

**PUBLIC WORKS DEPARTMENT.**

**General rules for working open lines of railway in British India administered by the Government.**

**NOTIFICATIONS. No. 174**

**Dated Simla, the 7th May 1892.**

No. 174.- The following are published for general information:

Resolution by the Government of India, Public Works Department, -Circular No.3 (Railway), dated the 19th April 1892.

OBSERVATIONS. -In exercise of the powers conferred by section 47, sub-sections (1) and (2) , of the Indian Railways Act (IX of 1890), and Public Works Department Notification No. 267, dated the 11th June 1890, the Director-General of Railways has made the accompanying general rules for all open lines of railway in British India administered by the Government.

RESOLUTION. - The Governor-General in Council is pleased, in supersession of all previous rules on the subject, so far as they affect State Railways in British India worked directly by the Government, to sanction, with effect from the 1st August 1892, the application of the accompanying general rules to all open lines of railway in British India administered by Government.

2. State Railway Administrations are empowered by clause (b) of section 101 of the Indian Railways Act (IX of 1890) to make subsidiary rules not inconsistent with these general rules.
3. The Governor-General in Council desires that the accompanying general 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 lines may be invited to submit a formal application for the adoption of these general rules with such modifications as may be necessary in each case.

ORDER.- Ordered that this Resolution, with the general rules, be published under a Notification in Part I of the Gazette of India, as directed by section 47, sub-section (3) , of the Indian Railways Act (IX of 1890), and be further notified to the railway servants and to the public by a copy thereof being kept open to inspection, free of any charge, in the office of the station-master of every station on the said State Railways.

Ordered also that this Resolution and its enclosure be communicated to the Local Governments, Administrations, and officers noted in the margin for information and guidance; also to the Accountant-General, Public, Works Department for information.

## **INDIAN STATE RAILWAYS.**

### **GENERAL RULES FOR ALL OPEN STATE RAILWAYS IN BRITISH INDIA.**

#### **CHAPTER I.-PRELIMINARY.**

1. These rules shall be held applicable to, and are to be observed on, all State Railways in British India used for the public carriage of passengers, animals, or goods, except any railway which is specially exempted from their operation by the Governor-General in Council.

Catchwords.

2. The catchwords in the margin of these rules have been added merely for the purpose of facilitating reference; they are not to be held either as forming an integral part of the rules, or as in any way giving an interpretation to the rules to which they are annexed.

Definitions.

3. (1) In these rules, unless there is something repugnant in the subject or context,-

**“Written” instructions, &c,**

- (a) “Written” instructions, orders, forms, &c., include documents which are printed, lithographed, or prepared by any other process, and instructions which are sent by telegraph;

**“Main line.”**

- (b) “Main line” means the line ordinarily used by trains to run through and between stations on any part of a railway;

**“Train.”**

- (c) “Train” means an engine with or without vehicles attached;

**“Passenger train.”**

- (d) “Passenger train” means a train intended solely or mainly for the carriage of passengers and other coaching traffic;

**“Goods train”**

- (e) “Goods train” means a train intended solely or mainly for the carriage of general merchandise, and includes-

- (i) a train carrying live-stock,
- (ii) a train carrying minerals, and
- (iii) a train carrying materials;

**“Mixed train.”**

- (f) “Mixed train” means a train intended for the carriage of both passengers and goods, or of passengers, animals, and goods;

**“Ballast train.”**

- (g) “Ballast train” includes a train intended for the carriage of stone or material or fuel when picked up or put down between stations;

**“Ordinary train.”**

- (h) “Ordinary train” means a train, whether passenger, goods, or mixed, which is entered in the working time-tables;

**“Special train.”**

- (i) “Special train” means any train which is not an “ordinary train;”

**“System of working.”**

- (j) “System of working” means the system adopted for the time being on any portion of a railway as prescribed in Rule 4 and detailed in Chapter II, Sections II to VII, inclusive;

**“Station.”**

- (k) “Station” means any place-
- (i) at which traffic is booked and authority is given for trains to proceed, or
  - (ii) at which authority is given for trains to proceed under the “system of working;”

**“Station limits.”**

- (l) “Station limits” include all traffic lines and premises within the distant signal or signals, if such be provided; or,  
where no distant signal is provided, the “station limits” extend to the outside points; or,  
where there are no points and no distant signal, the “station limits” extend to the ends of the platform, or other positions fixed by the authorized officer in each case;

**“Authorized officer.”**

- (m) “Authorized officer” means the person who usually issues instructions of the nature referred to in each case;

**“Special instructions.”**

(n) “Special instructions” mean instructions given by the “authorized officer;”

**“Station-master.”**

(o) “Station-master” means the person on duty responsible for the time being for working the trains and traffic within “station limits,” and includes-

- (i) an assistant station-master.
- (ii) a traffic inspector,
- (iii) a clerk in charge, and
- (iv) any other person appointed to the charge of a station;

**“Ganger.”**

(p) “Ganger” means the man in charge of a gang of men employed on repairing the permanent –way, whatever he may be called on any particular railway;

**“Driver.”**

(q) “Driver” means the person in charge for the time being of a working locomotive engine;

**“Station signal.”**

(r) “Station signal” means the signal which on some railways is called “main” or “home” or “platform” signal;

**“Guard.”**

(s) “Guard” includes the under-guard and any brakesman or other person who may for the time being be performing the duties of a guard; and

**“Servant.”**

(t) “Servant” means any person employed to perform any function in connection with a railway.

**Other words.**

(2) Unless there is something repugnant in the subject or context, words defined in the Indian Railways Act (IX of 1890) have the meanings in these rules assigned to them in that Act.

**CHAPTER II.**

**RULES FOR REGULATING THE MODE IN WHICH, AND THE SPEED AT WHICH, ROLLING STOCK USED ON THE RAILWAY IS TO BE MOVED OR PROPELLED, AND GENERALLY FOR REGULATING THE TRAVELING UPON AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.**

## SECTION I.

### System of working trains –General Rules.

System of working.

4. Every line of State railway upon which engine-power is used for the public carriage of passengers, animals, or goods must be worked on one of the following systems, namely,-

“Line clear and caution message,”

“Train following,”

“Absolute block,”

“Train staff and Ticket,”

“Pilot Guard,”

“One engine only,”

in accordance with the rules laid down in Sections II to VII for the system adopted.

Time.

5. Madras time, or such time as is adopted on each railway in India, shall be sent to the principal stations in accordance with special instructions.

Interval of time between trains.

6. Where the absolute block system as prescribed in Section IV is not in operation, no train shall be allowed to follow any other train on the same line within 10 minutes unless it has been ascertained that the preceding train has arrived at the next station in advance.

Following trains.

7. Where the line is not worked under the absolute block system, no passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train, from a station within 15 minutes, nor, even then, until the driver has been properly warned of the time of the departure of the preceding train and where it will next stop. But in case the distance to the next station in advance exceeds 10 miles, the interval must be increased under special instructions.

Ballast train working between stations.

8. In case a train may have to stop between stations to take up or put down material, the permission of the station-master of the last station before the stoppage has to be made must be obtained before the train leaves such station. The station-master must take care to give all necessary instructions.

Double and single line working.

9. (1) On a double line trains must invariably be run on the left-hand road, except under special instructions to the contrary and in accordance with Rule 10.
- (2) On a single line no train shall be permitted to leave one station for another until it has been ascertained that the line between those stations is clear of trains coming from the opposite direction and of all impediments as far as can be known.
- (3) When allowable under the system adopted for working, trains may on both single and double lines follow one another between stations in the same direction under special instructions and in accordance with Rules 6 and 7.

When line is blocked.

10. On the double line, should an accident block one of the lines of railway so as to necessitate the passing of all up and down trains on a single line, immediate steps must be taken to establish single line working on the rules adopted by the railway concerned for working in such cases.

Running of special trains or light engines.

11. No special train or light engine shall leave a station unless previous notice has been given to all stations concerned.

Engine not to push.

12. No engine shall be allowed to push a train, or portion of a train, or fuel truck, unless within station limits, or under special instructions.

## SECTION II.

### Rules for working trains on the system termed "line clear and caution message" in Rule 4.

Signals not dispensed with.

13. The working of trains on the "line clear and caution message" system does not in any way dispense with the use of station, distant, or other signals whenever and wherever such signals may be requisite.

Line clear and caution messages.

14. Under this system no train shall be permitted to leave one station for another-  
until it has been ascertained by means of the electric telegraph that the line on which the train will travel between those stations is absolutely clear of trains and of all impediments as far as can be known, in which case a "line clear" message must be obtained in the manner prescribed in the special instruction; or

unless the line is occupied only by trains running in advance and in the same direction at time intervals, in which case a “caution” message must be obtained in the manner prescribed in the special instructions.

Following trains.

15. Trains may follow one another between stations in the same direction on both single and double lines, subject to the following conditions in addition to those prescribed in Rules 6 and 7:-
- (a) No train shall be allowed to follow another unless permission has been obtained in each and every case from the station to which the train is proceeding.
  - (b) The “caution” message shall contain an entry of the time at which the preceding train left the station.
  - (c) When a flag station or station without telegraph intervenes between two telegraph stations, special instructions must be issued regarding following trains, e.g., the following train must stop some distance before arrival at the flag station and pull slowly up to it, and, if necessary, wait at such flag station until the interval prescribed in Rule 6 or Rule 7, as the case may be, is fully restored.

Authority to give and seek line clear.

16. No one except the station-master or other duly authorized person is to give or seek a “line clear” or “caution” message.

Time for seeking line clear.

17. Except at train terminal stations, the station-master must not apply for a “line clear” message from the station in advance until he has received advice that the approaching train has left the station in rear: provided that, where this procedure might involve delay to a train in consequence of the short distance between any two stations, such extended time for seeking “line clear” as may be needed may be allowed by special instructions.

Driver to obtain written permission.

18. (1) No train shall be moved from any station until the driver has in his possession a “line clear” or “caution” message, or other permission written on the authorized form showing that he may proceed to the next station.

**Delivery of written permission to driver.**

- (2) Except in the case mentioned in clause (4) of this rule, the driver is to receive the written permission from no other person than the guard of his own train, or from the station-master, or from one of the station staff duly authorized for such duties. On all such occasions, when the guard does not

personally deliver the written permission to the driver, it must be countersigned by the guard before delivery to the driver.

**Starting signal.**

(3) The driver must also receive from the guard the usual starting signal before moving.

**Delivery of written permission for trains running through.**

(4) When a train is arranged to run through a station without stopping, the station-master or other authorized person of the station staff of that station may hand the written permission to proceed to the next station direct to the driver, and in that case a duplicate of the permission shall be handed to the guard in the same manner.

Delivery of written permission to guard.

19. (1) Except in the case mentioned in clause (4) of Rule 18, the station-master or other authorized person of the station staff is to hand the written permission to the guard. The guard must satisfy himself that the written permission is properly filled up and dated, with the time added, and is signed in full and in ink, and that it applies to the particular train for which it is given and received. The guard must also sign the written permission in cases where he does not personally deliver it to the driver. The driver must also satisfy himself before starting that the written permission has been properly filled up and applies to his train.

**Station-master responsible for correctness of written permission for trains running through.**

(2) When in the case mentioned in clause (4) of Rule 18, written permission is handed both to the driver and the guard of the train, the station-master will be held wholly responsible to see that it applies to the particular train for which it is given, and that it is properly filled up and dated, with the time added, and is signed in full and in ink.

**Written permission not to be delivered to drive, till train is ready to start, or incoming train is clear of points.**

(3) The written permission, when a train is timed to stop at a station, is never to be given to the driver until the train is to start; and, when waiting to pass another train, it must not be given to the driver until the whole of such other train has come in and is clear of the points.

Forms and books.



20. No forms other than those specially provided from time to time for the purpose are to be used in working under this system. The regular books prescribed by the working orders in force must be kept at each station.

Messages cancelled.

21. The leaves of the said books shall be progressively numbered in type and , when any message has from any cause to be cancelled, the form to which it applies must also be marked as cancelled both on the form and counterfoil and must be carefully preserved by doubling it on the counterfoil. Each book shall contain a certificate showing the number of pages the book contains.

Messages to be numbered.

22. In addition to the progressive printed number, every message from each station to stations on each side must be numbered from midnight to midnight, commencing with No.1 to each station, and this number is to be treated as a portion of the message and entered on the counterfoil.

Number to be quoted.

23. (1) When a message is in reply to another, each station's number must be quoted at the beginning of the message.

(2) When a message bears reference to a prior message in the same direction, the number of such prior message must also be quoted at the beginning of the later message.

Train to be described in messages.

24. In train messages the train must be distinctly described, as, for instance, "No. 2 down ballast," "No. 4 up goods," and so on. For every train a separate enquiry and reply must be sent, and an enquiry and reply message must never be sent on one form.

Line clear enquires.

25. In "line clear" "enquires the station -master must always give the time at which the last train, in the opposite direction, arrived at his station. If the train follows another on a "caution" message, the time of departure of the preceding train must be endorsed on the message.

Starting train in opposite direction on single line on cancellation of line clear.

