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Separate paging is given to this Part, in order that it may be filed as a separate compilation.

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PART I.

Government Notifications, Appointments, &c.

NOTIFICATIONS.

PUBLIC WORKS DEPARTMENT.

(RAILWAY.)

Bombay Castle, 26th March 1895.

No. 16.—The following Notification by the Government of India in the Public Works Department is republished for information :—

“ Calcutta, the 21st March 1895.

No. 118.—The following are published for general information :—

Circular No. 6 Railway.

GOVERNMENT OF INDIA, PUBLIC WORKS DEPARTMENT—RAILWAY TRAFFIC.

Calcutta, the 12th March 1895.

General Rules for Open Lines of Railway in British India administered by the Government.

Read :—

Section 47 of the Indian Railways Act, 1890.

Government of India, Public Works Department, Notification No. 267, dated the 11th June 1890, appointing the Director General of Railways as the officer who, under Section 47 of the Indian Railways Act, 1890, is to make General Rules for Railways administered by the Government.

Read also—

- Government of India Circular No. 3 Ry., dated the 19th April 1892, promulgating General Rules for working open lines of railway in British India administered by the Government.
- Government of India, Public Works Department, Notification No. 174, dated the 7th May 1892, publishing, in the *Gazette of India* of the 14th May 1892, the circular and the General Rules read above.
- Government of India Resolutions Nos. 0043 R. T., 0047 R. T., 0058 R. T., and 321 R. T., dated respectively the 14th January, 19th January, 28th February, and 7th June 1893, making certain alterations in the General Rules of 1892 above referred to.
- Government of India, Public Works Department, Notifications Nos. 28, 30, 82 and 249, dated respectively the 19th January, 20th January, 1st March and 23rd June 1893, publishing the foregoing resolutions in the *Gazette of India* of the 21st January, 4th March and 24th June 1893.
- Government of India, Public Works Department, Notification No. 331, dated the 12th September 1893, published in the *Gazette of India* of the 16th September 1893, making a further alteration in the General Rules of 1892, above referred to.
- Government of India Resolution No. 572 R. T., dated the 29th September 1892, directing that the General Rules of 1892 should be discussed at the Indian Railway Conference of 1893.
- Letter from the President of the Indian Railway Conference of 1893, No. 160, dated the 12th December 1893, and Appendix U, Resolution No. 124, of the Conference Proceedings therewith forwarded.
- Letter from the Director General of Railways, No. 77 T., dated the 22nd February 1895, forwarding revised General Rules for working open lines of railway in British India.

OBSERVATIONS.—The Government of India, in Public Works Department Resolution No. 572 R. T., dated the 29th September 1892, directed that the General Rules for open lines of railway which were applied to railways administered by the Government in Government of India Circular No. 3 Railway, dated the 19th April 1892, should be discussed at the Railway Conference of 1893 before any steps were taken to generally introduce those rules on railways which are not administered by Government.

2. The General Rules were accordingly discussed and revised at the recent Conference, but certain objections having been taken to some of the rules as then agreed to, the draft has, under the orders of the Government of India, undergone a further revision with a view to bringing it into complete accord with the provisions of the Indian Railways Act, 1890. In carrying out this revision it has been found necessary to omit certain clauses from the General Rules, as drawn up by the Railway Conference, which referred to the subsidiary rules. The subsidiary rules which a railway administration may find it necessary to draw up are, provided they are not inconsistent with the General Rules, recognised in the Indian Railways Act, 1890, only under clause (b) of Section 101, and consequently it is not permissible to make any reference to such subsidiary rules in General Rules drawn up under section 47 of the Act.

3. The Director General of Railways has now applied for the accompanying General Rules to be made applicable to all open lines of railway in British India administered by the Government.

RESOLUTION.—In exercise of the power conferred by Section 47, sub-section (3), of the Indian Railways Act, 1890, and in supersession of all previous rules on the subject, the Governor General in Council is pleased to sanction the accompanying General Rules, and to direct that they shall be brought into force on the 1st August 1895, on all lines of railway in British India administered by the Government and for the time being used for the public carriage of passengers, animals or goods.

