Ldn. No. 713 of 18.8.96

No. 594 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

To

THE DIRECTOR GENERAL OF RAILWAYS.

Simla, the 30th July 1896.

SIR,

With reference to your Memo. No. 324 T., dated 29th June 1896, I am directed to confirm your action in informing the Manager, North Western railway, that the definition of the term "Authorised officer" in revised rule 1 (17) of Part I of the open line general rules promulgated under Government of India Circular No. 3 Ry. of 1896, applies also to rule 1 (5) Part II of the rules issued with Government of India Circular No 6 Ry. of 1895.

I have the honour to be,

SIR,

Your most obedient servant,

G. A. ANDERSON,
Offg. Under Secretary.

No. 595 R. T., dated 30th July 1896.

Copy forwarded to the Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab; the Chief Commissioners of the Central Provinces, Burma, and Assam; the Residents at Hyderabad and in Mysore; the Agents to the Governor General for Rajputana, Central India, and Baluchistan; the Consulting Engineers to the Government of India for railways, Calcutta, Lucknow and Assam; and to the Accountant General, Public Works Department, for information.

By order,

G. A. ANDERSON,
Offg. Under Secretary.

Documents accompanying.

Nil.

G. C. Press, Simla.—No. 868 P. W. D.—31-7-96.—750.

Station 713 R
18/8/96

No. 594 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

TO

THE DIRECTOR GENERAL OF RAILWAYS.

Simla, the 30th July 1896.

SIR,

With reference to your Memo. No. 324 T., dated 29th June 1896, I am directed to confirm your action in informing the Manager, North Western railway, that the definition of the term "Authorised officer" in revised rule 1 (17) of Part I of the open line general rules promulgated under Government of India Circular No. 3 Ry. of 1896, applies also to rule 1 (5) Part II of the rules issued with Government of India Circular No 6 Ry. of 1895.

I have the honour to be,

SIR,

Your most obedient servant,

G. A. ANDERSON,
Offg. Under Secretary.

No. 595 R. T., dated 30th July 1896.

Copy forwarded to the Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab; the Chief Commissioners of the Central Provinces, Burma, and Assam; the Residents at Hyderabad and in Mysore; the Agents to the Governor General for Rajputana, Central India, and Baluchistan; the Consulting Engineers to the Government of India for railways, Calcutta, Lucknow and Assam; and to the Accountant General, Public Works Department, for information.

By order,

G. A. ANDERSON,
Offg. Under Secretary.

Documents accompanying.

Nil.

G. C. Press, Simla.—No. 868 P. W. D.—31-7-96.—750.

No. 594 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

To

THE DIRECTOR GENERAL OF RAILWAYS.

Simla, the 30th July 1896.

SIR,

With reference to your Memo. No. 324 T., dated 29th June 1896, I am directed to confirm your action in informing the Manager, North Western railway, that the definition of the term "Authorised officer" in revised rule 1 (17) of Part I of the open line general rules promulgated under Government of India Circular No. 3 Ry. of 1896, applies also to rule 1 (5) Part II of the rules issued with Government of India Circular No 6 Ry. of 1895.

I have the honour to be,

SIR,

Your most obedient servant,

G. A. ANDERSON,
Offg. Under Secretary.

No. 595 R. T., dated 30th July 1896.

Copy forwarded to the Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab; the Chief Commissioners of the Central Provinces, Burma, and Assam; the Residents at Hyderabad and in Mysore; the Agents to the Governor General for Rajputana, Central India, and Baluchistan; the Consulting Engineers to the Government of India for railways, Calcutta, Lucknow and Assam; and to the Accountant General, Public Works Department, for information.

By order,

G. A. ANDERSON,
Offg. Under Secretary.

Documents accompanying.

Nil.

G. C. Press, Simla.—No. 868 P. W. D.—31-7-96.—750.

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 713 Ry.

DATED 18th August

171 Ry 26.2.96.
464 Ry 22.5.96.
526 Ry 13.6.96.

[Despatch Abstract.]

Definition. — Government of India letter regarding the application of the — of the term "authorised officer" in revised rule I (17), of Part I of the open line general rules promulgated under Govt of India circular, No 3 Railway of 1896, Communicated to Railway administrations.

[P. W. Dy. 760—26-8-99.]

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.

Documents Accompanying
Ex.

Disp. 26/2

Re Form No. 12.

SERIAL No. 17

No. 171

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Calcutta

26th February 1896.

