix the maximum speed at 25 miles an hour and perhaps 30 miles an hour when making up time, but no more under any circumstances.

The maximum load allowed for mixed trains shown on page 65 of the working instructions, is 25 vehicles; and if 15 goods vehicles as proposed by the rule were permitted, these would constitute three-fifths of the vehicles which might prove most dangerous if the vacuum brake were suddenly applied, especially if the heavy goods vehicles were fully loaded and the passenger carriages only partially so.

The proportion of unbraked goods vehicles proposed by this rule is therefore considered excessive, and it is suggested that the latter part of rule should be altered to read as follows :—

"Unbraked goods vehicles may be placed in rear of such vehicles to the extent of *one-third* of the total number of vehicles in the train, that is, *one* unbraked goods vehicle for every *two* braked vehicles provided, provided that not more than *eight* unbraked goods vehicles shall be attached in all and that there shall be one brakevan in rear of the train."

Rule 3.—It is recommended that this be altered to read as follows :—

"On gradients of $\frac{1}{100}$ and steeper the proportion of vacuum braked vehicles shall be at least $\frac{2}{3}$ of the whole; of the rest, a fraction shall be hand braked vans, in the proportion shown in following table :—

Gradient.	Number of loaded four-wheeled vehicles for which an extra 10-ton hand brakevan must be provided.
$\frac{1}{100}$	6
$\frac{1}{70}$	4
$\frac{1}{50}$	3
$\frac{1}{40}$	2

Rules 4 and 5.—Agreed.

In addition it is recommended that the following should be added.

Rule 6.—In approaching terminal stations or stations at which other trains may be standing on the same line of rails, the vacuum brake must not be used except in cases of emergency but the speed of the train must be so reduced that it may be brought to a stand by means of the hand and steam brakes alone.

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 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.†

†"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."

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

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

Gradient.	Number of loaded four wheeled vehicles or their equavalent 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	
$\frac{1}{70}$	4	4	
$\frac{1}{50}$	3	3	
$\frac{1}{40}$	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 Manage

---

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.*"

Memorandum by Senior Government Inspector on the rules regarding brake power in connection with the vacuum brake on trains carrying passengers received with letter No. 144 I. O., dated 3rd December 1895, from the Manager, North Western railway.

Rule 1. Fast Passenger Trains.—The only point which appears to need consideration in this rule is that no limit is fixed to the number of vehicles piped but not braked which may be attached. As it stands there might be a minimum of unbraked vehicles or none at all and yet the brake power might be insufficient. The following addition to the rule would meet the case :—

"The proportion of vehicles fitted with continuous pipes only shall not exceed one such vehicle to four vehicles fitted with the brake, and the former should always have two braked vehicles behind them."

Rule 2. Mixed Trains.—The rule as drafted would permit of the use of the vacuum brake being dispensed with where shunting of goods wagons has to be done on the road, and in such cases the goods vehicles would be placed in front and coaching vehicles behind, and applies to mixed trains run at speeds not exceeding 30 miles an hour. On page 66 of the working instructions, paragraph 4, it is laid down that mixed trains should not as a rule exceed a maximum speed of 35 miles an hour between stations, and when making up time a maximum speed of 40 miles an hour must on no account be exceeded. The foot note on same page limits the driver of a mixed train to 35 miles an hour. These rules appear to require modification before they can apply to the rules under discussion.

The latter part of rule 2 would permit of coaching vehicles fitted presumably with the vacuum brake, being placed next the engine and connected with it by the brake pipe and unbraked goods vehicles placed in rear to the extent of two-thirds of the total vehicles in the train or two unbraked goods to one braked vehicle but limits the number of unbraked vehicles to fifteen with a brakevan in rear of the train.

In cases where goods vehicles are in front of coaching vehicles, it appears desirable to fix the maximum speed at 25 miles an hour and perhaps 30 miles an hour when making up time, but no more under any circumstances.

The maximum load allowed for mixed trains shown on page 65 of the working instructions, is 25 vehicles ; and if 15 goods vehicles as proposed by the rule were permitted, these would constitute three-fifths of the vehicles which might prove most dangerous if the vacuum brake were suddenly applied, especially if the heavy goods vehicles were fully loaded and the passenger carriages only partially so.