2. The Governor General in Council desires that the said rules may be brought to the notice of the administrations of the several railways not administered by the Government, and that the Agents and Managers of those railways may be invited to submit a formal application for the adoption of the rules, with such modifications (if any) as may be considered necessary in each case.

ORDER.—Ordered, that this Resolution, with the accompanying General Rules, be published under a notification in Part I of the *Gazette of India*, as required by Section 47, sub-section (3) of the Indian Railways Act, 1890, as well as being kept at railway stations as directed by sub-section (b) of the same section

Ordered also that this Resolution, and its enclosure, be communicated to the Local Governments

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab.

The Chief Commissioners of the Central Provinces, Burma and Assam.

The Resident at Hyderabad.

The Resident in Mysore.

The Agents to the Governor General for Rajputana, Central India, and Baluchistan.

The Director General of Railways.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

and Administrations, and to the officers noted in the margin, for information and guidance; also to the Accountant General, Public Works Department, for information.

(Signed) W. S. S. BISSET, Lieut.-Colonel, R. E.,

Secretary.

Documents accompanying.

The revised General Rules referred to for working open lines of railway in British India administered by the Government.

PART I.

RULES FOR THE GUIDANCE OF
RAILWAY OFFICIALS.

In exercise of the powers conferred by section 47, sub-sections (1) and (2), of the Indian Railways Act, 1890, and Public Works Department Notification No. 267, dated the 11th June, 1890, the Director General of Railways hereby makes the following General Rules for the guidance of railway officials employed on lines of railway in British India administered by the Government and for the time being used for the public carriage of passengers, animals or goods:—

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1. In these rules, unless there be something repugnant in the subject or context,—

- (1) 'main line' means the line ordinarily used for running trains through and between stations on any part of a railway;
 (2) 'train' means an engine with or without vehicles attached;
 (3) 'passenger train' means a train intended solely or mainly for the carriage of passengers and other coaching traffic;
 (4) 'goods train' means a train intended solely or mainly for the carriage of general merchandise, minerals, materials or live-stock;
 (5) 'mixed train' means a train intended for the carriage of both passengers and goods or of passengers, animals and goods;
 (6) 'ballast train' means a train intended for the carriage of ballast, and includes a train intended for the carriage of stone, material or fuel when picked up or put down either between stations or in station yards;
 (7) 'ordinary train' means a train, whether passenger, goods or mixed, which is entered in the working time-tables;
 (8) 'special train' means any train which is not an ordinary train;
 (9) 'Guard' includes a Brakesman and any other railway servant who may for the time being be performing the duties of a Guard;
 (10) 'Driver' means the person in charge for the time being of a working locomotive engine;
 (11) 'system of working' means the system adopted for the time being for the working of trains on any portion of a railway in pursuance of rule 2;

(Part I, Chapter II.—Systems of working trains.—Rule 2. Chapter III.—Rules applicable generally to all systems of working trains.—Rules 3—6.)

(12) 'station' means any place—

- (a) at which traffic is booked and authority is given under the system of working for trains to proceed, or
- (b) at which authority is given under the system of working for trains to proceed;

(13) 'station-limits' include—

- (c) all traffic lines and premises within the Distant signals, or,
- (d) if there be no Distant signal or Distant signals, all traffic lines and premises within the outside-points, or,
- (e) if there be no Distant signal or Distant signals, and no outside-points, all traffic lines and premises within the ends of the platform, or within such other positions as may be fixed by the authorised officer;

(14) 'Station Master' means the person on duty who is for the time being responsible for the working of traffic within station limits, and includes—

- (f) an Assistant Station Master,
- (g) a Clerk in charge, and
- (h) any other person appointed to the charge of a station;

(15) 'Inspector of Permanent-way' means the railway servant performing the duties of an Inspector of Permanent-way by whatever designation he may be known on any particular railway;

(16) 'Ganger' means the railway servant in charge of a gang of Platelayers or other workmen employed on the permanent-way, by whatever designation he may be known on any particular railway;

(17) 'authorised officer' means the person who is duly empowered to issue instructions or do any other thing of the nature referred to in each case;

(18) 'special instructions' mean instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances;

(19) 'banner flags' mean red flags stretched across the line of rails and held by upright supports fixed in the ground;

(20) 'write,' with its grammatical variations and cognate expressions, includes 'print' and 'lithograph,' with their grammatical variations and cognate expressions;

IX of 1890.