SIR,

With reference to your letter No. 709 R.T. dated 28th November 1895, I am directed to forward herewith the remarks made by the Agents of the Madras & S. I. Railways together with those of the Senior Govt. Inspector of this department on the proposed modifications in some particulars of the rules of 1895 for working Railways. —

Fwd 21/2/96

B

No: 171 R of 26-2-96

B. Form No. 12.

No. 464

SERIAL No. 18

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secy. to the Govt. of India,

P. W. Department.

Simla

Dated 22nd May 1896.

Sir,

I am directed to request the favor of early orders on letter from this Government No: 171 R of 26th February 1896 forwarding the remarks of the Agents Madras & S. M. Railways and of the Senior Govt. Inspector of Railways on the proposed modification in some of the General rules of 1895 for working open lines of railway.

I have &c

24/5

Document received

24/5

Despatched on 22.5.96

B/- No. 464. Dated 22. 5. 96

8/16

[*General Distribution.*]

SERIAL No. 19

Circular No. 3 Railway.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Simla, the 22nd May 1896.

General Rules of 1895 for working open lines of railway in British India administered by the Government.

READ—

Section 47 of the Indian Railways Act, 1890.

Government of India, Public Works Department Circular No. 6 Ry., dated 12th March 1895, promulgating certain general rules made under section 47 of the Indian Railways Act, 1890, for the guidance of the public and railway officials employed on open lines of railway in British India administered by the Government, and directing that the administrations of railways not so administered should be invited to move for sanction to the application of the said general rules subject to such modifications as might be considered necessary in each case.

Government of India, Public Works Department Circular No. 15 Railway, dated 22nd July 1895, postponing the date of introduction of the general rules referred to above to 1st January 1896.

Government of India, Public Works Department Circular No. 19 Ry., dated 9th December 1895, further postponing the date of introduction to 1st July 1896.

Director General of Railways' letter No. 195 T., dated 25th April 1896, and enclosures.

OBSERVATIONS.—Certain railway administrations have proposed modifications in some of the general rules cited in the preamble which were framed under section 47 of the Indian Railways Act, 1890, for the guidance of the public and railway officials employed on open lines of railway in British India administered by the Government, and the Director General of Railways has applied for sanction to adopt the said modifications on State Railways, with certain further amendments.

RESOLUTION.—The Governor General in Council having considered the suggestions put forward is pleased, in exercise of the powers conferred by section 47 of the Indian Railways Act, 1890, to approve of the adoption of the amended rules, as set forth in the schedule to this resolution, in place of the corresponding rules promulgated under Circular No. 6 Ry., dated 12th March 1895, on all lines of railway in British India administered by the Government, and for the time being used for the public carriage of passengers, animals, or goods, and to direct that the said General Rules so modified shall, in supersession of the orders in Circular No. 19 Ry., dated 9th December 1895, come into force on the above mentioned railways from the 1st August 1896, and that their introduction on the railways not administered by Government be postponed until further orders.

The Governor General in Council also desires that the said amended rules may be brought to the notice of the administrations of the several railways not administered by the Government, and that the Agents and Managers of those railways may be invited to submit formal applications for the adoption of the general rules as modified.

P. W. CURRENT No. 4964

ORDER.—Ordered, that this circular, with the schedule annexed, be published under a notification in Part I of the *Gazette of India* as required by section 47, sub-section (3) of the Indian Railways Act, 1890, and that the General Rules as now amended be kept for inspection at railway stations as directed by sub-section (6) of the same section.

Ordered also, that a copy of this circular and its enclosure be communicated to the Local Governments and Administrations, and to the Officers noted in the margin for information and guidance, and to the Governments of the North-Western Provinces and Oudh, and the Punjab, the Chief Commissioner of the Central Provinces, the Agents to the Governor-General in Central India and Baluchistan, the Resident in Mysore, and to the Accountant General, Public Works Department, for information.

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

By order, 1.6.96

Offg. Under Secretary.

Document accompanying.

Schedule showing modifications of the open line General Rules promulgated with Government of India Circular No. 6 Ry., dated 12th March 1895.

To The Joint Secretary to the Govt of Madras Public Works Dept Railway Branch

G. C. Press,—Simla.—No. 324 P. W. D.—23-5-96—950.

81517

Enclosure to Government of India, Public Works Department Circular No. 3 Ry. of 1896.

Schedule showing modifications of the open line general rules circulated with Government of India Circular No. 6 Railway, dated 12th March 1895.

PART I.

1. (17). "Authorised officer" means the person who is duly empowered by general or special order of the railway administration, either by name or by office, to issue instructions or to do any other thing of the nature referred to in each case.

NOTE.—Such order shall not empower an authorised officer to depute the power conferred upon him thereby to any other person.