The proportion of unbraked goods vehicles proposed by this rule is therefore considered excessive, and it is suggested that the latter part of rule should be altered to read as follows :—

"Unbraked goods vehicles may be placed in rear of such vehicles to the extent of *one-third* of the total number of vehicles in the train, that is, *one* unbraked goods vehicle for every *two* braked vehicles provided, provided that not more than *eight* unbraked goods vehicles shall be attached in all and that there shall be one brakevan in rear of the train."

Rule 3.—It is recommended that this be altered to read as follows :—

"On gradients of $\frac{1}{100}$ and steeper the proportion of vacuum braked vehicles shall be at least $\frac{2}{3}$ of the whole; of the rest, a fraction shall be hand braked vans, in the proportion shown in following table :—

Gradient.	Number of loaded four-wheeled vehicles for which an extra 10-ton hand brakevan must be provided.
$\frac{1}{100}$	6
$\frac{1}{70}$	4
$\frac{1}{50}$	3
$\frac{1}{40}$	2

Rules 4 and 5.—Agreed.

In addition it is recommended that the following should be added.

Rule 6.—In approaching terminal stations or stations at which other trains may be standing on the same line of rails, the vacuum brake must not be used except in cases of emergency but the speed of the train must be so reduced that it may be brought to a stand by means of the hand and steam brakes alone.

No. 483 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

To

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

THE SECRETARY TO THE GOVERNMENT OF BOMBAY, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

Simla, the 25th June 1896.

SIR,

I am directed to forward, herewith, a copy of the undernoted documents regarding the brake power necessary on passenger and mixed trains fitted with the vacuum brake, and to request that, with the permission of His Excellency the Governor in Council, the Government of India may be favoured with an expression of opinion on the proposed rules by the Senior Government Inspector, Madras Railway, Bombay Railway, and by the Railway Administrations under the control of the Government of Bombay.

I have the honour to be,

SIR,

Your most obedient Servant,

G. A. ANDERSON,
Offg. Under Secretary.

Documents accompanying.

Copy of Director General of Railways' letter No. 233-T., dated 11th May 1896, and enclosures.

G. C. Press, Simla.—No. 464 P. W. D.—29-6-96.—400.

Enclosure to letter No. 483 R.T. of 1896.

No. 233 T., dated 11th May 1896.

From—COLONEL T. GRACEY, R. E., Director General of Railways,

To—The Secretary to the Government of India, Public Works Department.

I have the honour to forward, herewith, for the orders of the Government of India, a letter from the Manager, North Western railway, submitting a copy of his draft rules on the subject of brake power in connection with the vacuum brake on trains carrying passengers, with certain alterations and additions (shewn in italics) which have been adopted from the recommendations of the Government Inspector, a copy of whose memorandum on the subject is attached. For ready reference I also submit a statement showing in tabular form the proposed rules, the suggestions of the Government Inspector, and the Manager's remarks thereon.

2. As regards rule 1, I agree with the Manager, North Western railway, that it is not necessary that piped vehicles should always have two braked vehicles behind them as this arrangement would cause inconvenience in the case of a piped horse-box which it might be desired to put next within the rear brakevan.

As regards rule 2, I would suggest that all railway administrations and Government Inspectors should be consulted before any orders are issued on this point. The matter involved in rule 2 is of great importance as the question of the economical working of mixed trains, which now form the bulk of the trains in India by which passengers are carried, will depend on the decision arrived at. If the number of unbraked goods vehicles, which can be placed behind the braked passenger vehicles is not to exceed $\frac{1}{3}$rd of the number of vehicles on the train, the running of mixed trains with 6 to 12 braked passenger vehicles attached to them will no longer be economically possible; and either the running of mixed trains by which the bulk of the short distance 3rd class passengers are carried, must be discontinued, or the use of the automatic vacuum brake on mixed trains must be given up.

Personally, I am of opinion that of the two the latter is the more desirable; indeed I am not certain that in any case it is desirable to attach heavy goods vehicles behind coaching vehicles, as in case of a collision the coaching stock will be broken up between the hammer consisting of heavy goods vehicles behind and the anvil in front, and in case of derailment the coaching vehicles in front will have the heavy goods vehicles behind heaped on the top of them.

No. 358 D. G. R., dated 6th April 1896.

From—COLONEL G. BOUGHEY, Manager, North Western Railway,

To—The Director General of Railways.