(21) words defined in the Indian Railways Act, 1890, have the meanings assigned to them in that Act;

(22) words importing the masculine gender include females; and

(23) words in the singular include the plural, and *vice versa*.

CHAPTER II.

SYSTEMS OF WORKING TRAINS.

2. All trains working between stations must be Systems of worked on one of the following systems, namely— working trains.

- 'Line-clear and caution message,'
- 'Train following,'
- 'Absolute block,'
- 'Train-staff and ticket,'
- 'Pilot guard,' or
- 'One engine only.'

CHAPTER III.

RULES APPLICABLE GENERALLY TO ALL SYSTEMS OF WORKING TRAINS.

3. The working of trains between stations shall Time, be regulated by Madras time, which must be sent to all the principal stations on the railway.

4. Where trains are worked on the 'Line-clear Following and caution message' system, the 'Train follow- trains, ing' system, the 'Train-staff and ticket' system certain working on or the 'Pilot Guard' system, no train shall be systems. allowed to leave a station to follow another train on the same line,—

(a) in the case of a passenger train to follow a goods train, or a goods train to follow a slow passenger train, unless—

(i) the Driver has been properly warned of the time of departure of the preceding train and of the place at which it will next stop, and

(ii) an interval of fifteen minutes (or, if the distance to the next station in advance exceeds ten miles, such longer interval as shall be prescribed by special instructions) has elapsed since the departure of the preceding train, or

(b) in any other case, unless either—

(iii) it has been ascertained that the preceding train has arrived at the next station in advance, or

(iv) an interval of ten minutes has elapsed since the departure of the preceding train.

5. (1) Where there is a double line, every train Double and single line working. must be run on the left hand line:

Provided that if one of the lines should be blocked so as to necessitate the passing of all up and down trains on a single line, such special instructions as may be necessary shall immediately be issued for establishing single line working.

(2) Where trains are being run on a single line, no train shall be allowed to leave one station for another until it has been ascertained that the line between such stations is clear of trains coming from the opposite direction and, except as contemplated in rule 4, of all other known impediments.

6. No special train, and no engine without Running of special trains or light engines. unless previous notice has been given, when practicable, to all other stations concerned.

(Part I, Chapter IV.—Working of trains on the 'Line-clear and caution message' system.—
Rules 7-13.)

Pushing engine.

7. No engine shall be allowed to push any vehicle, except—

- (a) within station limits, or
- (b) as provided in rule 61, or
- (c) in accordance with special instructions.

CHAPTER IV.

WORKING OF TRAINS ON THE 'LINE-CLEAR AND CAUTION MESSAGE' SYSTEM.

Procedure before allowing train to leave station.

8. (1) Where trains are worked on the 'Line-clear and caution message' system, no train shall be allowed to leave one station for another unless it has been ascertained by telegram that the line on which the train is to travel between the two stations either—

- (a) is absolutely clear of trains and all other known impediments, or
- (b) is occupied only by trains running in advance in the same direction at time intervals.

(2) In case (a) a line-clear certificate or a written permission to proceed, and in case (b) a caution certificate or a written permission to proceed with caution, must be issued, and the Driver shall not move the train from the station unless he has such certificate or permission in his possession.

(3) In case (b) the following conditions must also be observed, in addition to those prescribed in rule 4, namely:—

- (c) permission must first be obtained, in each case, from the station to which the train is proceeding,
- (d) the time at which the preceding train left the station must be entered in the caution certificate or written permission, and
- (e) if a flag station, or a station without telegraphic connection, intervenes between the two stations, such special instructions as shall be given must be followed.