26. After a "line clear" message has been given, and has been subsequently cancelled, no train is to be started in the opposite direction on a single line until a telegram has been received stating that the train for which the "line clear" had been first given is, and will be, detained, and that the message has been cancelled.

Message to be wholly written out before being acted on.

27. No part of a message affecting the passage of trains may be forwarded or acted upon until the whole has been written out, except in view to the prevention of an accident or in some other case of emergency.

Messages not to be signed before required.

28. "Line clear" or "caution" messages are not to be written out in full or in part, or signed, before they are required.

Messages to be written in ink and signed.

29. All messages connected with train working, including "line clear" messages, are to be written in ink or other indelible substance, and are to be signed in full by the station-master or other authorized person.

Messages to be filed.

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

Working of trains between stations when telegraph is interrupted.

31. In case of accident to the line or train, or of failure or interruption of telegraphic communication, trains must be worked between stations in accordance with special instructions.

### SECTION III.

#### Rules for working trains on the system termed "Train following" in Rule 4.

Applicable to double line.

32. This system is applicable only to double line working.

Following trains.

33. Trains may follow one another between stations in the same direction, subject to the conditions prescribed in Rules 34 and 35 in addition to those prescribed in Rules 6 and 7.

When train is to be stopped.

34. Should a train arrive at a station within the limits of time mentioned in Rule 6 or Rule 7, as the case may be, it must be stopped until the prescribed interval has elapsed.

Caution to following train.

35. When one train follows another before the first has reached the next station, the station-master must caution the guard and driver of the second train, giving them the time of departure of the preceding train. The order to proceed must be given in writing, and an acknowledgment in writing must be obtained from the driver, the train being stopped out of course if not booked to stop.

### SECTION IV.

**Rules for working trains on the system termed "Absolute block" in Rule 4.**

Object of electric train-signalling system.

36. The object of the system of electric train-signalling is to prevent more than one train being between any two signal stations on the same line at the same time. This is accomplished by not allowing any train to leave a signal station till the previous train has been signalled clear.

Other signals not dispensed with.

37. The block system of train working by electric train-signalling does not in any way dispense with the use of out-door and hand signals, whenever and wherever such signals may be requisite.

Instruments.

38. The special electric block instruments, if provided, are to be used only in strict accordance with special instructions.

Absolute block working.

39. (1) On those portions of any railway which are worked on the absolute block system, a train must not be allowed to enter any section until it has been ascertained by telegraph that the section is clear of trains, or, in cases of double line working, of trains going in the same direction.
- (2) Except when otherwise specified, a section is to be understood to be the line between two stations outside station limits.

Lines fouled.

40. Should there be reason to suppose that from accident or otherwise either or both lines are obstructed, care must be taken to advise other stations concerned so as to prevent trains from entering the section.

Working of trains between stations in case of accident or when telegraph is interrupted.

41. In the event of accident to the line or train, or of failure of the train-signaling instruments used for block-working, so that the ordinary signals cannot be forwarded and received, trains must be worked between stations in accordance with special instructions.

**SECTION V.**

**Rules for working trains on single lines of railway on the system termed "train staff and ticket" in Rule 4.**

Signals not dispensed with.

42. The train staff and ticket system of train working does not in any way dispense with the use of out-door and hand signals, whenever and wherever such signals may be requisite.

Staff stations.

43. The working time –tables will contain the necessary information from time to time as to the places which are appointed staff stations.

Train not to leave without staff or ticket.

44. A train staff or train staff ticket must be carried with train, and without this staff or ticket no train shall be allowed to leave any station.

Staff at station.

45. No train shall be permitted to leave any staff station unless the staff for that portion of the line over which the train is to travel is then at the station.

Receipt and delivery of staff or tickets.

46. The station-master for the time being is the only person authorized to receive and deliver the staff or ticket, and all tickets must be cancelled directly they are handed to him after use.

Delivery of staff to driver.

47. When a train is ready to start from a station, and no second train is intended to follow before the staff will be required for a train in the opposite direction, it is the duty of the station-master to give the staff to the driver, who shall then place it in a conspicuous place provided for that purpose on the engine.

Tickets and staff for drivers of trains following in succession.

48. If other trains are intended to follow in succession before the staff can be returned, a ticket indicating that the staff is following must be given by the station-master to the driver of the first train, the staff for the section being shown to him, and so on with any other train except the last, the staff itself being given to the driver of the last train as directed in Rule 47. After the staff has been sent away no other train shall under any circumstances leave the station to follow in the same direction until the staff for that station has been returned.

Duties of driver in regard to staff or ticket.

49. No driver with a train shall leave a station until he has received the proper staff or ticket for that section of the line over which he is about to travel, and he must not take the staff or ticket from any person other than the station-master. After receiving the staff or ticket, he must not start until the proper signals have been exhibited, nor, when with a train in charge of a guard, until a signal has also been given by the guard. But he must not accept a ticket in any case unless he sees the staff at the same time in the possession of the person who gives him the ticket. On arriving at the station to which the staff or ticket

extends, the staff or ticket must immediately be given up to the station-master, and all tickets so given up must be immediately cancelled.

Distinguishing marks on staff, &c.

50. Each staff must have shown upon it the name of the staff stations at each end of the portion of line to which it applies. The staff, boxes, and tickets for the different portions of the line must be distinguished by different colours.

Tickets, how kept.

51. The tickets must be kept in the proper ticket-box fastened by an inside spring, the key to open the box being the staff to which the tickets apply.

Record of tickets issued.

52. The station-master must keep a record in a book of each ticket issued, showing the number of each ticket, and the particular train for which it is issued.

Custody of staff at station.

53. The staff, when at the station, must not be left in the box, but must be kept by the station-master in safe custody.

Surrender of staff or ticket by driver.

54. No driver must take any staff or ticket beyond the station at which it ought to be left.

Staff or ticket when assisting engines are used.

55. When trains are assisted by a second engine in the front, the leading engine must carry the staff or ticket; but when the assisting engine is pushing the train, the train engine must carry a ticket and the assisting engines the staff, except in cases where the train and assisting engines are travelling over the entire length of line to which the staff applies, and have to be followed by another train or engine, in which case the train and assisting engine must each have a ticket. When the assisting engine is intended to return to the station from which it started without running through the entire portion of line to which the staff applies, it must always carry the staff.

Engine disabled.

56. (1) In the event of an engine which carries the staff breaking down between two stations, the fireman must take the staff to the staff station in the direction whence assistance can be obtained, in order that the staff may be at the station on arrival of the engine.

(2) Should the engine that fails be in possession of a ticket instead of the staff, assistance must ordinarily come only from the station at which the staff has been left. But, if assistance can be more readily obtained at a station other than that where the staff is, immediate steps must be taken to have the staff transferred to the other end of the section.

(3) The fireman must accompany the assisting engine to the place where he has left his own engine.

Ballast trains at work on the line.

57. (1) When a ballast train has to work between stations, the staff must be given to the driver in charge of the train: this will close the line whilst the train is at work. The train must proceed afterwards to one of the staff stations to open the line before the ordinary traffic can be resumed.

(2) Ballast trains not stopping to work between stations may run with staff or ticket as ordinary or special trains.

Form of train staff ticket.

SAMPLE FORM OF TRAIN STAFF TICKET.

-----  
----- Ticket No.-----  
-----Railway. TRAIN STAFF TICKET. DOWN. Train No.-----h.--  
-----m. from----- to-----  
- To DRIVER AND GUARD. You are authorised to proceed from -----  
----- To -----  
-----  
----- And the train staff will follow. Train No. -----in front left -----  
-----h.-----m. Signed-----  
----- Date. Officer in charge at -----  
-----

(Back of Ticket.) When this ticket is given to the driver, he must, before starting, see the train staff for the portion of the line which he is about to enter. This ticket is to be given up by the driver immediately on arrival to the person in charge of the station to which he is authorized to proceed, and such person will be responsible that this ticket is at once cancelled.

## SECTION VI.

### Rules for working trains on single lines of railway on the system termed "pilot guard" in Rule 4.

Application of system.

58. This system is only applicable to short branch lines.

Pilot guard to start trains.

59. The pilot guard will be distinguished by a red dress or badge, and no train shall under any circumstances be allowed to run on the line unless it is either accompanied or personally started by the pilot guard wearing such dress or badge.

Pilot guard, when practicable, to accompany every train.

60. The pilot guard will, when practicable, accompany every train; but, when it is necessary to start two or more trains from one end of the portion of line under his control before a train has to be started from the other end, the pilot guard must furnish the guard in charge of each train not accompanied by himself with a pilot guard's ticket (on a printed form, where such are provided), properly filled up and signed, and must personally start each such train and must himself accompany the last train. The ticket will apply only to the single journey to the station named on it, where it must be immediately given up to the station-master; and all tickets so given up must be immediately cancelled.

Duties of driver.

61. The driver must not start his train without seeing the pilot guard, or, if the pilot guard does not accompany the train, without receiving from the guard of his train the pilot guard's ticket authorizing him to proceed. A driver working and engine, unaccompanied by a guard, must himself observe the rules prescribed in this section for a guard with a train.

## SECTION VII.

### Rules for working trains on single lines of railway on the system termed "one engine only" in Rule 4.

Application of system.

62. This system is only applicable to short branch lines.

One engine in steam.

63. Only one engine in steam, or two or more engines coupled together, which are then to be treated as one engine or train, may be allowed to be on the line at one and the same time, except as provided in Rule 64.

Disabled engine.

64. In the case of a train becoming disabled and requiring assistance, or an accident occurring which renders it impossible for the engine to proceed, the guard in charge must instruct the driver to keep the engine stationary until his return, and then make the best of his way to the station whence assistance can be obtained, and inform the station-master there of the circumstances, who will, on receipt of such information, allow a second engine to enter the line. The second engine must be accompanied by the guard of the disabled train, who must explain to the driver where, and under what circumstances, the disabled train is situated.

### **Signals.**

Responsibility of guard of disabled train.

65. The guard of the disabled train will be held responsible for the safe and proper working of the line until both engines have left it and it is again clear.

Absence of guard.

66. Should an engine without a guard become disabled, the fireman, or, if necessary, the driver must perform the duties prescribed in this section for the guard.

### **SECTION VIII.**

### **Signals.**

Colours.

67. RED is a signal of "DANGER" –Stop.  
GREEN is a signal of "CAUTION"–Go slowly.  
WHITE is a signal of " All RIGHT"–Go on.

Hand signals.

68. Except in the case mentioned in Rule 72, the hand signals shall be made by flags in the day, and by lights at night or in foggy weather or in tunnels.
69. If it be necessary to stop, the red flag will be shown and waved to and fro, the signalman facing the engine thus-  
or the red light shown.





70. (1) Except as provided in clause (2) of this rule, if it be necessary to proceed with "caution," the green flag will be elevated thus-  
or the green light shown.



- (2) If it be necessary to proceed with "caution" from any defect in the road or rails, the green flag will be depressed thus-  
or the green light shown.



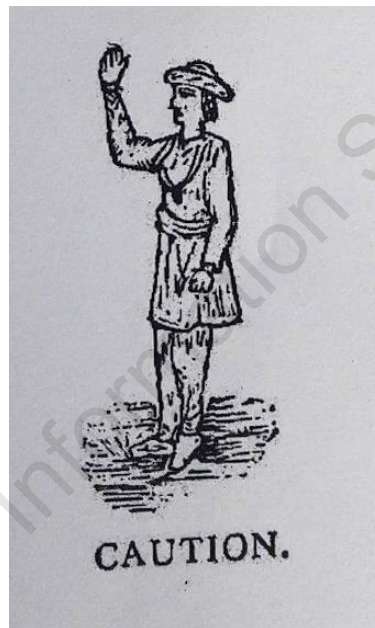
71. When the line is clear, the signalman must either stand erect with his flag in his hand, thus-  
or display a white flag or white light.



72. In the absence of flags-
- (a) Both arms raised above the head denotes "danger," thus-



(b) One arm raised with the hand above the head denotes "caution," thus-



(c) One arm held in a horizontal position across the line of rails denotes "all right," thus-



Danger signal with any light.

73. In the absence of a red light, any light moved up and down or waved violently denotes "danger" –Stop.

Caution with white light.

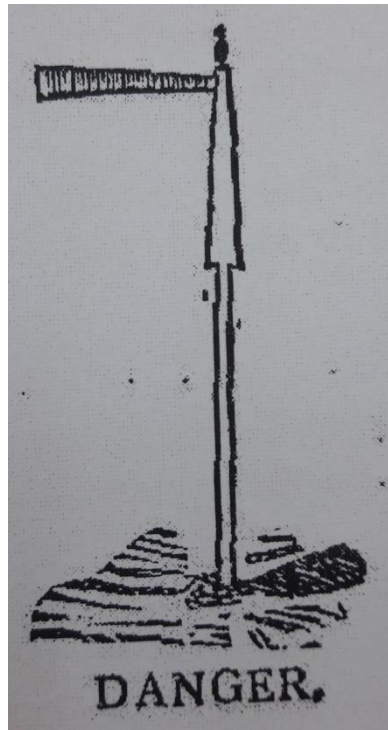
74. In the absence of a green light, a white light waved slowly from side to side denotes "caution" –Go slowly.

Fixed signals.