In reply to your No. 288 T., dated 6th July 1895, I have the honor to submit for approval, a copy of my draft rules on the subject of brake power in connection with the vacuum brake on trains carrying passengers with certain alterations and additions in italics which I have been able to adopt from the recommendations of the Government Inspector a copy of whose memorandum on the subject I attach.

Rule 1.—The Government Inspector's recommendation that piped vehicles should always have two braked vehicles behind them has not been adopted as it would cause inconvenience in the case of a piped horse-box which it might be desired to put next within the rear brakevan. It is not vital, and the one brakevan in rear may be accepted as sufficient.

Rule 2.—I am entirely at variance with the Government Inspector on the question of the proportion of unbraked to vacuum braked vehicles; as already explained, the proposal to restrict the proportion of unbraked vehicles to one-third of the total number of vehicles is impracticable and would mean the entire abolition of mixed trains.

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 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.†

†"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."

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

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

Gradient.	Number of loaded four wheeled vehicles or their equavalent 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	
$\frac{1}{70}$	4	4	
$\frac{1}{50}$	3	3	
$\frac{1}{40}$	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."*

---

425 R4 11.5.
96

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. 480½, 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. 480½, 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.

G. C. Press, Simla.—No. 61 P. W. D.—28-4-96—100.

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. 480½, 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. 480½, 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*.

G. A. ANDERSON,

Offg. Under Secretary.

Documents accompanying.
Nil.

G. C. Press, [illegible] No. 61 I

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. 480½, 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. 480½, 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*.

G. A. ANDERSON,
Offg. Under Secretary.

Documents accompanying.
Nil.

G. C. Press, Simla.—No. 61 P. W. D.—28-4-96—100.

INDEX

TO THE

TABLE OF CONTENTS AND TABULAR STATEMENT OF MISCELLANEOUS PROCEEDINGS AND MATTERS OF ROUTINE,

RAILWAY,

FOR THE MONTH OF JUNE 1896.

	—	Page.
A		
Agreement for working the Kolar Gold Fields Railway	Routine.	7
Automatic Vacuum brake gear for Madras Railway	Routine.	8
B		
Burma Mails.—Carriage of —	Routine.	7
C		
Coal siding near Veyasarpaudy, Madras Railway	Regular.	1
Code Initials of Kasimkota station, East Coast Railway	Regular.	1
Charge allowance to a Hospital Assistant on the Arsikere-Mangalore Railway Survey	Routine.	3
Cresswell, Mr. C. H., Chief Clerk, Traffic Manager's office, South Indian Railway	Routine.	8
Conley, Mr. A., Deputy Examiner of Railway Accounts	Routine.	8
D		
Draft bill to amend the law, to exempt from tolls, Military establishments and property	Routine.	2
Deputation allowance	Routine.	5
E		
Establishment for Special Deputy Collector, Peralam-Karikal Railway.	Regular.	1
Excess outlay on laying pipes to the staff quarters, South Indian Railway	Regular.	1
Exchange Compensation allowance	Routine.	4
Establishment Rolls and working estimates, South Indian Railway ...	Routine.	6
Ennur Section of the Bezwada-Madras Railway.—Opening of a station at Thangal on the —	Routine.	7

	—	Page.
F		
Funds for outlay on stores purchased in England, South Indian Railway.	Routine.	1
Form of Goods Consignment note, Madras Railway	Routine.	7
G		
Government of India Classified List and Distribution Return	Routine.	2
General Rules of 1895 *for working open lines of Railway* in British India administered by Government	Routine.	4
General Rules of 1895 *for working open lines of Railway* in British India administered by Government	Routine.	7
H		
Hodson, Mr. C. W.	Routine.	3
I		
Increase in the pay of the Chief Auditor and his first Assistant, Madras Railway	Routine.	5
Indian Army reserve of officers	Routine.	7
J		
K		
L		
Lists of sanctioned and unsanctioned works, South Indian Railway ...	Regular.	1
Land.—Acquisition of —	Routine.	1
Locomotive engines and rolling-stock.—Use of — on Peralam-Karikal Railway	Routine.	1
Land.—Acquisition of —	Routine.	1
Land.—Acquisition of —	Routine.	1
Land.—Acquisition of —	Routine.	1
Land.—Acquisition of —	Routine.	2
Land.—Acquisition of —	Routine.	2
Land.—Acquisition of —	Routine.	2
Land.—Acquisition of —	Routine.	2
Land.—Acquisition of —	Routine.	3