9. No telegram shall be despatched, and no certificate or written permission shall be issued, under rule 8, clause (1) or clause (2), except by the Station Master or by some railway servant appointed in this behalf by the authorised officer.

10. Except from train terminal stations, no telegram enquiring whether any train may run shall be despatched from any station under rule 8, clause (1), until advice has been received at that station that such train has left the station in rear:

Provided that where, in consequence of the short distance between the two said stations, the train might be delayed by the observance of this rule, such telegram may be despatched at any time prescribed by special instructions.

11. (1) Every certificate or written permission issued at a station under rule 8, clause (2), shall be delivered by the Station Master or by some railway servant appointed in this behalf by the authorised officer,—

- (a) if the train runs through the station without stopping, to the Driver, and

(b) if the train stops at the station, to the Guard in charge of the train.

(2) When any such certificate or written permission is delivered to the Driver under clause (a) of this rule, a duplicate shall be given to the Guard in charge of the train.

(3) When any such certificate or written permission is delivered to the Guard in charge of the train under clause (b) of this rule, it must be either—

- (c) handed to the Driver by the Guard, or
- (d) countersigned by the Guard and then handed to the Driver either by the Station Master or by some railway servant appointed in this behalf by the authorised officer.

(4) When any such certificate or written permission is delivered to the Driver under clause (a) of this rule, the Station Master shall be responsible—

- (e) that it is properly filled up,
- (f) that the date and time of the receipt of the line-clear or caution telegram upon which it is based are noted thereon,
- (g) that it applies to the particular train to which such telegram referred, and
- (h) that it is signed in full and in ink.

(5) When any such certificate or written permission is delivered to the Guard in charge of the train under clause (b) of this rule, the Guard must, before it is handed to the Driver, satisfy himself on the several points mentioned in clause (4) of this rule.

(6) If the train stops at the station, the Driver must, before starting, satisfy himself, so far as he may be able to do so, on the several points mentioned in clause (4) of this rule.

(7) If the train stops at the station,—

(i) a certificate or written permission issued under rule 8, clause (2), shall not, except in accordance with special instructions, be handed to the Driver until the train is ready to start, and

(j) if the train is waiting to pass another train, such certificate or written permission shall not be handed to the Driver until the whole of the latter train has come in and is clear of the points.

12. When a train is to run through any station without stopping, the Station Master of that station, or some railway servant appointed in this behalf by the authorised officer, must proceed to the facing-points and satisfy himself that they are properly set and either secured or manned.

Examination of facing points of approaching train.

13. (1) Any telegram despatched under rule 8, clause (1), may, if necessary, be cancelled.

Cancellation of telegram.

(2) When a line-clear or caution telegram has been despatched from any station, conveying permission for a train to proceed to that station, and such telegram is subsequently cancelled, no train shall be allowed to leave that station in the opposite direction on a single line until a telegram has been received at that station acknowledging

Who to despatch telegrams and issue certificates and written permissions.

Time for despatching telegram.

Delivery of certificate or written permission to Driver.

(Part I, Chapter IV.—Working of trains on the 'Line-clear and caution message' system.—
Rules 14-22.—Chapter V.—Working of trains on the 'Train following' system.—Rules 23-26.—
Chapter VI.—Working of trains on the 'Absolute block' system.—Rule 27.)

such cancellation and stating that the train for which permission to proceed had been given will be detained.

Forms or telegrams, certificates and written permissions, and books of forms.

14. (1) All telegrams despatched, and certificates and written permissions issued, under rule 8, clause (1) or clause (2), shall be written on forms specially provided for the purpose by the railway administration.

(2) Such forms shall be bound up in books, and kept at each station by the Station Master or by some railway servant appointed in this behalf by the authorised officer.

(3) Each of such books in use at a station shall contain a certificate, signed by the person by whom the book is kept, showing the number of pages contained therein.

(4) The pages of each such book shall be progressively numbered in print; and when any telegram, certificate or permission written on any page is cancelled, the whole page, together with the counterfoil, must be marked as cancelled, and the page must be carefully preserved by doubling it on the counterfoil.