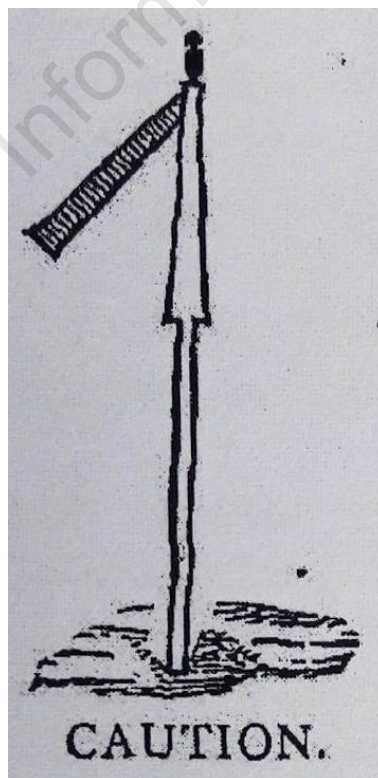
75. (1) The fixed signals are for the most part constructed with one or more semaphore arms for day signals, and with one or more lamps for night; but disc and other signals are in some cases used.

(2) The day signal is invariably made by the arm on the left hand side of the post, as seen by the driver of an approaching train.

76. The "danger signal" is shown in the day time by the arm on the left hand side of the post being raised to the horizontal position, thus-  
and at night by the exhibition of a red light.

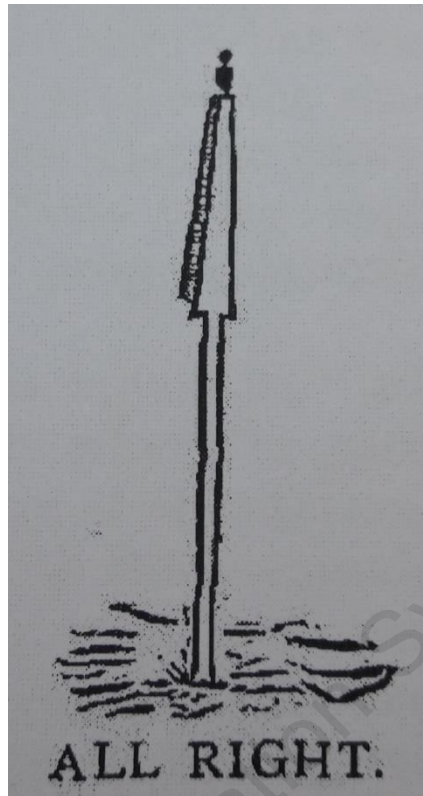


77. The “caution signals” is shown in the day time by the arm on the left hand side of the post being placed half way to the horizontal position, thus-  
and at night by the exhibition of a green light.



78. The “all- right signal” is shown in the day time by the arm on the left hand side being lowered to the post, thus-

and at night by the exhibition of a white light.



Fixed signals to be kept at “danger.”

79. Fixed signals are always to be kept at “danger,” and lowered or reversed only to allow a train to pass.

#### **Station signals.**

Station signals.

80. Station signals are placed at stations, junctions, sidings, outside station limits, and signal boxes, and when at “danger,” no train may pass them, or foul the crossings or points to which they apply, except as prescribed in Rules 82 and 88.

Junction signals.

81. A station signal at a junction must never be passed when at “danger” by the train to which the signal applies.

Passing station signals.

82. Station signals at stations, sidings, and signal boxes (other than at junctions) must never be passed when at “danger” unless the driver is signalled past by hand by a person duly appointed by an authorized officer.

Station signals at “danger.”

83. Station signals must invariably stand at “danger,” except when lowered for an approaching train.

Distant signals.

84. Distant signals are fixed at a considerable distance from the station, and are constructed to exhibit the “danger” and “caution” signals only.

Distant signals to be replaced at “danger.”

85. Distant signals must be replaced at “danger” immediately they are passed by an engine.

Fixed signals to fly to “danger.”

86. Fixed distant signals must be constructed to exhibit “danger” in case of any failure of their connections.

#### Use of signals.

Use of distant and station signals together.

87. The following rules are prescribed regarding the use of the station and distant signals together:-

- (a) Distant signal at “danger” and station signal at “danger.” – The driver of an approaching train must bring his train to a dead stop outside of the distant signal, and must then ascertain if the line is clear to admit the train within it. If the line be clear, he must at once draw the train cautiously within the distant signal so as to be protected by it, but not so as to foul the outer points, and then stop until signalled into the station in accordance with special instructions. If, however, there is any obstruction on the line so near to the distant signal as to prevent the whole of the train from passing safely within it, the rules for the protection of trains when stopped outside station limits must be immediately carried out (see Rules 245 to 254).
- (b) Distant signal at “caution” and station signal at “danger.” – With these signals shown, the train may at once be brought inside the distant signal, but must be stopped without fouling the outer points; and all further action must be taken as in the preceding case, clause (a).
- (c) Distant signal at “caution” and station signal at “caution.” – These signals will be shown only when the yard is clear to admit a train which is to stop at the station. With these signals shown, the train may be cautiously brought into the station yard, the train being kept well in hand; and must be stopped at the proper platform or place at which signalled to stop.
- (d) Distant signal at “caution” and station signal at “all right.” – These signals will be shown only when the yard is clear to admit a train which is not to stop at the station, but to run through without stopping. With these signals shown, the train may enter the station yard and run through, but the speed over facing points is not to exceed 10 miles an hour, as prescribed in Rule 230, or such lower

speed as may be prescribed by the authorized officer. If, however, the points are interlocked with a signal and automatically fastened in a manner approved by an Inspector of Railways appointed under the Indian Railways Act (IX of 1890) , they may be passed over at a speed not exceeding 20 miles per hour.

Signals apply only to proper direction.

88. Station and distant signals apply only to trains running in the proper direction, and must not be used for any other purpose. Trains shunting from one main line to another, or shunting into or out of sidings connected with the main line, must, unless special signals are provided for the purpose of signalling such operations, be signalled past the station signal either verbally or by hand –lamp or flag, as occasion may require, it being necessary in such cases that the danger signal should be exhibited at the station signal as well as at the distant signal for the protection of the train so employed.

Defective signals.

89. (1) Every station- master and every other railway servant must, in the event of any signal under his charge or used by him becoming defective, forthwith report the case to his immediate superior and to the nearest Permanentway Inspector; and the station-master shall place a competent man or men, with the necessary hand signals and detonators, to signal in lieu of such defective signal until it is again in proper working order.
- (2) When the station – master cannot provide proper men from his own staff, he must apply to the nearest Permanentway Inspector for competent men.

Signal lights.

90. (1) Whenever any train is timed to run, or from any cause is expected to run, on any portion of the line later than sunset and before sunrise, all the signal lamps must be lighted at sunset, or at such hour as shall be directed by the authorized officer. During twilight in the mornings and evenings both day and night signals must be used. The signal lights must not be put out until broad daylight, except under special instructions.
- (2) In foggy or stormy weather, when the day signals cannot be seen plainly, the signal lamps must be lighted and kept burning; and at such times both the day and night signals must be used.

Signals ready for use.

91. All signals must be kept ready for immediate use.

Trimming signal lamps.



92. The greatest care must be exercised in the cleaning, trimming, and lighting of signal lamps, and station-masters will be held responsible that this work is efficiently performed. The signal lamps must be lighted and extinguished in accordance with Rule 90.

Obstruction of line by shunting, &c.

93. No line shall be obstructed or occupied by shunting or otherwise until the signals applicable to it have been placed at "danger."

Duties of pointsmen and signalmen in case of obstruction.

94. Should any obstruction exist upon the line within the sight or knowledge of the pointsman or signalman, he must exhibit the "danger" signals, and must not allow any train to pass in that direction until the obstruction has been removed, and the line made clear and safe; and he must as soon as practicable take steps to report the obstruction to his superior officer.

Attention of signal rules.

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

Passing trains to be observed.

96. If a signalman or pointsman observe anything wrong or unusual in a passing train, he must report the circumstance to his superior officer; but if it is of such a nature as to involve danger to the train or the public, he must at once take all practicable steps to stop the train.

Use of detonating signals.

97. In thick, foggy, or tempestuous weather, and in cases of obstruction, detonators must be used in addition to the regular day and night signals, in accordance with Rules 100, 101, 102, 103, and 244 to 254.

Supply of detonators.

98. Every guard, driver, foreman of works, and ganger will be provided with detonators or fog signals, which they are always to have ready for use whilst on duty; and every station-master must keep a supply of these signals in a suitable place, easy of access.

Testing detonators.

99. Detonators must be carefully handled, as they are liable to explode if roughly treated. It is necessary to keep them well protected from damp. At least one from each person's stock must be tested, at intervals of not more than one month, to ensure that they are in good condition. Where extra supplies are kept for guards and others, station-masters shall test at least one from each box before issue.

Placing detonators.

100. Detonators must be placed on the rail (label or brand upwards) and secured by bending the clasp round the upper flange of the rail. A detonator explodes with a loud report when an engine passes over it, and the driver must stop as quickly as possible, and then proceed cautiously to the place of obstruction, or until he receives an "all right" signal.

Use of detonators in foggy weather.

101. In thick, foggy, or tempestuous weather two detonators, ten yards apart, must be placed on the rail by the signalman or some other trained servant selected by the station-master at least 100 yards outside the distant signal-post; or, in the absence of a distant signal, at least 700 yards from the outside points, Drivers and guards must report all cases of omission to do this.

Renewal of detonators.

102. On a double line detonators must be renewed immediately after a train has passed over them; and on a single line they must be placed before an approaching train is due or expected.

Fresh supplies of detonators and relief of men.

103. The station-master must see that fresh supplies of signals are sent to the men in place of those exploded, and in case it is necessary to keep a man out for any length of time, he must be relieved every six hours and visited as often as practicable to ensure that he is on the alert.

Fixed signals not to be used by platelayers or labourers.

104. Platelayers and labourers must not, except in case of emergency, or as provided in Rule 127, avail themselves of the fixed signals; and must in all cases use their own special signals for their own purposes. Signals to be used by labourers.

105. (1) The signals to be used by the men engaged in repairing the permanentway are red and green flags, red and green hand lamps, and detonators. The flags must be used during daylight, the lamps after sunset and in foggy weather, and the detonators whenever necessary by day or night.  
(2) The red and detonating signals indicate "danger," and must be used only when it is necessary to stop a train. The green signal indicates "caution," and must be used when it is necessary to slacken the speed of a train.

Platlayer's signal to reduce speed.

106. A green flag or a green light exhibited by platelayers indicates that speed must not exceed 15 miles an hour, or such lower speed as may be ordered, over the portion of the line protected by such signal.

Observance of signals by driver.

107. The driver and fireman must pay immediate attention to, and obey all, signals, whether the cause of a signal being shown is known to them or not. The driver must not, however, trust entirely to signals, but must on all occasions be vigilant and cautious.

Absence of signals.

108. Except at places specially exempted upon each railway, the absence of a signal at a place where a signal is ordinarily shown, or a signal imperfectly exhibited, must be considered a “danger” signal, and treated accordingly, and the fact reported to the station –master.

Defective signals to be reported.

109. Drivers, guards, and others must invariably report to the nearest station- master any defective signals or obstruction of or neglect in working signals.

Engine and train lights.

110. (1) On both double and single lines between sunset and sunrise and during foggy weather, every train must exhibit a red tail light and two red side lights in rear of the train; and every engine running alone must exhibit at least one red tail light. In both cases head lights prescribed by the authorized officer must be exhibited.

(2) In the case of two or more engines running coupled together without vehicles attached, the first engine only must exhibit the prescribed head lights, and the last engine only must exhibit at least one red tail light.

(3) Clauses (1) and (2) do not apply to trains doing station work.

Lights on shunting engines.

111. Shunting engines employed in station yards and sidings must, after sunset and in foggy weather, carry the prescribed head and tail lights.

## **SECTION IX.**

### **Maintenance of permanent –way.**

Road to be inspected daily.

112. Every portion of the permanent-way must be inspected daily on foot by some authorized person responsible for its condition; and bridges and all other works (including signals and signal wires) must be regularly inspected in accordance with special instructions.

Defects in wires, &c.

113. (1) Each ganger must report to the Inspector of Permanentway when any telegraph post on his length of line appears to be in an unsafe state, or any of the signal or telegraph wires are broken, slack, entangled, or touching each other or any building. He must also see that all grass, creepers, boughs of trees, and rubbish are removed from the wires.

(2) Where the maintenance of the telegraph posts and wires is under the control of the Government Telegraph Department, the removal of grass, creepers, boughs of trees, and rubbish will be carried out by the Government Telegraph officers, and all reports of defects in posts or wires should be made to the officers of that Department by the Inspector of Permanentway.

Lifting permanent-way.

114. In lifting the permanentway, no lift shall be greater than 3 inches at once, and then it must be effected in such a manner as not to occasion any sudden change of gradient. Both rails must be raised equally and at the same time, and, if possible, the ascent must be made in the direction in which the trains run.

Ballast thrown up.