	—	Page.
Land.—Acquisition of —	Routine.	3
Land.—Acquisition of —	Routine.	3
Land.—Acquisition of —	Routine.	3
Land.—Acquisition of —	Routine.	3
Land.—Acquisition of —	Routine.	3
Land.—Acquisition of —	Routine.	3
Land.—Acquisition of —	Routine.	4
Land.—Acquisition of —	Routine.	5
Lightfoot, Mr.	Routine.	5
Land.—Acquisition of —	Routine.	5
Land.—Acquisition of —	Routine.	5
Land.—Acquisition of —	Routine.	5
Land.—Acquisition of —	Routine.	5
Land.—Acquisition of —	Routine.	5
Land.—Acquisition of —	Routine.	6
Land.—Acquisition of —	Routine.	6
Land.—Acquisition of —	Routine.	6
List of Railways which have been surveyed, &c., but not sanctioned ...	Routine.	6
Land.—Acquisition of —	Routine.	6
Land.—Acquisition of —	Routine.	6
Land.—Acquisition of —	Routine.	6
Land.—Acquisition of —	Routine.	7
Land.—Acquisition of —	Routine.	7
Land.—Acquisition of —	Routine.	7
Land.—Acquisition of —	Routine.	7
Land.—Acquisition of —	Routine.	7
M		
Madura-Pámban Project	Routine.	3
Memorial from Mr. C. W. Farewell, Temporary Engineer	Routine.	4
Madras Railway	Routine.	4
Medicines.—Purchase of—for the Arsikere-Mangalore Railway Survey.	Routine.	4

	—	Page.
N		
O		
Official Meeting and Stores Committee, Madras Railway	Routine.	2
Official Meeting, South Indian Railway	Routine.	2
Oddie, Mr. H. J., Executive Engineer	Routine.	5
Objectionable items in Railway Survey Accounts	Routine.	6
P		
Police Force.—Cost of the — at stations on the Kolar Gold Fields Railway	Routine.	4
Presidency allowance	Routine.	5
Q		
R		
Ratnasabhapathi Pillai, T., Accountant, 4th Grade	Routine.	1
Railway extensions in Tanjore district	Routine.	2
Railway extension from Bezwada to Masulipatam	Routine.	3
Rutlam-Ujjain Railway	Routine.	4
S		
South Indian Railway revised time-table	Regular.	1
South Indian Railway Board's letters	Routine.	1
South Indian Railway Provident Institution	Routine.	6
T		
Third Assistant Locomotive Superintendent, South Indian Railway ...	Routine.	2
Tinnevelly-Quilon Railway Survey	Routine.	6
U		
V		

	—	Page.
W		
Waterman for office of Consulting Engineer for Railways	Routine.	4
X		
Y		
Z		

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

TABLE OF CONTENTS,

RAILWAY,

FOR THE MONTH OF JUNE 1896.

1 Subjects.	2 Numbers and Dates of Proceedings.	3 Date of Report to Secretary of State for India.	4 Numbers and Dates of previous Proceedings.
Lists of sanctioned and unsanctioned works.—The — (Engineering and Locomotive Departments) to accompany the capital budget estimates, South Indian Railway, for 1896–97, ordered to be forwarded to the Government of India.	1896. 11th June, No. 510 R.	...	27th April 1896, Nos. 385–86 R. 25th April 1896, No. 369 R.
Forwarded	11th June, No. 511 R.	...	.....
Establishment.—Sanction accorded to the — entertained for the Special Deputy Collector for the Peralam-Karikal Railway.	12th June, No. 513 R.	...	.....
Excess outlay.—The — of Rs. 3,133 incurred on the work of laying pipes to the staff quarters, sinking an additional well and raising the tank-house at Madura, South Indian Railway, sanctioned, pending the early submission of the completion report.	13th June, No. 529 R.	...	.....
South Indian Railway Revised Time-table.—The — embodying certain alterations, accepted, with remarks, as a tentative one, and sanctioned for adoption from 15th July next.	20th June, No. 547 R.	...	.....
Name and Code initials of a station on the East Coast Railway.—Correspondence ending with Government of India's approval to the name 'Kasimkota' with the Code initials 'K.S.K.,' being adopted for the old Anakápalle station, communicated to the Manager, East Coast Railway.	26th June, No. 560 R.	...	.....
Coal siding.—The sanction conveyed in G.O. No. 52 R., dated 18th January 1896, to the estimate of Rs. 9,696 for the new — near Veyasarpaudy, Madras Railway, cancelled; and the Deputy Adjutant-General, Madras Command, and the Collector of Madras informed that the land applied for in connection with the above siding is not now required.	27th June, No. 568 R.	...	.....