Special numbering of telegrams.

15. (1) In addition to the progressive printed number, every telegram despatched under rule 8, clause (1), from each station to stations on each side must be specially numbered from midnight to midnight, commencing with number one to each station; and such special number must be treated as a portion of the telegram, and entered on the counterfoil.

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

(3) When a telegram bears reference to a prior telegram to the same station, the number of such prior telegram must be quoted at the beginning of the later telegram.

Contents of telegrams.

16. (1) Every telegram despatched under rule 8, clause (1), must distinctly describe the train to which it relates, as, for instance, 'No. 3 Down Mail,' or 'No. 4 Up Goods,' and so on.

(2) For every train a separate enquiry and reply must be sent; and an enquiry telegram and a reply telegram shall never be written on one form.

(3) Every telegram despatched from a station under rule 8, clause (1), enquiring whether the line is clear, must specify the time at which the last train in the opposite direction arrived at that station.

Writing-up and signing of telegrams, certificates and permissions.

17. All telegrams despatched, and certificates and written permissions issued, under rule 8, shall be written up in ink or with some other indelible substance, and shall be signed in full by the person authorised to despatch or issue the same.

Telegrams, certificates and permissions not to be written or signed before required.

18. No telegram despatched, or certificate or written permission issued, under rule 8, clause (1) or clause (2), shall be written out, either in full, or in part, or signed, before it is required for use.

19. No part of a telegram framed under rule 8, clause (1), shall be despatched or acted upon until the whole telegram has been written out, except in view to the prevention of an accident or in some other case of emergency. Telegrams to be wholly written out before being despatched or acted upon.

20. No telegram despatched, or certificate or written permission issued, under rule 8, clause (1) or clause (2), shall be destroyed in less than a fortnight after such despatch or issue. Time for keeping telegrams, certificates and permissions.

21. In working trains on the 'Line-clear and caution message' system, Distant, Main, Hand or other signals must be used, whenever and wherever occasion may require. Signals.

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

CHAPTER V.

WORKING OF TRAINS ON THE 'TRAIN FOLLOWING' SYSTEM.

23. Trains may be worked on the 'Train following' system only where there is a double line. Application of system.

24. Trains may follow one another in the same direction, between stations, subject to the conditions prescribed in this Chapter, in addition to those prescribed in rule 4. Following trains.

25. Should a train arrive at a station within the interval of time mentioned or referred to in clause (ii) or clause (iv), as the case may be, of rule 4, it must be stopped until that interval has elapsed. Train arriving within prescribed limit of time to be stopped.

26. When a train follows another from a station before the preceding train has reached the next station, the Station Master must, before such following train leaves the station, caution the Driver and the Guard in charge of such following train, giving them the time of departure of the preceding train; and Caution to following train.

such following train shall not be allowed to proceed until a written order has been given to the Driver and an acknowledgment thereof of writing has been obtained from him, the train being stopped out of course if not booked to stop.

CHAPTER VI.

WORKING OF TRAINS ON THE 'ABSOLUTE BLOCK' SYSTEM.

27. (1) Where trains are worked on the 'Absolute block' system, no train shall be allowed to enter any section until it has been ascertained by telegraph that such section is clear of trains running on the same line. Trains entering section.

(2) Should there be reason to suppose that from accident or otherwise any of the lines in any section are obstructed, every railway servant engaged

(Part I, Chapter VI.—Working of trains on the 'Absolute block' system.—Rules 28-30.
Chapter VII.—Working of trains on the 'Train-staff and ticket' system.—Rules 31-41.

in working the traffic on that section shall be bound to take all necessary steps for advising other stations concerned so as to prevent trains from entering the section.

(3) The word 'section' in clauses (1) and (2) of this rule means, except where otherwise provided by special instructions, the line between two stations outside station limits.

Use of instruments.

28. The special electric block instruments, if any, provided for working on the 'Absolute block' system, shall be used only in strict accordance with special instructions.

Signals.