115. Ballast must not be thrown up between the rails to a higher level than 3 inches on the standard gauge, or higher than rail level on the metre or other narrow gauge, and it must be thrown as much as possible on the outside of each line, or between the two roads. The rails must be kept clear of gravel, ballast, and other material.

Blasting.

116. No blasting shall be allowed on or near to the railway without the authority of the authorized officer.

Gates to be closed.

117. Gangers must close and fasten all gates they find open, and report the circumstances.

Duties of ganger in case of floods.

118. Each ganger must, in the event of a flood, carefully examine the action of the water through the culverts and bridges on his length of line; and should he see any cause to apprehend danger to the works, he must immediately exhibit the proper signals for the trains to proceed cautiously or to stop, as necessity may require, and inform the Inspector of Permanentway thereof; and, until the Inspector arrives, he must take precautionary measures for securing the safety and stability of the line.

Fire.

119. In the event of a fire occurring upon or near the line, the men employed on the line must take immediate measures for putting it out.

Cleaning of signals.

120. Gangers must keep clean the working parts of signals, unless the duty is otherwise specially provided for.

Line to be kept clear.

121. Each ganger must keep his portion of the line clear and safe, and the fences in repair; and if any sheep, cattle, or other animals be on the line or within the fences, he must immediately remove them, and report the circumstance to the Inspector of Permanentway.

Defective materials.

122. (1) Gangers must see that all broken chairs, rails or sleepers, or other defective materials, are removed from the road with the least possible delay, and sound materials substituted.

**Materials to be kept clear of rails.**

(2) All tools, rails, sleepers, pieces of iron or wood, and other implements or materials must be carefully placed so as to be quite clear of the line, and at least 3 feet away from the rails.

Custody of materials.

123. Each Inspector of Permanentway will be held responsible for the security of all rails, chairs, sleepers, and other permanentway materials in his district. They must be kept clear of both lines and properly stacked. Platelayers and labourers when train is approaching.

124. When a train is approaching, platelayers and labourers must stop work and stand clear of all the lines.

Materials found on the line.

125. Each ganger will be responsible for collecting any coupling chains, hooks, pins, iron, or other materials which may be found on the line, and for having them conveyed to the nearest station.

Permission to be obtained before commencing work on line.

126. No person may put in any points and crossings without the written authority of the authorized officer, or begin or perform any operation which will involve danger to trains or traffic without the previous permission of the Inspector of Permanentway, or some other authorized competent person, who must himself be present to superintend such operation, and who shall be responsible that all necessary signals are shown and other precautions taken as prescribed in Rule 127 or Rule 128, as the case may be, before the commencement of work, and that such signals and precautions are continued until the line is again clear for trains or traffic. But in cases of emergency, when it may be necessary for safety to replace or turn any rail or otherwise obstruct traffic before the inspector of permanentway can arrive, the ganger or other

person in charge of the gang must take all necessary steps to protect trains and traffic as prescribed in Rule 127 or Rule 128, as the case may be .

Work in station limits.

127. (1) Whenever it is necessary within station limits to change or turn a rail, or in any manner to obstruct the line, or to do any work of a character to make the exhibition of a signal necessary, the permission of the station-master must be first obtained by the ganger, and the work must not be commenced until all necessary signals have been placed at “danger;” and the signals must remain in that position until the station-master is informed by the same ganger that the line is again clear and safe for traffic.

(2) The ganger must in addition protect the operations by hand signals.

Works outside station limits.

128. Whenever outside station limits a rail has to be taken out, or the line is from any cause not safe, a “danger” signal must be exhibited, and two detonators placed on the line, ten yards apart, at a distance of at least three quarters of a mile on a gradient of 1 in 250 or steeper, falling in the direction of the obstruction, or half a mile on a flatter or rising gradient or on the level, in rear of the place of obstruction on a double line, and in both directions on a single line, and hand signals must also be exhibited at the place where the work is being done.

Signals when repairing line.

129. When repairing, lifting the line, or performing any operation so as to make it necessary for a train to proceed cautiously, the ganger must himself be present at the spot, and must send a man on a double line backwards, and on a single line in both directions, at least a quarter of a mile, and as much further as the circumstances of the case render necessary, to exhibit a “caution” signal so as to be plainly visible to the driver of an approaching train.

He must also exhibit another “caution” signal at the site of the repairs. If the ganger has any doubt whatever as to the line being in a fit state to pass a train at slow speed, he must invariably display “danger” signals as laid down in Rule 128 instead of the “caution” signals herein prescribed.

Rail not to be displaced in a fog or storm.

130. In no case, except when absolutely necessary, is a rail to be displaced or any other work to be performed by which an obstruction may be made to the passage of trains during a fog or storm; and in every case the times for effecting repairs which involve the stopping of trains must be so selected as to interfere as little as possible with the passage of the traffic.

Protection of lorry, truck, or trolley on line.

131. A lorry or truck, loaded or empty, used for conveying materials or a light trolley so loaded that it cannot be readily removed from the line, must on a double line be taken in the same direction as that in which the trains run, and must be followed at a distance of not less than half a mile by a man with "danger" hand signals and detonators. In the case of a single line, where trains run in both directions, such lorry, truck, or trolley must be protected in both directions.

Responsibility for lorries and trollies.

132. No lorry used for the conveyance of material, or trolley used for the conveyance of men, may in any case be placed on the line, except by the authorised person who is responsible for its proper protection and use according to special instructions.

Security of lorries and trollies.

133. (1) No lorry or trolley shall under any circumstances be attached to a train; and all lorries and trollies, when not in use, must be taken off the rails, placed well clear of the line, and the wheels secured with chain and padlock.

**Main line to be clear.**

- (2) No wagon, truck, lorry, or other impediment shall be allowed to be on any part of the main line within ten minutes of a train being due, except on lines worked on the absolute block system, when the time must not be less than five minutes; and, excepting in cases of accident or absolute necessity, all repairs must be effected, and the line made clear and safe for the passage of trains, not less than ten or five minutes, as the case may be, before a train is due or expected.

Lorries, &c., not to run during a fog.

134. No wagon, truck, or lorry shall be run, if it can be avoided, except during daylight, and when the weather is sufficiently clear for a signal to be distinctly seen at a distance of half a mile. Whenever it is necessary to run a truck or lorry at night, or during a fog, it must be protected by the prescribed lights.

Trespassing.

135. No trespassing upon the railway shall be allowed, and no person other than a railway servant shall be permitted to walk on the line unless provided with a license to do so signed by an authorized officer of the railway.

Trespassers.

136. Gangers and others employed on the line must order off the railway all trespassers, and these, if they persist in remaining, may be immediately removed from the railway by, or by the direction of, any railway servant.

Articles found on line.

137. All luggage, goods, or articles found on the line must be taken to the nearest station, and a report made containing the best information that can be obtained respecting the train from which they may have fallen.

## **SECTION X.**

### **Ballasting.**

Ballast train rules.

138. Ballast trains must, except where specially exempted, be worked under the same rules as other trains.

Persons in charge of ballast trains.

139. All persons in charge of ballast trains must obey the orders of station-masters so far as relates to the time of their running on the line, and no driver of a ballast train shall leave a siding without the necessary permission.

Guards and brakemen.

140. (1) Guards and brakemen of ballast trains shall be experienced men selected from the train guards.

(2) A guard or brakeman must accompany each ballast train.

Permanent way men to assist in working signals.

141. The guard or brakeman of a ballast train has authority to require persons employed in repairing the permanentway and works to assist him in working signals.

Rules for guards of ballast trains.

142. Guards of ballast trains are responsible for carrying out Rules 245 to 252 inclusive and 259, and all other rules or regulations prescribed for guards for the protection of trains.

Ballasting.

143. No ballasting is to be carried on except with the permission of the authorized officer.

Working of ballast trains at night, &c.

144. Ballast trains are prohibited from passing along the main line at night or in a fog, or during heavy rain, except when authorized to do so under special circumstances, and then must not move faster than 15



miles an hour. Whenever it is necessary to run ballast train at night or during a fog, it must be protected by the prescribed lights.

Ballast train to keep clear of traffic trains.

145. The guard of a ballast train is held responsible for keeping clear of all other trains. When a ballast train has to work on the line between two stations, the guard must, when practicable, arrange with the station-masters of both stations where and when the next train is to be passed.

When ballast train is to be clear of main line.

146. No ballast train or other impediment shall be allowed to be on any part of the main line within ten minutes of a train being due or expected, except on lines worked on the absolute block system, when the time must be not less than five minutes.

Ballast train running through.

147. When a ballast train is intended to run through from one station to another without working between them, it must be treated as a special train.

Working outside station limits.

148. Ballast trains, the working of which requires that they must stop outside station limits, may be protected by special instructions; but in cases in which their protection is not so specially provided for, they must be protected as prescribed in Rules 245 to 254 inclusive.

Ballast train with pushing engine.

149. Ballast trains may, on a written order, be run with a pushing engine, but in such cases the speed must not exceed 15 miles an hour, or such lower speed as may be ordered.

Coolies.

150. Guards in charge of ballast trains must, before giving the starting signal, tell the coolies working with the train and riding in the open trucks to sit down.

Security of wagons left outside station limits.

151. When ballast wagons are left on a siding outside station limits, the guard must secure a wheel of the wagon nearest to the points of the siding, and he is responsible that the vehicles are properly secured in accordance with special instructions, and that scotch blocks, where provided, are fastened.

## **SECTION XI.**

### **Level-crossings.**

Gate signals.

152. All level-crossings of which the gates close across the railway must be provided with red signal boards, and with lamps showing red, up and down the line, when the gates are closed across the line. The lamps must be kept lighted from sunset to sunrise, and during thick, foggy, or stormy weather.

Gates open to railway.

153. Unless specially ordered to the contrary, the gates at all thoroughfares must be kept open for the passage of trains and securely closed across the thoroughfares, except when required to be opened for the road traffic, and must then as quickly as possible be closed again across the thoroughfares. The gateman must, before opening the gates, look up and down the line to assure himself that no train is approaching, and he must be prepared night and day with danger signals to be exhibited in case of necessity. At all crossings where there is only one man on duty, the gates closing across thoroughfares must be locked between sunset and sunrise.

Gates open to roads.

154. Where special authority is given, gates made to close across the railway may be kept open to the public thoroughfare, except when a train is due or expected, at which time such gates must be closed and fastened across the public thoroughfare; and, until such train has passed, the gates must be kept closed, and no person or thing is to be allowed within them. The gates should not be closed across the thoroughfare any longer than is absolutely necessary to secure the safety of the trains and of the public. While the gates are closed across the railway and open to the thoroughfare, the "danger" signal must be exhibited both up and down the line. In opening double gates closing across the railway for an approaching train, where there is only one signal lamp to each gate, the half with the signal lamp attached is not to be moved until the other half is shut across the thoroughfare.

Farther gate to be first opened.

155. Where gates are kept open for passage of trains, the gate towards which road traffic is approaching must not be opened until the opposite gate has been opened, so as to allow the traffic to cross over without stopping upon the line.

Trains to be observed.

156. Particular notice must be taken of each train, and, if anything be wrong, a "danger" signal to the guard and driver must be shown.

Position of gateman when signaling.

157. In all cases the gateman, when signalling, is to stand in a position clear of the rails, where he can be seen by the approaching driver.

Gates out of order.

158. If any gates or fastenings are out of order, the gateman must immediately report to his superior officer and to the nearest ganger in order that the gates may be made safe.

Rails, &c., to be kept clear.

159. Gatemen must take care that the channel for the flange of the wheels is always clear before the passage of each train; that the rails and way are clear; and that rubbish is not allowed to accumulate near the hut and crossings.

Obstructions.

160. In the event of the road being from any cause obstructed, the gateman must do everything in his power by warning approaching trains to prevent an accident.

Fixed signals to be tested.

161. At level-crossings where fixed signals are provided, the gateman must satisfy himself of the proper working of his signals both by day and by night, and must report immediately any defect to the inspector of permanentway or other person in charge of the repair of signals, and also to the station-master or other person under whose supervision he acts.

Knowledge of signals.

162. All gatemen must have a knowledge of hand signals.

Gatemen to prevent trespassing.

163. Gatemen are to prevent as much as possible any trespassing on the railway; and every case of trespass must be immediately reported. They are also to report any irregularity in the signals, or their working, or other infringement of these rules or of special instructions.

Gateman's equipment.

164. Every gateman must be provided with day and night signals, which he must keep in proper order, reporting immediately any defect he may observe to his superior officer.

Transfer of charge of gate.

165. No gateman is to leave his gate unless another man has arrived to take charge of it.

## SECTION XII.

### Working traffic within station limits.

Stores.

166. The station-master must be careful that all stores supplied for the station are prudently and economically used, and that there is no waste of oil, stationery, or other stores.

Notices at stations.

167. The station-master must see that the proper time bills and notices are exhibited, and that time bills and notices are renewed when necessary, and removed when out of date.

Closing of safety points.

168. The station-master is responsible that all safety points and catch sidings, when it is not necessary that they should be opened, are closed against the line which they are intended to protect.

Fastening, &c., of facing points.

169. Facing points must in all cases be securely fastened or held for the passage of trains or vehicles.

Fastening of points.

170. Points must not under any circumstances be fastened in any other manner than that prescribed by an authorized officer.