67. The guard or person in charge of a ballast train on any part of the main line outside station limits shall be responsible that the line is cleared and the Station Master advised not less than ten minutes before a train is due. On lines worked on the "Absolute block" system the line must be cleared and the Station Master advised not less than five minutes before a train is due to enter the section from either end.

69. A Fixed or Permanent signal is a signal erected for controlling the movement of trains, and is constructed with one or more semaphore arms, discs or other appliances for use by day and lamps for use by night.

N. B.—A Point Indicator, *vide* rule 73, is not a signal.

70. No Fixed or Permanent signal shall be used unless it is constructed to show "danger" in case of any failure in its connections.

72 (1). Fixed or permanent signals, especially when used as "Distant signals," "Main signals" (otherwise called "Station signals," or "Home signals") and "Starting signals" shall ordinarily be of the semaphore type.

72 (2). Distant signals are signals placed at a considerable distance from the station and shall, except when under the proviso to Rule 101 they are used as stop signals, be distinguished by a notched arm, thus—

72 (7). Distant, Main and Starting signals shall be used only in connection with trains approaching, entering, or leaving stations, respectively, and shall not be used for shunting or for any purpose other than the control of trains as aforesaid.

72 (8). When a Disc signal is used as a Fixed or Permanent signal, a disc, bar or other appliance must be exhibited by day and the lights prescribed in rule 71 by night.

73. Point Indicators are appliances attached to points to show for which road the points are set, and shall be so constructed as to be easily distinguished from Fixed or Permanent signals.

Point indicators will apply to all vehicles, whether forming part of a train or not, passing over the lines to which they refer.

85 (1). Shunting operations shall be controlled either by "Fixed or Permanent signals," specially set apart for the purpose, or by hand signals, or by verbal directions as occasion may require.

85 (4). When after a Main or Distant signal has been lowered to admit a train, it is found necessary to obstruct the line on which the train is to be received, the signal must be replaced at danger, and the train brought to a stand before the obstruction is permitted.

86 (1). Except in case of emergency, Platelayers or other workmen employed on the permanent-way shall not work under the protection of the Fixed or Permanent signals, but must invariably use special signals.

91 (2). Unless this duty is imposed on some other railway servant by the authorized officer, the Station Master shall be held responsible that the signals are not lowered to admit a train until all facing points over which the train will pass are correctly set and secured and trailing points correctly set, and that the line over which the train will pass is free from obstructions.

110. When a train has been shunted for another train to pass, the side-lamps must be reversed or so disposed as to avoid showing red to a following train.

113 (1). Unless this duty is imposed on some other railway servant by the authorised officer, the Station Master will be responsible that all facing points over which a train will pass are correctly set and secured and trailing points correctly set.

He will be similarly responsible that all safety points and catch sidings, when it is not necessary that they should be opened, are closed and secured against the line which they are intended to protect.

N.B.—Old rules 73 (1) and 73 (2) are amalgamated and recast and become 72 (8). 73 (3) is recast as 73 above, and old rule 91 (2) becomes 91 (1).

Schedule showing modifications of the open line general rules circulated with Government of India Circular No. 6, Railway, dated 12th March 1895—*contd.*

142. The Guard in charge of a train must satisfy himself, before the train is despatched from any station and during the journey,—

* * * * * * * * *

(*c*) that the vehicles are in good order and properly coupled up, and if sheeted, that the sheets are properly secured,—

* * * * * * * * *

(*f*) that the windows of all empty compartments and all lamp-holes are closed.

155. No wagon or truck shall be so loaded as to exceed the maximum gross load on the axles prescribed by the Governor General in Council under the Indian Railways Act, 1890, section 19, sub-section (*1*), clause (*c*), or other less load prescribed by the authorised officer.

166 (*3*). If the Guard or the Station Master has reason to apprehend danger from any such vehicle before it can be inspected by a Carriage and Wagon Examiner, the guard shall consult the driver, and if, after such consultation, he considers it necessary to do so, he shall have the vehicle detached from the train.

187. The station Master must see that the shunting of trains or the crossing of trains from one line to another is performed only at such times and in such a manner as will not involve danger.

211. Each Inspector of permanent-way or authorised officer must see that all broken or defective rails, chairs, sleepers or other permanent-way materials on the length of line under his charge are removed from the road with the least possible delay, and that sound materials are substituted for them.

212. Each Ganger must—

* * * * * * * * *

(*c*) unless that duty is imposed on some other railway servant by the authorised officer, keep the fences thereof in repair.