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

TABULAR STATEMENT OF MISCELLANEOUS PROCEEDINGS AND MATTERS OF ROUTINE,

RAILWAY,

FOR THE MONTH OF JUNE 1896.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in the North Rajupalaiyam village, Nellore district, ordered to be published in the *Fort St. George Gazette.*	1st June 1896, No. 488 R.	.....
M.R.Ry. T. Ratnasabhapathi Pillai.—The grant of the higher minimum pay of Rs. 80 per mensem from 2nd April 1896, to — appointed Accountant, 4th grade, on probation in the office of the Examiner, Guaranteed Railway Accounts, Madras, sanctioned.	4th do. do. No. 489 R.	.....
Locomotive Engines and Rolling stock.—Letter from the Government of India stating that sanction cannot be formally notified to the use of — and to the adoption of the General Rules for working railways under construction on the portion of the Karikal-Peralam Railway which is under the French jurisdiction, but that there is no objection to the use of the two former and to the adoption of the latter on the said railway, communicated to the Agent, South Indian Railway.	4th do. do. No. 490 R.	.....
Funds.—Sanction accorded to the transfer of Rupees 2,50,000 from the provision for stores purchased in India to the grant for outlay in England, South Indian Railway.	4th do. do. No. 491 R.	.....
Land.—Notification for the acquisition of — required for the East Coast Railway in the Tadepalli village, Kistna district, ordered to be published in the *Fort St. George Gazette.*	4th do. do. No. 492 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	4th do. do. No. 493 R.	.....
Land.—Notification for the acquisition of — required for the laterite quarry, Bezwada-Madras Railway, in the Ramapuram shrotriem hamlet in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	4th do. do. No. 494 R.	.....
South Indian Railway Board's letters.—Letter to the Government of India forwarding two copies each of the —, Nos. 169 and 170, dated 10th and 24th April 1896, respectively.	5th do. do. No. 495 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Third Assistant Locomotive Superintendent.—Letter to the Government of India requesting sanction to the appointment of a — on the South Indian Railway on a salary of Rs. 350—25—450 per mensem.	5th June 1896, No. 496 R.	.....
Minutes of official Meeting and Stores Committee, Madras Railway (*No.* 4 *of* 1896).—The —, held at Ráyapuram on the 24th April 1896, approved, and nine copies ordered to be forwarded to the Government of India.	5th do. do. No. 497 R.	.....
Forwarded	5th do. do. No. 498 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	6th do. do. No. 499 R.	.....
Land.—Notification for the acquisition of — required for a stone quarry for the Bezwada-Madras Railway in the Pathakalva shrotriem village, North Arcot district, ordered to be published in the *Fort St. George Gazette.*	6th do. do. No. 500 R.	.....
Draft Bill.—Letter to the Government of India stating that none of the railway administrations under the control of this Government have any objections to offer to the — to amend the law relating to the exemption from tolls of military establishments and property and also that it has the approval of the Joint Secretary, Railway Branch.	8th do. do. No. 501 R.	.....
Government of India Classified List and Distribution Return.—The corrected proof sheets of the — for the half-year ending 30th June 1896, returned to that Government, the former to Simla and the latter to Calcutta.	9th do. do. No. 502 R.	.....
Land.—Notification for the acquisition of — required for quarters for the Upper Subordinates, of the Bezwada-Madras Railway, Nellore district, ordered to be published in the *Fort St. George Gazette.*	9th do do. No. 503 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in the Kistna district, ordered to be published in the *Fort St. George Gazette.*	9th do. do. No. 504 R.	.....
Railway Extensions in Tanjore district.—Passing orders on resolution of the District Board regarding the investigation of certain —.	10th do. do. No. 505 R.	.....
Minutes of official meeting, South Indian Railway (*No.* 2 *of* 1896).—The —, held at Trichinopoly on the 9th April 1896, approved, and nine copies ordered to be forwarded to the Government of India.	10th do. do. No. 506 R.	.....
Forwarded	10th do. do. No. 507 R.	.....