Securing vehicles in sidings.

171. (1) The station-master is responsible that vehicles standing at the station in sidings are properly secured in accordance with special instructions, and that scotch blocks, where provided, are fastened.  
(2) No vehicle shall be left in any siding outside station limits without the wheels being properly secured clear of all running lines.

Protection of lines obstructed.

172. Before the commencement of any loading or other operation by which any line of rails in use for traffic purposes may be fouled or obstructed, the person in charge of such operation must obtain the permission of the station-master, who must see that all necessary steps are taken for the protection of traffic during such obstruction.

Passage for guard to carriages.

173. Except when it is necessary to carry passengers in goods vehicles, no passenger train or mixed train shall be allowed to move from any station unless it be provided with an arrangement by which the guard can communicate with, or make his way or otherwise get access to, every passenger carriage in the train.

Brake-vans, &c.

174. Except in the case of an engine running without vehicles, no train shall be despatched from any station without one or more brake-vans and one or more guards and all the necessary lamps and other appliances.

Brake on trains.

175. A brake must be placed at the rear of every train, unless special instructions are given to the contrary.

Load of trains.

176. The station-master must leave it to the discretion of the driver to determine what load the engine can take, but every instance of refusal to take the prescribed load must be reported to the authorized officer.

Duties of guard in charge.

177. The guard in charge of a train must satisfy himself before starting, and during the journey, that the train is properly loaded, marshalled, coupled, and lamped; that the vehicles are sheeted; that lashings and chains are secure; and that the brakes are in good working order; also, as far as he can ascertain, that the train is in a state of efficiency for travelling, and has the proper signals attached to it. He must carefully examine the loading of any vehicles he may attach on the way; and should any vehicle become unsafe from the shifting or derangement of the load, he must at once have the load re-adjusted or the vehicle removed from the train.

Guards responsible that brakes, lamps, &c., are in working order.

178. Guards are responsible that their brakes and lamps are in good working order, and that the lamps are trimmed and lighted and brightly burning between sunset and sunrise and during a fog; also that the vehicles of the train are in good order; and that the cord or other appliance for communication between guard and driver, if provided, is in order and properly arranged throughout.

Windows of empty compartments to be closed.

179. The windows and lamp-holes of all empty compartments must be closed, not only while the carriages are standing at stations, but also when they are running on trains.

Unprotected light in vehicles.

180. No unprotected light shall be allowed in any railway vehicle.

Load of vehicles.

181. No vehicle shall be loaded beyond its marked carrying capacity.

Loading of large articles.

182. Carriages, machinery, timber, and other large articles in open trucks must be loaded within the authorized loading dimensions.

Travelling cranes.

183. Before attaching any travelling crane, the guard must see that the jib is properly lowered and secured.

The crane must, when practicable, be so placed that the jib will point towards the rear of the train.

Dummy wagon.

184. When the jib of a crane or a load projects beyond its truck, whether standing in a yard or on a running train, the jib or load must be protected by a dummy, which dummy may be loaded.

Screw couplings.

185. All goods vehicles attached to passenger or mixed trains must be furnished with screw couplings.

Examination of trains.

186. At stations where carriage examiners are kept, the station-master before starting the train must satisfy himself that the examination of it has been completed, and that the train is all right and fit to proceed.

Where examiners are not kept, steps must be taken to remedy any defects that may be observed in the running of vehicles by supplying oil or grease to the axle-boxes where required, or removing the defective vehicles from the train when necessary.

Unfit vehicles.

187. No vehicle which is pronounced unfit by the carriage and wagon examiner shall be run on a train; and no vehicle which has been off the road shall be allowed to run on the line between stations until it has been examined and passed by a competent examiner, except in the case of derailment outside station limits, when, if the driver considers it safe to do so, the vehicle may be taken slowly to the next station.

Tail and side lamps.

188. Should a vehicle be attached to, or detached from, the rear of a train at an intermediate station, the guard, or, if there be more than one, the guard in the rear van, must see that the tail and side lamps are in their proper places on the train.

Private vehicles.

189. No engine or other vehicle, the property of a private owner, shall be allowed to enter upon the main line except under special instructions.

Engine entering main line.

190. An engine shall not enter upon or cross the main line without the permission of the person in charge of the points and signals, and the driver must satisfy himself that the proper signal has been exhibited.

Duties of driver as regards engine lamps.

191. The driver must before starting see that his lamps are in good order, and that his engine carries the proper distinguishing lights, or other indicators of the train. At and after sunset, and during foggy weather, he must have the necessary lamps lighted. He is responsible that they are always in proper order and trimmed, and that, when lighted, they burn brightly,

Driver leaving engine.

192. The driver when on duty at stations or on the line must not leave his engine unless it is absolutely necessary for him to do so, and under no circumstances may he leave his engine without a competent man being placed in charge of it.

Driver to receive orders from guard, &c.

193. The driver must place his engine in front of the train not less than five minutes before the time of starting; after so placing it, and until the end of the journey, he will receive his orders from the guard in all matters affecting the starting, stopping, or movement of the train; and he must promptly obey all orders or signals given to him, whether by the station-master or the guard, so far as the safe and proper working of his engine will allow.

Driver to assist in forming train.

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

Whistle to be sounded.

195. Drivers must always sound the whistle before putting an engine in motion.

Drivers to leave hose or water crane clear of line.

196. After taking water from tanks or water columns, drivers must be careful to leave the hose or water crane clear of the line and properly secured.

Trains over- running or stopping short.

197. When a passenger or mixed train has come to a stand at a station –whether alongside, beyond, or short of the platform- the driver must not move it for any purpose whatever, except upon instructions from the guard under orders of the station-master.

The signal for the train to move again must not be given by the guard until he has satisfied himself that no passenger is getting into or out of the train, and that all the carriage doors are closed.

Arrival and departure of trains.

198. It is the special duty of every station-master, or such other person as may be appointed for the purpose by the authorized officer, to attend to the arrival and departure of trains.

Despatch of trains, &c.

199. Every exertion must be made for the expeditious despatch of the station duties, and for ensuring the safety of the public and the punctuality of the trains. But no train conveying passengers shall be started before the advertised time.

Authority to leave station.

200. The guard must, before leaving a station, receive either a "line clear" message with the necessary instructions endorsed upon it, or the usual authority for leaving a station in accordance with the system in force for working the traffic.

Starting of trains.

201. Before a train starts, care must be taken that all carriage doors are fastened, and it will be the duty of the guard to see that this has been done. The signal to the driver to start must be given by the guard upon receiving intimation from the station-master that all is right for the train to proceed. But no train shall be started until the rules of the system of working have been complied with.

Drivers to have permission before starting.

202. Before starting the driver must have the permission prescribed by the rules of the system adopted for working the line, and must satisfy himself that the line before him is clear.

Name of station to be called out.

203. The station-master is responsible that immediately on the stopping of each passenger train, the name of the station is called out along the train in a distinct and audible manner, and that the station servants pay immediate attention to any indication shown by the passengers of their desire to alight.

Roof lamps.

204. At stations where roof lamps are supplied to trains, station-masters are responsible that the lamps are properly cleaned and trimmed, and that no smoky, defective or badly burning lamp is placed in the train.

Lamps of passing trains.



205. The station-master must look at the head and tail lamps of every passing train, and, if necessary and possible, must see that they are re-trimmed. But if the train does not stop at the station, and any of the lamps require trimming, he must immediately telegraph to the station in advance to stop the train and re-trim the lamps.

Shunting not to cause danger.

206. Station-masters must see that the shunting of trains or crossing from one line to another is performed only at such times and in such manner as will not incur danger.

Side lamps of shunted trains.

207. When a train is shunted for another train to pass, the side lamps must be reversed, or so disposed of as not to exhibit the red light to a following train.

Shunting operations to be protected.

208. No engine or vehicle shall be shunted or moved so as to obstruct the main line until the proper signals have been exhibited in one or both directions, as may be necessary; and care must be taken when the main line is about to be obstructed, after a distant signal has been placed at "danger" for the purpose of protecting the line, that sufficient time is allowed to elapse for any approaching train (which may have been near to or within such signal before it was so placed at "danger") to pass before the obstruction takes place.

Shunting on inclines.

209. When vehicles are shunted at places situated on steep gradients, proper precautions must be taken to prevent any vehicle from running down the incline; a sufficient number of brakes must be put on, and sprags or hand scotches used, when necessary, to prevent the possibility of any vehicle running away. At such places a supply of scotches must be kept for the purpose.

Fly shunting.

210. Fly shunting of vehicles against loaded passenger trains, or of vehicles containing passengers or live-stock, is strictly prohibited.

Examination, &c., of empty vehicles shunted off at stations.

211. All vehicles shunted off at stations as empties must be carefully searched. The windows and lamp-holes of all empty compartments must be closed when the carriages are standing on the sidings at the stations.

Vehicles escaping.

212. Should any vehicle or portion of a train escape from a station, immediate steps must be taken to warn the other station concerned, and prevent accidents as far as practicable.

Guards not to leave trains till handed over.

213. Guards must not leave their trains until they have been properly handed over.

### **SECTION XIII.**

#### **Running trains.**

Engine not to run tender foremost.

214. (1) No engine of a train conveying passengers may be driven outside station limits with tender or fuel truck foremost, except under a written order, or in cases of unavoidable necessity to be established by the driver or in the cases mentioned in clause (2) of this rule.

(2) When necessary on short branch lines or on other short lengths of line, passenger trains may be drawn by engines running tender foremost at a maximum speed of 15 miles an hour on either the standard or the metre gauge. On the standard gauge this maximum speed may be increased on special occasions on the written authority of an inspector of railways appointed under the Indian Railways Act (IX of 1890) within the limit of 25 miles an hour.

Manning of engines in motion.

215. No engine shall be allowed to be in motion outside station limits unless both the driver and the fireman are upon it.

Management of train by driver.

216. (1) The driver must start and stop his train steadily and without a jerk.

(2) He must exercise care in approaching stations at which his train is required to stop and in passing stations at which he is not required to stop.

(3) In stopping his train, he must pay particular attention to the state of the weather and the condition of the rails as well as to the length of the train; and these circumstances must have due weight in determining when to shut off steam.

No authorized person to ride on engine.

217. No person other than the driver and firemen is to ride on the engine or tender without permission from the authorized officer.

Driver and firemen to look back.

218. The driver and firemen must frequently during the journey look back and see that the whole of the train is following in a safe and proper manner.

Driver and firemen to observe signals and use precaution in foggy weather and storms.

219. The driver and firemen must carefully observe all signals; and when from fog or storm, or any other cause, the fixed signals are not visible as soon as usual, every possible precaution must be used, especially in approaching stations and junctions, so that the train can be stopped short of any obstruction, should the signals be against it.

Train drawn by more than one engine. Responsibility of driver and firemen of leading engine.

220. When two or more engines are employed in drawing the same train, the driver and firemen of the leading engine are responsible for the observance of signals; the drivers of the other engines must watch for and take signals from the driver of the leading engine.

Train in motion under control of guard.

221. The train when in motion is under the control of the guard when there is only one, and of the head guard when there are more than one. The passengers and property in the train are under his charge, and he is responsible for the safety and regularity of the whole. He must regulate his time-piece in accordance with special instructions.

Guards to travel in their vans.

222. Each guard must ride in his proper van and not on the engine, nor in a carriage or wagon except under special circumstances.

Carriage doors to be closed.

223. Guards must see that the doors of the carriages are properly closed.

Passengers not to ride outside.

224. Guards must not allow any person to ride outside the carriages, nor may they permit any unauthorised person to travel in any compartment or vehicle not intended for the carriage of passengers, except under special instructions.

Guard to keep a good look-out.

225. Every guard when travelling must keep a good look-out; and should he see any reason to apprehend danger, he must use his best endeavours to attract the attention of the driver, and give notice to him of the apprehended danger.

Defective carriages.

226. Should complaint be made of the running of any carriage, the guard must report the complaint to the station-master and enter the particulars in his journal, giving the number and class of the carriage; but if the guard has no reason to apprehend danger from such carriage before it can be inspected, he must have it detached from the train.

Light engine.

227. If an engine is running without a guard, the driver is responsible for carrying out all rules and for taking all necessary precautions which the guard is required to observe for the safe working and protection of trains.

Exchange of signals between guard and driver.

228. After each train has left the platform, and before it reaches the distant signal, the guard and the driver must exchange signals with each other. This exchange of signals must also be made whenever a train runs through a station without stopping. The driver must stop if the proper signals are not exchanged.

Regulation of speed.

229. The driver must regulate the running of his engine as accurately as practicable, according to the working time-table, so as to avoid either extreme speed or loss of time.

Speed through facing points.

230. Driver must not pass through facing points at a speed exceeding 10 miles an hour, or such lower rate as may be prescribed by special instructions.

If, however, the points are interlocked with a signal and automatically fastened in a manner approved by an inspector of railways appointed under the Indian Railways Act (IX of 1890), they may be passed over at a speed not exceeding 20 miles per hour.

Speed of trains.

231. (1) Drivers must run their trains within the limits of speed fixed for the section of the line upon which they are running.