29. In working trains on the 'Absolute block' system, Distant, Main, Hand or other signals must be used, whenever and wherever occasion may require.

Working of trains in case of accident.

30. In case of accident to the line or to any train or of failure of the special electric block instruments used for working on the 'Absolute block' system, so that the ordinary signals cannot be forwarded and received, trains must be worked between stations in accordance with special instructions.

CHAPTER VII.

WORKING OF TRAINS ON THE 'TRAIN-STAFF AND TICKET' SYSTEM.

Application of system.

31. Trains may be worked on the 'Train-staff and ticket' system only where there is a single line, and between such stations as shall be declared by special instructions to be staff-stations.

Following trains.

32. Trains may follow one another in the same direction, between staff-stations subject to the conditions prescribed in this Chapter, in addition to those prescribed in rule 4.

Driver to have staff or ticket.

33. No train shall be started from a station unless the Driver has in his possession, to be carried with him on the journey, either the train-staff, or a train-staff ticket, for the section of the line over which the train is about to travel.

Staff or ticket by whom to be delivered to Driver.

34. The train-staff or train-staff ticket shall be delivered to the Driver by the Station Master or by some railway servant appointed in this behalf by the authorized officer.

Staff or ticket when to be delivered to Driver.

35. (1) When no other train is intended to follow before the train-staff will be required for a train in the opposite direction, then, subject to the provisions of clause (3) of this rule, the train-staff shall be delivered to the Driver.

(2) When one or more other train or trains is or are intended to follow before the train-staff can be returned, then, subject to the provisions of clause (3) of this rule, a train-staff ticket, indicating that the train-staff is following, shall be delivered to the Driver of each train except the last; and the train-staff shall be delivered to the Driver of the last train.

(3) When a train is assisted by a second engine in the rear, then a train-staff ticket shall be delivered to the Driver of the front engine and the

train-staff shall be delivered to the Driver of the rear engine :

Provided that, if both the engines attached to the train are to travel over the entire length of line to which the train-staff applies, and the train is to be followed by one or more other trains, a train-staff ticket shall be delivered to the Driver of each of the engines attached to the first mentioned train.

(4) When a train is assisted by a second engine in the front, the train-staff or a train-staff ticket, as the case may be, must be delivered to the Driver of the leading engine.

(5) When a ballast train has to stop between stations, the train-staff shall be delivered to the Driver.

(6) The train-staff or a train-staff ticket shall not be delivered to the Driver of any train until the train is ready to start.

(7) The Driver shall not accept a train-staff ticket unless he sees the train-staff at the same time in the possession of the person who delivers the ticket to him.

36. When the train-staff is delivered to the Driver of a train, he shall place it in a conspicuous place provided for the purpose on the engine. Staff to be kept on engine.

37. When the train-staff has been taken away from a station by the Driver of a train, no other train shall be started from that station to follow such first mentioned train until the staff has been returned to the station. Trains not to be started until staff returned.

38. (1) Upon the arrival of a train at the station to which the train-staff or a train-staff ticket extends, the Driver must immediately give the staff or ticket to the Station Master, or to some railway servant appointed by the authorised officer to receive it. Staff or ticket to be given up, and ticket to be cancelled, on arrival of train.

(2) The person to whom any such ticket is so delivered must immediately cancel the same.

39. (1) If an engine which carries the train-staff breaks down between two stations, the Fireman must take the staff to the staff-station in the direction whence assistance can best be obtained, in order that the staff may be available at the station for delivery to the Driver of the assisting engine. Engine disabled.

(2) If an engine which carries a train-staff ticket breaks down between two stations, assistance must ordinarily be obtained only from the station at which the train-staff has been left, but if assistance can more readily be obtained from another station in the opposite direction, immediate steps must be taken to have the staff transferred to the other end of the section.

(3) Whenever an engine has broken down between two stations, the Fireman must accompany the assisting engine to the spot.

40. Train-staff tickets must be kept in a ticket-box provided for the purpose and fastened by an inside spring, the key to open the box being the staff to which the tickets apply. Tickets how kept.