Subjects.	Number and Date of Order	Numbers and Dates of previous Orders.
Mr. C. W. Hodson.—Letter from the Government of India stating that while — is in the service of Ceylon Government, his pay will be Rs. 1,600 *plus* exchange compensation allowance and deputation allowance under article 98, Civil Service Regulations, and that he will be entitled to travelling and halting allowances, communicated to the Examiner, Public Works Accounts.	11th June 1896, No. 508 R.	.....
Madura-Pámban Project.—Letter to the Government of India enquiring how the matter stands with regard to the — and whether this Government can do anything to forward the same.	11th do. do. No. 509 R.	.....
Charge allowance.—Sanction accorded to the grant of a — of Rs. 10 per mensem to Hospital Assistant M. Kannan employed on the Arsikere-Mangalore Railway Survey, with effect from 6th September 1895.	12th do. do. No. 512 R.	.....
Railway extension.—Certain petitioners praying for — from Bezwada to Masulipatam informed that the Government of India has decided to defer the consideration of the proposed extension until the effect of the opening of the East Coast Railway on the course of trade is more apparent.	12th do. do. No. 514 R.	.....
Land.—Notification for the acquisition of — required for a quarry for the Bezwada-Madras Railway in the Chingleput district, ordered to be published in the *Fort St. George Gazette.*	12th do. do. No. 515 R.	.....
Land.—Notification for the acquisition of — required for a laterite quarry for the Bezwada-Madras Railway in the Chingleput district, ordered to be published in the *Fort St. George Gazette.*	12th do. do. No. 516 R.	.....
Land.—Notification for the acquisition of — required for Kunker quarries for the Bezwada-Madras Railway in the Chingleput district, ordered to be published in the *Fort St. George Gazette.*	12th do. do. No. 517 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	13th do. do. No. 518 R.	.....
Land.—Notification for the acquisition of — required for a Kunker line quarry for the Bezwada-Madras Railway in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	13th do. do. No. 519 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	13th do. do. No. 520 R.	.....
Land.—Notification for the acquisition of — required for a laterite stone quarry for the Bezwada-Madras Railway in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	13th do. do. No. 521 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Waterman.—Sanction accorded to the inclusion in the monthly salary bills commencing from 1st June 1896 of a Brahmin — for the office of the Consulting Engineer for Railways, at Re. 1 per mensem.	13th June 1896, No. 522 R.	.....
Memorial.—Forwarding to the Government of India, for such action as may be deemed necessary, a — from Mr. C. F. Farewell, Temporary Engineer, praying that he may be granted an appointment on a graded list of Engineers on a non-pensionable scale and be allowed the advantages of such appointment.	13th do. do. No. 523 R.	.....
Exchange Compensation Allowance.—Letter to the Government of India enquiring when a reply may be expected to the reference relating to the grant of — to Mr. T. H. LeMesurier, Assistant to the Agent, South Indian Railway.	13th do. do. No. 524 R.	.....
Rutlam-Ujjain Railway.—Memorandum from the Government of India forwarding copy of the notification adding the portions occupied by the — to the entries in the notification issuing rules for the control of arms and ammunition on the Rajputana-Malwa Railway, communicated to the Agents, Madras, South Indian and His Highness the Nizam's Railways for information and guidance.	13th do. do. No. 525 R.	.....
General Rules of 1895 *for working open lines of railway in British India administered by the Government.*—Circular from the Government of India making certain amendments in the — and directing that the General Rules so modified, shall come into force from the 1st August 1896, communicated, with remark, to railway administrations for information.	13th do. do. No. 526 R.	.....
Madras Railway.—Letter to the Government of India forwarding for sanction an estimate amounting to Rs. 37,260 for fitting 10 engines and tenders and 50 carriages with automatic vacuum brake gear on the —.	13th do. do. No. 527 R.	.....
Medicines.—Sanctioning, as a special case, the purchase of — for Rs. 27-10-0 for use on the Arsikere-Mangalore Railway Survey.	13th do. do. No. 528 R.	.....