(2) These limits are not on any line to exceed the following rates respectively:- (a) on the standard gauge for passenger trains, 60 miles an hour, and for goods and mixed trains, 40 miles an hour; (b) on the metre gauge, or any other narrow gauge for passenger trains, 40 miles an hour, and for goods and mixed trains, 25 miles an hour.

Making up time.

232. Drivers must not make up between any two stations more time than is allowed in that behalf under special instructions.

Driver's signal to guard with whistle.

233. In the absence of special instructions to the contrary, when a driver requires the assistance of the guard's brake he must give three or more short, sharp whistles, or sound the brake whistle (when a special whistle is supplied for that purpose), and apply the communication, where such exists.

234. In the absence of special instructions to the contrary, when the driver gives three or more short, sharp whistles or sounds the brake whistle or applies the communication, the guard or guards must immediately apply the brakes.

Guard to assist driver with brake on steep inclines.

235. In travelling down steep inclines, guards must, in order to steady the train, assist the driver with their brakes if required.

Driver observing trains following too closely on double lines.

236. Whenever on the double line a driver observes a train following too closely any preceding train on the road opposite to that on which he is running, he must sound his whistle and exhibit a "caution" or "danger" signal, as occasion may require, to warn the driver of such following train.

Driver observing obstruction on double line.

237. Whenever on the double line a driver observes anything wrong on the road opposite to that on which he is running, he must sound his whistle and exhibit a "danger" signal to any train he may meet, and stop at the first signal-box or station in order to report what he has observed.

Occasions when engine whistle should be used.

238. (1) Should another train be approaching, stopping at, or leaving a station on the opposite line, or should shunting operations be going on, the driver must on approaching, and whilst passing through the station, sound the engine whistle.

(2) The whistle must also be sounded on entering a tunnel and repeatedly when passing through a long tunnel.

Train obscured by steam.

239. Should a driver observe a train obscured by steam or smoke on the opposite line to that on which he is running, or on a siding, he must sound his whistle and approach the train cautiously, so as to be able to stop if necessary.

Trains not to stop where not timed to call.

240. Except under special instructions, no passenger train shall be stopped for the purpose of taking up or setting down passengers at a station where it is not timed to call.

Driver observing defect in road or signals.

241. (1) Should a driver observe any irregularity in the working of signals, or any obstruction on the line or defect in the signals, or any defect in the works, permanentway, or telegraph, he must report the same at the first station at which he stops and at the end of his journey; he must also report any other unusual circumstance that he may have observed.

(2) Should any of the circumstances referred to in clause (1) of this rule involve danger, the driver must stop at the next station or signal-box in order to report; and should it be necessary for the safety of the traffic to do so, he must either stop or endeavour to stop the train at once.

Spirituuous liquors.

242. Drivers, guards, and others directly connected with the working of trains shall not, when on duty, be supplied with spirituuous liquors at refreshment-rooms, except under rules framed by an authorized officer.

Train parting.

243. Should any part of a train become detached when in motion, care must be taken not to stop the front portion before the rear portion has been stopped, and the rear guard must promptly apply his brake to prevent a collision with the front portion.

Portion of train left on main line.

244. (1) When a portion of a train is left on the line outside station limits from accident or inability of the engine to take the whole forward, the guard must put down the brakes and carefully secure the rear portion, so that it will remain stationary, and it must be protected in the manner prescribed in Rules 245 to 254, inclusive. The driver must not return for the second portion on the same line except upon written instructions from the guard; and if upon a double road no such written instructions are given, the engine must return upon the proper line under the rules of the system adopted for working, and cross at the nearest points to the rear of the portion left, which he must work to a station or siding where he can again shunt to the front of the train. If it is necessary for the engine to return to the rear portion of the train on the same line, the driver must before starting with the front portion, obtain from the guard the necessary written instructions authorizing him to do so, and the guard must, in such cases continue to protect his train in the rear, and must not permit a following train to move it.

- (2) When there are two guards with a train so divided, the second guard, or, if there is only one guard, the fireman, must, if it is practicable and safe to do so, ride upon the last vehicle of the front portion until it is placed in a siding.

Protection of trains stopping outside station limits.

245. Except as provided in Rule 259, when a train has been stopped from any cause outside station limits on a double line, the head guard must go (or see that a competent person is sent) back, showing “danger” hand signals, having with him detonators (to be used by day as well as by night) to stop any train approaching on the same line of rails.
246. The person going to protect the train in accordance with Rule 245 must place upon the rails on which the train has been running two detonators, ten yards apart, at a distance of three quarters of a mile on a gradient of 1 in 250 or steeper falling in the direction of the train, or half a mile on any flatter or rising gradient or on the level; and he must also on his way out place one detonator at half those distances respectively. He must remain exhibiting his hand “danger” signal at the further distance until recalled by engine whistle or otherwise, when he must leave down the two most distant detonators, taking up the other on his way back.
247. On a double line, should both roads be fouled, detonators and hand signals must be used on each line in the manner prescribed in Rule 246, and all trains approaching from either direction must be stopped.
248. In the case of a single line, the train must be protected in the manner prescribed in Rules 245 and 246 in front as well as in rear.
249. If two or more trains approach the obstruction, the train which last arrives must be protected in the rear in the manner prescribed in Rules 245 and 246; and when the other train or trains is or are thus protected in that direction, the person or persons who protected such other train or trains may return, and the intermediate detonators may be removed.
250. When the mixed gauge is laid, detonators must be placed on each rail for both the broad and the narrow gauge trains.
251. On a single line the rear of a train must be protected first, and in cases on a double line in which both roads are obstructed and men are not available to be sent out in both directions at the same time, the guard must use his discretion as to which road should be first protected.
252. When necessary, a fireman must be sent out with the signals for the protection of the train.

253. Should the stoppage occur to an engine not attached to a train, or to a train without a guard, the driver must himself take the precautions prescribed in Rules 245 to 252 for its protection, employing the fireman or some other competent person to assist him.
254. On a double road, should both lines be fouled, the driver must aid the guard and at once display a “danger” signal to the front; and, if the engine is not disabled, it should be used to convey the person who goes forward to the proper distance.
255. When starting a train which has stopped outside station limits, the guard and driver must exchange signals. Unless these signals are exchanged, the driver must stop.
256. Should an accident to a train cause an obstruction and the driver run forward without being aware of it, the guard must take steps in accordance with Rules 245 to 251 to protect either or both lines, as may be necessary.
257. Where a line is being worked on the absolute block system or a section of the line has been temporarily blocked under the orders of an authorized officer, Rules 245 to 254 apply only to actual break-downs and not to incidental stoppages.

Attaching and detaching vehicles where line is not level.

258. (1) When from any cause a train has been brought to a stand on the line, where the line is not level, and it is necessary for the engine to be detached from the train for the purpose of attaching or detaching vehicles, the guard must, before the engine is uncoupled, satisfy himself that the van-brakes have been put on securely, and, as an additional precaution, must pin down a sufficient number of other brakes, or carry out such other special instructions as may be given.

**Where line is level.**

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

Protection of trains working between stations.

259. Ballast or other trains, the working of which require that they must stop outside station limits, may be protected by special instructions; but in cases in which their protection is not so specially provided for, they must be protected as prescribed in Rules 245 to 254, inclusive.

**SECTION XIV.**

**Report of obstructions.**

Failure of works.



260. Any failure of any part of the works affecting the safety of a line must be reported as soon as possible to the nearest inspector of permanentway and to the station –masters on both sides of the point at which the failure has occurred.

Obstructions to trains.

261. In case of obstruction to a train the guard must take steps to report in the quickest possible manner to the nearest station-master; and if the telegraph be injured, or if there be no telegraph, the report must be sent to the stations on both sides.

Duty of station-master.

262. In case of obstruction to a train, the station-master must obtain all necessary assistance as soon as possible, and must report the occurrence by telegraph or by the most expeditious means available, to the next station on the other side of the obstruction, so that notice may be given to the drivers and guards of approaching trains.

#### **SECTION XV.**

##### **Fires in trains.**

Fires in trains.

263. Special instructions shall be given by the authorized officer for dealing with cases of fires in trains.

#### **CHAPTER III.**

### **RULES FOR PROVIDING FOR THE ACCOMMODATION AND CONVENIENCE OF PASSENGERS, AND REGULATING THE CARRIAGE OF THEIR LUGGAGE: AND GENERALLY FOR REGULATING THE TRAVELLING, UPON AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.**

#### **SECTION I.**

##### **Passengers.**

Period for which tickets are available.

264. Tickets are available only from the date and for the period specified by the railway administration by which they are issued.

Proper booking, &c.

265. If the guard has reason to suppose that any passenger is without a ticket, or is not in the proper class of carriage, he must request the passenger to show his ticket, reporting to the station-master any irregularity

he may detect. When a passenger is desirous of changing from an inferior to a superior class of carriage on payment of the difference in fare, the guard must have this arranged by the station-master.

Ladies.

266. When ladies are travelling alone, the guards are to pay every attention to their comfort; and in placing them in the train they must, if requested, endeavour to select a carriage (according to the class of their tickets) in which other ladies are travelling.

Prisoners and insane persons.

267. Prisoners and persons afflicted with insanity must not be allowed to mix with other passengers, but must be placed, with their escort, in a prison-van or in a separate compartment, as the case may be, upon reserved accommodation being paid for.

Detention of offenders.

268. The power of arrest given by section 132 of the Indian Railways Act (IX of 1890) is to be exercised with the greatest caution.

Guards to prevent breach of rules.

269. Guards must exert themselves to prevent any breach of rules by passengers or others, and report to the station-master any breach that comes to their notice.

Disorderly person.

270. In the event of any person being drunk or disorderly, or causing annoyance to others, the station-master is to use all reasonable means to stop the annoyance; and if the offender persists, the station-master is to have him removed from the railway premises, and to direct the necessary steps to be taken for his prosecution under the Indian Railways Act (IX of 1890).

Smoking on railway premises.

271. Any person (a) found smoking, or having an open light or fire, in a goods shed or store yard, or (b) having an open light or a lighted mineral oil lamp in a carriage, or (c) who persists in smoking after being warned by a railway servant or police officer to desist on any other portion of the railway premises where such practice may be deemed dangerous by the authorized officer, shall be immediately removed from the railway premises.

Discretion to be used when other offences are committed.

272. If a passenger commits any offence not mentioned in Rule 270 or Rule 271, the case must be immediately investigated by the station-master, who is to exercise his discretion as to the proceedings to be taken, always reporting, by telegraph if necessary, to his immediate superior.

## SECTION II.

### Luggage, parcels, &c.

Free allowance of luggage.

273. A certain weight of passenger's luggage, to be fixed from time to time by the railway administration under section 54 of the Indian Railways Act (IX of 1890), will be taken free of charge. Except as provided in Rule 276, guards must not allow any parcels or luggage to be conveyed by the train unless properly booked.

Excess luggage.

274. All luggage in excess of the free allowance fixed as mentioned in Rule 273 will be charged for at the rate from time to time in force.

No free allowance on unbooked luggage.

275. The free allowance can be claimed only when luggage is booked before the journey is commenced. If luggage is not booked before the commencement of the journey, it will be charged at destination or en route on the full weight carried, and no free allowance will be made.

Small articles of personal luggage.

276. Passengers may take into a carriage such small articles of personal luggage only as can be placed under the seat occupied by the passenger. No other luggage will on any account be allowed into a carriage.

Non-responsibility for excepted articles except by special agreement.

277. A railway administration will not be responsible for any loss or damage that may occur to the animals or articles referred to in sections 73 and 75 of the Indian Railways Act (IX of 1890), whether accompanying passengers in the carriages or sent as luggage or parcels; nor will they undertake to carry, or to be responsible for loss of or damage to luggage or parcels improperly packed or locked, or otherwise insufficiently secured, or containing goods declared by Rule 279 to be dangerous, except by special agreement.

Right to correct charges.

278. A railway administration has the right to correct any charges that have been incorrectly entered in railway receipts or tickets.

## CHAPTER IV.

### RULES FOR DECLARING WHAT SHALL BE DEEMED TO BE DANGEROUS OR OFFENSIVE GOODS, AND FOR REGULATING THE CARRIAGE OF SUCH GOODS; AND GENERALLY FOR REGULATING THE TRAVELLING UPON, AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.

Dangerous goods.

279. For the purposes of the Indian Railways Act (IX of 1890), the following are declared to be dangerous good:-

(The several articles bear an initial letter for the purpose of easy reference to the rules relating to their packing and despatch hereinafter contained in Appendix A.)