218. (*1*). No Inspector of permanent-way or authorised officer shall change or turn a rail or commence any operation which would obstruct the line and necessitate the showing of a danger signal,—

(*a*) if within station limits,—

until he has obtained the permission of the Station Master and has seen that special signals prescribed in rule 86, clause (2) are clearly exhibited and until all necessary signals have been placed at "danger;" or

(*b*) if outside station limits,—

until he has seen that—

(i) a "danger" signal has been plainly shown, and

(ii) two detonators have been placed on the line, ten yards apart, at a distance of at least three-quarters of a mile from the place of obstruction, on a double line in the direction from which trains come on the line obstructed, and on a single line in both directions.

(*2*). In case (*a*), the signals must, if necessary, be kept at danger as provided in rule 91 (3) until the Station Master has been informed by the Inspector of permanent-way or authorised officer that the line is again clear and safe for traffic.

(*3*). In either case the Inspector of permanent-way or authorised officer must himself be present at the spot until the line is clear.

224 (*1*). Ballast shall not be thrown up between the rails higher than rail level and must be thrown as much as possible on the outside of each line or between the two roads.

231. The person in charge of a wagon, truck, lorry, or other impediment causing an obstruction on any line on which a train is expected shall be responsible that the obstruction is removed and the Station Master advised not less than ten minutes before the train is due. On lines worked on the "Absolute block" system, the obstruction must be removed and the Station Master advised not less than 5 minutes before the train is due to enter the section from either end.

PART II.

23. Except as provided in Appendix B. rule 6—VI (*e*), vehicles loaded with explosives shall be sent only with a goods train, and shall be placed in the rear of the train, but not next the rear brake-van.

Provided that vehicles loaded with ammunition or other explosives belonging to troops may be sent with the train by which the troops travel, but must be placed next behind the front brake-van.

G. C. Press, Sim'a.—No. 324 P. W. D.—23-5-96.—950.

(R.) Form No. 8.

No. 526. Rdated 13.6.96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

SPECIAL No. 20

READ the following

Circular from the Government of India P.W.D., no 3 Ry dated 22nd March 96

Communicated to railway administrations for information & submission of the abbreviation referred to in para 2 of the Resolution

AM. 9/6.

4/6. 12/6

D.P.

Reminder 6 A.M.
M.G.S.R & Nil:R. - dated 13/7/96.

Agent Madras Ry
" S.I. Ry
" Nizam's Ry
Chief Engineer,
Ex: Engineer,
Judicial Deptt.

Despd on 16.6.96

Bf No. 526 R dated 13.6.96

OLS 205
OLS 233

2/1716

17/6

No. 594 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

To

THE DIRECTOR GENERAL OF RAILWAYS.

Simla, the 30th July 1896.

SIR,

With reference to your Memo. No. 324 T., dated 29th June 1896, I am directed to confirm your action in informing the Manager, North Western railway, that the definition of the term "Authorised officer" in revised rule 1 (17) of Part I of the open line general rules promulgated under Government of India Circular No. 3 Ry. of 1896, applies also to rule 1 (5) Part II of the rules issued with Government of India Circular No 6 Ry. of 1895.

I have the honour to be,

SIR,

Your most obedient servant,

G. A. ANDERSON,
Offg. Under Secretary.

No. 595 R. T., dated 30th July 1896.

Copy forwarded to the Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab; the Chief Commissioners of the Central Provinces, Burma, and Assam; the Residents at Hyderabad and in Mysore; the Agents to the Governor General for Rajputana, Central India, and Baluchistan; the Consulting Engineers to the Government of India for railways, Calcutta, Lucknow and Assam; and to the Accountant General, Public Works Department, for information.

By order,

G A Anderson

Offg. Under Secretary.

Documents accompanying.

Nil.

G. C. Press, Simla.—No. 868 P. W. D.—31-7-96.—750.

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

7234

Acc. No. 8 94

(R.) Form No. 8.

No. 713 R dated 18.8.96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

B/

PROCEEDINGS OF THE MADRAS GOVERNMENT

CONFIDENTIAL
No. 24

READ the following

Endorsement from the Government of India P.W.D. } No. Rv. 5942 I. dated 30 July 96

Communicated to railway administration for information with reference to G. O. No. 213 R dated 3rd June 1895 and 526 R dated 13 June 1896.

C
13/8 R

To Retrenchment branch Ry dept 21/8
-- Agent S. I. Ry
-- -- Nizam's Ry 26/8/96
-- Engineer-in-chief Nizam's Ry 26/8/96
-- Ex. Engr. Ry Circle 26/8/96
-- Financial department 26/8/96

Dy 44