Police Force.—Letter to the Government of India forwarding an extract from a letter from the Board of Directors, Madras Railway, authorising the Agent to accept a debit of $\frac{7}{10}$ths of the cost of the — provided at stations on the Kolar Gold Fields Railway with the exception of Bowringpett, and stating that the details of the "watch and ward" force employed on the same railway will be forwarded in due course.	15th do. do. No. 530 R.	.....
Land.—Notification for the acquisition of — required for a laterite stone quarry for the Bezwada-Madras Railway in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	17th do. do. No. 531 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Land.—Notification for the acquisition of — required for carts to load at Kovur quarry for the Bezwada-Madras Railway in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	17th June 1896, No. 532 R.	.....
Mr. Lightfoot.—Correspondence fixing the date of the commencement of the services of — which will count towards leave, communicated to the Examiners, Public Works and Railway Accounts, for information.	17th do. do. No. 533 R.	.....
Land.—Notification for the acquisition of — required for the South Indian Railway staff quarters in the Madura district, ordered to be published in the *Fort St. George Gazette.*	17th do. do. No. 534 R.	.....
Deputation allowance.—Forwarding for the orders of the Government of India copy of a letter from the Agent and Manager requesting sanction to the adoption, on the Madras Railway, of the rule regulating the — to be granted to officers transferred on duty from the mofussil to Madras and to the grant of an allowance of Rs. 100 per mensem to Mr. E. W. Stoney for the period during which he officiated as Chief Engineer, Madras Railway.	17th do. do. No. 535 R.	.....
Increase in the pay of the Chief Auditor and of his First Assistant, Madras Railway.—Forwarding, with remarks, for the orders of the Government of India, a letter from the Agent together with an extract from a letter from the Board of Directors proposing certain —.	17th do. do. No. 536 R.	.....
Mr. H. J. Oddie, Executive Engineer, Arsikere-Mangalore Railway Survey.—Forwarding to the Government of India a letter from —, dated 25th May 1896 (confidential).	19th do. do. No. 537 R.	.....
Presidency Allowance.—Sanction accorded to the grant of — at Rs. 30 per mensem to Mr. T. Ratnasabhapati Pillai, Accountant, in the office of the Examiner, Railway Accounts, Madras.	19th do. do. No. 538 R.	.....
Land.—Notification for the acquisition of — required for a stone quarry for the Bezwada-Madras Railway in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	19th do. do. No. 539 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in the Chingleput district, ordered to be published in the *Fort St. George Gazette.*	19th do. do. No. 540 R.	.....
Land.—Notification for the acquisition of — required for the extension of quarry siding at Kadambur station, South Indian Railway, ordered to be published in the *Fort St. George Gazette.*	19th do. do. No. 541 R.	.....
Land.—Notification for the acquisition of — required for digging pits for the East Coast Railway in the Agraharam village, Vizagapatam district, ordered to be published in the *Fort St. George Gazette.*	19th do. do. No. 542 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Objectionable items.—Orders on the statement of — in the accounts of Executive Engineers remaining unremedied to end of April 1896, Railway Survey Branch, Madras Province.	20th June 1896, No. 543 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	20th do. do. No. 544 R.	.....
Land.—Notification for the acquisition of — required for assignment in exchange for service inams taken up for the East Coast Railway in the Gódávari district, ordered to be published in the *Fort St. George Gazette.*	20th do. do. No. 545 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in the Nellore district, ordered to be published in the *Fort St. George Gazette.*	20th do. do. No. 546 R.	.....
"*List of railways in India which have been surveyed, reconnoitred or proposed, but not sanctioned.*"—Letter to the Government of India requesting to be furnished with four more copies of the —.	22nd do. do. No. 548 R.	.....
Land.—Notification for the acquisition of — required for staff quarters at Nandalur station, Madras Railway, ordered to be published in the *Fort St. George Gazette.*	22nd do. do. No. 549 R.	.....
South Indian Railway Provident Institution.—Letter to the Government of India requesting its sanction to the funds of the —, deposited in the Bank of Madras, being allowed on a maximum balance of Rs. 1,00,000 such rate of interest as shall be current for deposits in the Savings Bank from time to time.	23rd do. do. No. 550 R.	.....