Acid, Carbolic	...	...	...	...	...	A
Acid, Carbolic, concentrated			...	...	...	B
Acid, Cresylic		...	...	...	...	B
Acid, Crude coal tar used as disinfectants				...	...	A
Acid, Hydrofluoric, syn: Fluoric			...	...	...	B
Acid, Glacial acetic		...	...	...	...	B
Acid, Hydrochloric, syn: Muriatic, or Spirits of salts					...	B
Acid, Nitric, syn: Aqua fortis				...	...	B
Acid, Sulphuric, syn : Oil of Vitriol, or Vitriol				...	...	B
Acid, Picric	...	...	...	...	...	C
Alcohol, Absolute		...	...	...	...	D
Alcohol, Amylic		...	...	...	...	A
Alcohol, Methylic		...	...	...	...	D

Alcohol, not otherwise specified	...	...	...	A
Ammonia, in solution	...	...	...	B
Ammunition, not otherwise herein specified			...	C
Asphalene	...	...	...	C
Batching oils, flashing above 76° Fahr.			...	A
Blasting gelatine	...	...	...	C
Blasting powder, Schultz's			...	C
Blasting powder, Atlas'	...	...	...	C
Blasting powder, Brain's	...	...	...	C
Blasting powder, Erhardt's			...	C
Blasting powder, Horsley's			...	C
Blasting powder, Horsley's original			...	C
Blasting powder, Reverley's			...	C
Blasting powder, not otherwise herein specified			...	C
Blasting charges, Hochstadter's			...	C
Blasting charges, Reichen's			...	C
Blasting charges, Saxefragine			...	C
Blasting charges, not otherwise herein specified			...	C
Benzine or Benzole	...	...	...	D
Benzoline	...	...	...	D
Bisulphide of carbon	...	...	...	D

Bromine	...	...	...	...	...	B
Cartridges	...	...	...	...	...	C
Chlorate mixture		...	...	...	...	C
Chlorates generally		...	...	...	...	C
Chloride of sulphur		...	...	...	...	B
Chlorides of phosphorous		...	...	...	...	C
Chloroform	...	...	...	...	...	B
Collodion	...	...	...	...	...	D
Carbo-azotine	...	...	...	...	...	C
Colored fires	...	...	...	...	...	C
Combustibles, not otherwise herein specified				...	...	C
Cotton-powder	...	...	...	...	...	C
Crackers	...	...	...	...	...	C
Detonators	...	...	...	...	...	C
Diazo Benzole	...	...	...	...	...	C
Dualine	...	...	...	...	...	C
Diorrexin	...	...	...	...	...	C
Dynamite	...	...	...	...	...	C
Dynamite, ammonia		...	...	...	...	C
Dynamite, gelatine		...	...	...	...	C
Ether	...	...	...	...	...	D

Etnite	...	...	...	...	...	C
Explosive chemicals, not otherwise herein specified					...	C
Explosives and explosive powders, not otherwise herein specified						C
Fog signals	...	...	...	...	...	C
Fortis	...	...	...	...	...	C
Fireworks	...	...	...	...	...	C
Fireworks composition		...	...	...	...	C
Fulminate of mercury		...	...	...	...	C
Fulminate of silver		...	...	...	...	C
Fuze	...	...	...	...	...	C
Gas, compressed		...	...	...	...	D
Gasoline	...	...	...	...	...	D
Gun-cotton	...	...	...	...	...	C
Gun-cotton powder		...	...	...	...	C
Gun-cotton chlorated		...	...	...	...	C
Gun-cotton nitrated		...	...	...	...	C
Gunpowder	...	...	...	...	...	C
Glyoxiline	...	...	...	...	...	C
Gun paper	...	...	...	...	...	C
Gun sawdust	...	...	...	...	...	C
Iodide of nitrogen		...	...	...	...	C

Matches, congreve	...	...	...	...	C
Matches, lucifer	...	...	...	...	C
Matches, vesuvian	...	...	...	...	C
Methylic nitrate	...	...	...	...	C
Methylated spirits	...	...	...	...	D
Muriate of tin	...	...	...	...	B
Mataziette	...	...	...	...	C
Meganite	...	...	...	...	C
Naptha	...	...	...	...	D
Naptha, wood or wood spirit		...	...	...	D
Napthalin	...	...	...	...	A
Nitrate of Barium	...	...	...	...	C
Nitrate of Iron	...	...	...	...	B
Nitrate of Strontia	...	...	...	...	C
Nitrate of Diazo Benzole	...	...	...	...	C
Nitrates, metallic, not otherwise specified			...	...	C
Nitro-glycerine and its compounds		...	...	...	C
Nitro-mannite	...	...	...	...	C
Oil, fusel	...	...	...	...	A
Oil, gas, and any such other substance as gives off an in flammable vapour at a temperature of 90° Fahr.					D
Oil, kerosine, flashing above 76° Fahr.			...	...	A



Oil, kerosine, flashing below 76° Fahr.	...	...	D		
Oil, Petroleum and other hydro-carbon oils, refined or crude, which do not give off inflammable gas.			A		
Oil, Rangoon, flashing above 76° Fahr.	...	...	...	...	A
Paraffine	...	...	...	...	A
Perchloride of iron	...	...	...	...	B
Percussion caps	...	...	...	...	C
Phosphorus	...	...	...	...	B
Phosphorus amorphous	...	...	...	...	B
Peralite	...	...	...	...	C
Pudrolithe	...	...	...	...	C
Pyrolithe	...	...	...	...	C
Picrates	...	...	...	...	C
Picric powder	...	...	...	...	C
Rockets	...	...	...	...	C
Rhexite	...	...	...	...	C
Rectified spirit	...	...	...	...	D
Sulphate of indigo, concentrated	...	...	...	...	B
Teutonite	...	...	...	...	C
Tubes for firing explosives	...	...	...	...	C
Tonite	...	...	...	...	C
Turpentine	...	...	...	...	D

Turpentine spirits of	...	...	...	...	...	D
Vigorite	...	...	...	...	...	C
War rockets	...	...	...	...	...	C
Wood spirit	...	...	...	...	...	D
Xyloidine	...	...	...	...	...	C

and every other article which, under the Indian Explosives Act, 1884, is an explosive as defined in that Act.

Offensive goods.

280. For the purposes of the Indian Railways Act (IX of 1890), the following are declared to be offensive goods:-

Vegetables, fish, meat, carcases, and other articles in a decayed condition.

Dead bodies.

Bones.

Municipal or town sweepings.

Manures.

Rags.

Responsibility of owner of dangerous goods conveyed at owner's risk only.

281. (1) Subject to any exceptions from time to time specially notified by the railway administration, dangerous goods are accepted for conveyance only at the risk of the owner, and the consignor must give a written declaration that they have been packed (a) if they are explosives to which the rules for the time being in force under the Indian Explosives Act, 1884, apply, in accordance with those rules; and (b) if they are not explosives, in accordance with the rules prescribed in Appendix A for the particular class to which the goods belong. The consignor must accept in writing the responsibility in case of accident caused by any defect in the method of packing, or in respect of any loss or damage arising in, or by reason of the loading, stowage, or unloading of the goods, other than loss or damage caused by proved gross neglect on the part of the railway servants.

(2) The rules now in force under the Indian Explosives Act, 1884, are set forth in Appendix B.

Special vehicles for dangerous goods.

282. Subject to any exceptions from time to time notified by the railway administration, dangerous goods will not be received for conveyance by rail unless sufficient notice to provide special vehicles for their reception has been given.

Minimum charge for dangerous goods.

283. Dangerous goods which require special vehicles for their conveyance are subject to a minimum charge as from time to time fixed by the railway administration.

Freight to be prepaid on dangerous and offensive goods.

284. Subject to any exceptions from time to time notified by the railway administration, the freight on dangerous and offensive goods must be prepaid.

Loading and unloading of dangerous and offensive goods.

285. Dangerous and offensive goods must be loaded by the consignor and unloaded by the consignee.

Unclaimed dangerous goods.

286. If upon arrival at a station a consignee does not take delivery of and remove dangerous goods within the prescribed time, they may be kept in the van until delivery is effected, or until they or otherwise disposed of.

Offensive consignments.

287. With the view to preventing contagious and infectious diseases being disseminated by means of rags, bones, or other offensive consignments, the following conditions must be scrupulously observed:-

- (a) No offensive consignments are to be allowed to accumulate on the railway premises: each consignment must be brought complete, and arrangements made to immediately load it in the wagons.
- (b) Whenever practicable, offensive consignments are to be kept quite distinct and separate from all other goods, except minerals; and when it is absolutely necessary to warehouse them at destination, they are to be stored in remote but secure places, not in the railway warehouses.
- (c) All rules as to prepayment of freight, minima charges, and other matters are to be most carefully observed, and demurrage or wharfage strictly enforced in case of delay in loading or delivery.

## CHAPTER V.

### RULES FOR REGULATING THE CONDITIONS ON WHICH THE RAILWAY ADMINISTRATION WILL CARRY PASSENGERS SUFFERING FROM INFECTIOUS OR CONTAGIOUS DISORDERS, AND PROVIDING FOR THE

**DISINFECTION OF CARRIAGES WHICH HAVE BEEN USED BY SUCH PASSENGERS; AND GENERALLY FOR REGULATING THE TRAVELLING UPON, AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.**

Infectious disorders.

288. For the purposes of the Indian Railways Act (IX of 1890) ,the following are to be considered infectious or contagious disorders:

Cholera.	Scarlet fever.
Diphtheria.	Small-pox.
Leprosy.	Typhus fever.
Measles.	Typhoid fever.

**Whooping cough.**

Attendants.

289. Any person being in attendance on a person suffering from an infectious or contagious disorder is subject to the same restrictions while travelling by railway as if he himself were suffering from the disorder.

Reserved compartment.

290. The station-master giving permission to a person suffering from an infectious or contagious disorder, or to his attendants to enter the railway premises or carriages, must arrange for his or their complete separation from other passengers during the whole time such person, or his attendants, remains or remain on the railway, and will give due notice to the guard accordingly. A person suffering from an infectious or contagious disorder is not to be allowed to travel in the same compartment, or to mix with other passengers, but must take and pay for reserved accommodation for himself as well as for his attendants, if any; and special precautions are to be taken against the infection being communicated to other persons on the railway premises or in the carriages.

Disinfection of carriages.

291. If any railway carriage has been entered by a person suffering from an infectious or contagious disorder, the carriage must be disinfected in accordance with special instructions, immediately after it has arrived at its destination, and no passenger shall be allowed into it until the disinfection has been completed.

## CHAPTER VI.

### RULES FOR REGULATING THE CONDUCT OF RAILWAY SERVANTS, AND GENERALLY FOR REGULATING THE TRAVELLING UPON, AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.

#### SECTION I.

##### General.

Obedience to instructions.

292. Each person in railway service must devote himself exclusively to the service of the railway on which he is employed, residing at whatever place may be appointed, attending at such hours as may be required, paying prompt obedience to all persons placed in authority over him, and conforming to all the rules of the railway.

Pay.

293. The pay of every railway servant always includes his services during all hours, whether early or late, as may be determined from time to time by his superior.

Absence from duty.

294. No railway servant may, under any circumstances, absent himself from duty without proper permission.

Supply of copy of rules.

295. (1) A copy of these rules shall be supplied to each railway servant who understands English, and who is in any way connected with the out-door working of the railway, or with the working of trains.

(2) Each native subordinate, who is in any way connected with the out-door working of the railway or with the working of trains, and who is unacquainted with the English language, shall be provided with a translation, in a language which he understands, of these rules, or of all such of them as relate to his duties.

Servants to be acquainted with rules and to keep copies.

296. Every railway servant must make himself acquainted with the rules supplied to him, and must produce his copy of the rules when required. If the copy be lost, defaced, or torn, he must apply to his immediate superior for a new one, which will be supplied at the cost of the servant. Any railway servant who should have a copy and is found without one is liable to punishment.

Station-masters, foremen, &c., responsible that their subordinates are acquainted with rules.

297. Station-masters, foremen, and gangers are responsible that the subordinates working under them are acquainted with all the rules relating to their respective duties.

Obedience to rules.

298. Every railway servant is bound by the terms of his employment to obey these general rules.

All persons must assist in carrying out rules.

299. Every servant is required to assist in carrying out the rules, and must immediately report to his superior any infringement thereof, or any occurrence affecting the safe and proper working of the railway, which may come under his notice.

Uniform.

300. Every railway servant required to wear uniform is to appear in it, clean and neat, when on duty.

Conduct of servants.

301. The conduct of all railway servants must be prompt, civil, and obliging. They must at all times afford every proper facility for the business to be performed, and be careful to give correct information.

Improper language.

302. Swearing and immoral language and violent altercations and threats are strictly prohibited.

Intoxication on duty.

303. Intoxication on duty renders the offender liable to one or other, as the case may be, of the penalties prescribed in section 100 of the Indian Railways Act (IX of 1890).

Ticket or pass necessary.

304. A railway servant is not allowed to travel on the railway, except in the execution of his duty, unless he is provided with a proper ticket or free pass; nor is he allowed to ride on the engine, or in the brakevan, or in any vehicle in which luggage or parcels is or are conveyed, except with written permission from an authorized officer.

Special trains without notice.

305. The staff along the line must always be prepared for special trains without previous notice.

Obstructions.

306. In the case of an accident or obstruction, the most prompt mode of communicating the circumstances to the next station must be adopted, and all possible assistance may be demanded from, and must be promptly rendered by, any railway servant whose services may be needed.

Public safety.

307. The safety of the public must under all circumstances be the chief care of railway servants.

Lost articles.

308. Any lost article found on the railway line or premises must be immediately made over to the nearest station-master to be dealt with in accordance with special instructions.

Misconduct, &c.

309. All railway servants are subject to immediate dismissal or suspension without pay for refusal of duty, disobedience of orders, negligence, misconduct, or absence without leave, or for any neglect of these rules.

Leaving service without notice.

310. Any railway servant, who shall quit the service without having given one month's previous notice in writing, or the notice required by his agreement of service, shall forfeit all claim for pay due.

Breach of rules.

311. Any railway servant committing a breach of Rules 294, 302, 304, 309, or 310 shall forfeit a sum not exceeding one month's pay, which may be deducted by the railway administration from his pay.

Gratuities.

312. No money or gratuity, in the shape of fee or reward, is allowed to be taken from passengers or other persons by any railway servant, even although the regular hours of duty have expired, without the permission of the railway administration. Any infringement of this rule renders the offender liable to immediate dismissal, and on conviction to imprisonment or to fine, or to both, under Chapter IX of the Indian Penal Code.

Surrender of railway property on leaving.

313. When a railway servant leaves the service, he must deliver up all railway property in his charge; and no money due for wages will be paid until all articles which have been supplied to him have been delivered up in accordance with special instructions. If not delivered up, or if any article be missing or be damaged from neglect or by improper use, the cost of such article, or of the repair of such damage, shall be deducted from any pay due to him or from any moneys held for him by the railway authorities; and if such moneys should be insufficient to meet the claim, the balance will become a debt recoverable at law.

## **SECTION II.**

### **Station-masters.**

Station-masters under traffic department.

314. Station-masters will receive their orders from, and report to, such traffic officers as may be placed over them.

Responsibility of station-masters.

315. Every station-master is answerable for the security and protection of the office and buildings, and of the railway property at his station. He is responsible for the faithful and efficient discharge of the duties devolving upon all the railway servants either permanently or temporarily employed at the station or within its limits, and all such servants are subject to his authority and directions in the working of the line and station. He is also responsible for the general working of the station being carried out in strict accordance with all rules and special instructions.

Office duties.

316. The station-master must see that all orders and instructions are duly entered and executed, and that all books are regularly and neatly kept, and all returns properly prepared and submitted.

Points and signals.

317. The station-master is responsible that all points, gates, and signals at his station are in proper working order. He must report the particulars of any defects to the nearest inspector of permanent-way, and must advise his immediate superior thereof.

Daily inspection of stations.

318. The station-master, or such other person as may be appointed for the purpose, must daily inspect the station, and see that all rooms, latrines, and other offices, platforms, and appurtenances are kept neat and clean.

Civility to public.

319. The station-master must take care that all railway servants at his station behave respectfully and civilly to the public and passengers of every class.

Servants coming on duty.

320. The station-master must take care that all railway servants at his station come on duty at proper times in a clean and tidy state and in uniform when so required.

Misconduct to be reported.

321. The station-master must report, without delay, to his superior officer any neglect of duty or other misconduct on the part of any of the railway servants within station limits, and must also forward to his superior officer particulars of any complaint made by the public.



Absence from duty.

322. In cases of illness necessitating his absence from duty, the station-master must inform his superior officer, and take care that some competent person is entrusted with his duties.

### **SECTION III.**

#### **Guards.**

To receive instructions from station-master.

323. Guards will receive instructions from the station-master or other authorized officer, to whom they must apply for anything necessary for the working of their trains.

Attendance at station.

324. Every guard must be at the station from which he is to start at the time appointed for his attendance, and must have with him a copy of these rules and of the working time-tables of the lines over which he has to run.

Acquaintance with instructions.

325. Every guard must make himself acquainted with all instructions requiring his attention on those parts of the line over which he has to work.

Equipment.

326. Every guard must have with him the equipment and stores prescribed by the authorized officer.

Head guard to be obeyed.

327. When there are two or more guards or brakesmen with a train, the subordinates must obey the instructions of the head guard.

### **SECTION IV.**

#### **Drivers and Firemen.**

Attendance.

328. Drivers and firemen must be with their engines at such time before starting as the Locomotive Superintendent or other authorized officer may require, and must satisfy themselves that their engines are in proper order.

Look -out by driver and firemen.

329. The driver must keep a good look-out all the time the engine is in motion. Firemen must also keep a look-out when not necessarily otherwise engaged.

Acquaintance with instructions.

330. Every driver must make himself acquainted with all instructions requiring his attention on those parts of the line over which he has to work.

Equipment.

331. (1) Every driver must have with him, at all times when on duty, such flags, lamps, tools, and other appliances as may be ordered from time to time by the Locomotive Superintendent or other authorized officer.

**To have rules and working timetables.**

(2) He must also have with him a copy of these rules and of the working time-tables in force upon the lines over which his engine has to run.

Firemen jointly responsible with driver.

332. Firemen must obey the orders of the driver in all particulars; and they are held jointly responsible with the driver for the proper observance of all rules and special instructions.

## **SECTION V.**

**Inspectors, platelayers, gangers, and others employed on the permanentway.**

Duties of inspectors.

333. The inspector or person in charge of each district of the line will be held responsible for the condition of the permanentway and works in his district. He must keep an account of all materials used, and must see that none are wasted. He must also report promptly to the Engineer in charge of the district all accidents and all defects in the road or works that may interfere with the safe running of trains.

Gangers.

334. In each gang of platelayers or men repairing the permanentway, there shall be a ganger; and the inspector of Permanentway for the district must take care that every ganger is provided with a copy in the vernacular of such of these rules as relate to his duties; also with proper signals, a permanentway gauge, and all necessary tools, which the inspector of permanentway must inspect at least once a month, and ascertain that the gauges are correct, that the tools and signals are in good order, and that no article has been lost.

Supply of lamps and signals to platelayers.

335. Each gang of platelayers or labourers must be supplied by the inspector of permanentway for the district with two sets of flag signals, two hand signal lamps, and a proper number of detonators. Each ganger will be held responsible for having his signals constantly in proper order and ready for use.

Observation of rules.

336. The inspector must take care that all rules are observed, and report any departure from them to the authorized officer.

Register of names.

337. Each inspector must have a register of the name and place of residence of all the gangers employed in his district, so that in case of accident he may be enabled to call upon them to summon their men immediately to assist in any way that may be required; and should any obstruction take place, caused by slips or other sudden emergency, each ganger must immediately collect the men required.

Gangers to explain rules.

338. Each ganger is responsible that the subordinates working under him are acquainted with all the rules relating to their respective duties.

Custody of tools.

339. Each ganger is responsible on his own length of line for the security of tools and implements supplied to him.

## SECTION VI.

### Signalmen and Pointsmen.

Regular attendance when on duty.

340. Signalmen and pointsmen must not during their period of duty leave the signals or points of which they have charge.

Hand signals.

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

Care of points.

342. Pointsmen must be careful to keep their points clean and clear, and whenever a train has passed, they must remove anything that may have got within the points, so as to prevent them from closing.

Injured points to be reported.

343. Whenever points, crossings, or guide rails are injured or damaged, the pointsman must immediately report the circumstance to his superior officer, and, if possible, to the nearest inspector of permanentway.

## CHAPTER VII.

**RULES FOR REGULATING THE TERMS AND CONDITIONS ON WHICH THE RAILWAY ADMINISTRATION WILL  
WAREHOUSE OR RETAIN GOODS ON BEHALF OF THE CONSIGNEE OR OWNER; AND GENERALLY FOR  
REGULATING THE TRAVELLING UPON, AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.**

**SECTION I.**

**Warehousing and retention of goods.**

Wharfage charges on inward goods.

344. All goods left on the railway premises for any period exceeding 24 hours, either for the convenience, or by the desire, or in consequence of the neglect of the consignor or consignee, will be subject to a wharfage charge to be fixed from time to time by the railway administration.

Wharfage charges on outward goods.

345. Goods brought on to a railway station for despatch, which are allowed to remain over the time prescribed by the railway administration from time to time under section 54 of the Indian Railways Act (IX of 1890), without the consignment being completed and a forwarding note tendered, will become subject to a wharfage charge for each 24 hours (or fraction of 24 hours) after such prescribed time.

Demurrage on inward wagons.

346. Demurrage, at a wagon rate to be fixed from time to time by the railway administration, may be charged on all wagons laden with goods requiring to be unloaded by owners that are not discharged within 24 hours after being placed in position for unloading.

Demurrage on outward wagons.

347. Demurrage, at a wagon rate to be fixed from time to time by the railway administration, may be charged on all wagons that are ordered and not loaded, or are loaded and not ready for despatch, within 24 hours after being placed in position for loading.

Combined wharfage and demurrage charges.

348. In the event of goods requiring to be loaded or unloaded by the owner, becoming liable to both wharfage and demurrage charges, the railway authorities may, as from time to time fixed by the administration, levy either wharfage or demurrage charges for the entire period, or both charges.

Minimum charges.

349. Wharfage, demurrage, and storage charges will be subject to such minimum rates as may from time to time be fixed by the railway administration.

Payment of demurrage, wharfage, and storage charges.

350. Demurrage, wharfage, and storage charges must be paid before delivery is given.

No charge for Sundays, &c.

351. Sundays, Christmas-day, and Good Friday are omitted in charging demurrage or wharfage, but not in charging storage.

Unclaimed consignments.

352. Subject to the exceptions mentioned in Rule 356, unclaimed consignments will be kept on hand at the station to which invoiced for one month, during which time the notice prescribed in section 56 of the Indian Railways Act (IX of 1890) will, if possible, be served upon the person appearing entitled thereto.

Unclaimed consignments.

353. If not taken delivery of within one month after receipt at the station to which invoiced, unclaimed consignments will be sent to the Lost Property Office.

Wharfage, demurrage, &c., on unclaimed consignments.

354. Unclaimed consignments will be liable to the wharfage and demurrage charges hereinbefore referred to so long as they remain at stations, and thereafter to Lost Property Office storage charges; they will also be liable to freight and other charges incident on their transfer to the Lost Property Office, as well as to all special expenditure incurred by the railway administration on account of their custody.

Periodical clearance sales.

355. Public sales by auction will be held from time to time of all unclaimed or lost property which has remained in the Lost Property Office over six months. A month's previous notice of each auction will be given by advertisement in a newspaper.

Speedy disposal of unclaimed perishable and offensive articles.

356. (1) Unclaimed perishable and offensive articles will be disposed of by the station-master of the station at which they may be left immediately after the expiry of 24 hours.

(2) Unclaimed animals will be sold by auction after 15 days' notice.

Sale of articles requiring license.

357. Where articles, such as arms, ammunition, explosives, spirits and opium, the sale of which by unlicensed persons is prohibited by law, are left unclaimed in the possession of the railway administration, they will be sold only in accordance with instructions of the Government of India specially issued from time to time in this behalf. When not of a dangerous, perishable, or offensive character, they will, however, be retained

in the possession of the railways administration for the same period as that prescribed for other unclaimed consignments.

Payment of surplus proceeds on sales.

358. Any surplus proceeds arising out of sales of lost property or unclaimed consignments will, after payment of all charges and expenses due to the railway administration, be paid to the person or persons thereto entitled.

## SECTION II.

### Cloak –rooms.

Cloak-rooms for left luggage and parcels.

359. Passengers may leave small parcels or packages in the cloak-rooms at such stations as may be specified from time to time by the railway administration.

Charge.

360. A fixed charge per package or parcel, at such rate as may from time to time be fixed by the railway administration, may be levied for each 24 hours, or part of 24 hours, during which the package or parcel remains in a cloak-room.

Responsibility for articles in cloak-room.

361. The responsibility of the railway administration for articles left in a cloak-room shall be that of a bailee under sections 151, 152, and 161 of the Indian Contract Act, 1872.

Receipt for articles left in cloak-room.

362. A receipt ticket shall be given to any person depositing parcels or packages for custody in a cloak-room; and delivery will be made to any person presenting such receipt ticket, after which all responsibility of the railway administration in respect of such parcels or packages shall absolutely cease and determine.

Unclaimed articles.

363. Articles unclaimed after a period from time to time fixed by the railway administration will be transferred to the Lost Property Office, and dealt with as prescribed in Rules 354 to 358 for unclaimed consignments.

Storage charge for unclaimed luggage.

364. All unclaimed booked luggage left on the railway premises for more than 24 hours is subject to a storage charge.

Transfer of unclaimed luggage to Lost Property Office.

365. After being on hand for one month, unclaimed booked luggage will be transferred to the Lost Property Office, and dealt with in the manner prescribed in Rules 354 to 358 for unclaimed consignments.

Storage charge on lost property.

366. Lost property found in railway vehicles or on railway premises will (subject to the exceptions mentioned in Rule 356) be sent to the nearest Lost Property Office, and become subject to such storage charge as may from time to time be fixed by the railway administration.

Account of lost property.

367. An account of all unclaimed luggage, and of any lost property found on the line or on railway premises, must be kept by the station-master.

J.G.FORBES, Colonel, R. E.,  
Secretary to the Government Of India.

----- Attachment -----

[ ATTACH LIST 1 ] 01 APPENDIX A.[SEE RULE 279.] RULES RELATING TO THE PACKING AND DESPATCH OF DANGEROUS GOODS. I.-Articles marked A.

[ ATTACH LIST 2 ] 02 APPENDIX B. [SEE RULE 281 (2).]