Tinnevelly-Quilon Railway Survey.—The Resident in Travancore and Cochin requested to arrange for the early remittance of Rs. 784-7-1 being the expenditure incurred on the — in excess of the contribution paid by the Travancore Durbar.	23rd do. do. No. 551 R.	.....
Establishment Rolls and Working Estimates, South Indian Railway, for 1896-97.—The —, approved, and copies ordered to be forwarded to the Government of India.	24th do. do. No. 552 R.	.....
Forwarded	24th do. do. No. 553 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in Nellore district, ordered to be published in the *Fort St. George Gazette.*	26th do. do. No. 554 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in the *Fort St. George Gazette.*	26th do. do. No. 555 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Land.—Notification for the acquisition of — required for the East Coast Railroad in Gódávari district, ordered to be published in the *Fort St. George Gazette.*	26th June 1896, No. 556 R.	.....
Land.—Notification for the acquisition of — required for the East Coast Railway in Gódávari district, ordered to be published in the *Fort St. George Gazette.*	26th do. do. No. 557 R.	.....
Agreement for working the Kolar Gold Fields Railway.—Letter to the Government of India forwarding, with remarks, a copy of the — assigned by the Dewan of Mysore and accepted by the Agent, Madras Railway, on behalf of his Board of Directors and recommending that it may be sanctioned.	26th do. do. No. 558 R.	.....
Burma Mails.—Forwarding to the Government of India with the recommendations of this Government a letter from the Madras Chamber of Commerce advocating the adoption of the Bombay-Madras route for the carriage of the — in place of that *viâ* Calcutta.	26th do. do. No. 559 R.	.....
General Rules of 1895 *for working open lines of Railway in British India administered by the Government.*—Letter to the Government of India forwarding an application from the Agent, South Indian Railway, for formal sanction to the adoption, with certain exceptions, of the amended —.	26th do. do. No. 561 R.	.....
Ennur section of the Bezwada-Madras Railway.—Letter to the Government of India informing that sanction has been accorded to the closing of the Korkupet station and to the opening of a new station, as an experimental measure, at Thangal on the —, and requesting its approval to the proposed name, in English and vernacular, and to the code initials of the latter station.	26th do. do. No. 562 R.	.....
Form.—Forwarding for the approval of the Government of India proof copies of — of goods consignment note, &c., printed for use on the Madras Railway.	26th do. do. No. 563 R.	.....
Indian Army Reserve of officers.—Letter to the Government of India stating that the names of the officers of the Railway Branch who volunteer for service in the — have been included in the statement forwarded with letter No. 3220 W., dated 16th December 1895.	26th do. do. No. 564 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in the *Fort St. George Gazette.*	27th do. do. No. 565 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in the *Fort St. George Gazette.*	27th do. do. No. 566 R.	.....
Land.—Notification for the acquisition of — required for the Bezwada-Madras Railway in Nellore district, ordered to be published in the *Fort St. George Gazette.*	27th do. do. No. 567 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Mr. C. H. Cresswell, chief clerk of the Acting Traffic Manager's office, South Indian Railway, permitted to draw batta for the period from the 19th to the 30th April 1896, during which he stayed at Madura to assist the Assistant Traffic Manager in the Chittarai festival.	27th June 1896, No. 569 R.	.....
Mr. A. Conley, Deputy Examiner of Railway Accounts.—Letter to the Government of India forwarding a revised certificate of title to leave on behalf of —.	27th do. do. No. 570 R.	.....
Automatic Vacuum brake gear.—Letter to the Government of India reporting that no special sanction of the Madras Railway Board to the estimate for — already submitted to that Government is thought necessary, as the Board has already approved of the submission of an annual indent for the quantity of brake gear estimated.	27th do. do. No. 571 R.	.....

No.

No. of G. O.	For what purpose.	When taken.	Name of the party by whom taken.

500—4-10-94.

No. of G. O.	For what purpose.	When taken.	Name of the party by who taken.

No. of G. O.	For what purpose.	When taken.	Name of the party by whom taken.

Miss R. for Jewellery.

P. W. D.

No.

MEMORANDUM of Papers removed from the Records of the Madras Government for reference.

536 R Rect. 7088 6/8/1
550 R Rect. 7087 6/8/1
549 R file 2638 11.1.55
~~508 R~~
~~11-1-55~~ for Mr Egerton Engr
12/4/01