41. The train-staff, when at a station, must not be left in the box, but must be kept by the Station Master in safe custody. Custody of staff at station.

(Part I, Chapter VII.—Working of trains on the 'Train-staff and ticket' system.—Rules 42-45.)

Chapter VIII.—Working of trains on the 'Pilot Guard' system.—Rules 46-50.

Chapter IX.—Working of trains on the 'One engine only' system.—Rules 51-53.)

Distinguishing marks on staff-tickets and boxes.

42. (1) Each train-staff must have shown upon it the name of the staff-station at each end of the portion of line to which it applies.

(2) The train-staff and train-staff tickets and boxes for the different portions of the line must be distinguished by different colours.

(3) 'Up' and 'down' train-staff tickets must also have distinguishing marks.

Form of ticket.

43. Every train-staff ticket shall be in the following form:—

Ticket No. _____

_____ Railway.

TRAIN-STAFF TICKET.

DOWN (or UP.)

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 _____

Officer in charge at _____

Date, _____

(Back of ticket.)

The Driver must not accept this ticket unless he sees the train-staff for the portion of line which he is about to enter.

This ticket is to be given up by the Driver immediately on arrival to the Station Master or other person authorised to receive it, and such person must immediately cancel it.

Record of tickets issued.

44. The Station Master must keep a record in a book of each train-staff ticket issued, showing the number of each ticket and the particular train for which it was issued.

Signals.

45. In working trains on the 'Train-staff and ticket' system, Distant, Main, Hand or other signals must be used, whenever and wherever occasion may require.

CHAPTER VIII.

WORKING OF TRAINS ON THE 'PILOT GUARD' SYSTEM.

Application of system.

46. Trains may be worked on the 'Pilot guard' system only on short branch lines having a single line of rails.

47. Trains may follow one another in the same direction between stations subject to the conditions prescribed in this chapter, in addition to those prescribed in rule 4.

Following trains.

48. The Pilot Guard must be distinguished by a red dress or badge.

Pilot Guard's dress or badge.

49. (1) No train shall be started from a station unless the Driver sees that it is accompanied by, or that the signal for starting is given personally by, the Pilot Guard wearing the dress or badge prescribed by rule 48.

Trains to be accompanied, or personally started, by Pilot Guard.

(2) The Pilot Guard must accompany every train:

Provided that when it is necessary to start two or more trains from one end of the line before a train has to be started from the other end, the Pilot Guard shall accompany only the last of such trains, and shall personally give the signal for starting the prior trains.

Pilot Guard's tickets.

50. (1) When the Pilot Guard does not accompany any train, he shall, before giving the signal for starting, deliver to the Guard in charge (or, if there be no Guard in charge, to the Driver) a Pilot Guard's ticket (on a printed form, where such are provided), properly filled up and signed.

(2) Every such ticket shall apply only to the single journey to the station named on it.

(3) If the train is in charge of a Guard, he shall, before the train is started, deliver the ticket to the Driver.

(4) Immediately on the arrival of the train, the Driver shall deliver the ticket to the Station Master, who shall immediately cancel it.

CHAPTER IX.

WORKING OF TRAINS ON THE 'ONE ENGINE ONLY' SYSTEM.

51. Trains may be worked on the 'One engine only' system, only on short branch lines having a single line of rails.

Application of system.

52. Where trains are worked on the 'One engine only' system, only one engine in steam, or two or more engines coupled together, may be allowed on the line at one and the same time, except as provided in rule 53.

Number of engines allowed on the line.

53. (1) If a train becomes disabled and requires assistance, or if an accident occurs which renders it impossible for the engine (or, if two or more engines are coupled together, either or both of such engines) to proceed, the Guard in charge of the train must instruct the Driver to keep the engine stationary until his return, and then proceed to the station from which assistance can best be obtained, and inform the Station Master there of the circumstances.

Procedure in cases of accident.

(2) Such Station Master may then allow another engine to enter the line.

(3) Such other engine must be accompanied by the Guard in charge of the disabled train, who

(Part I, Chapter X.—Additional rules as to working of Ballast trains.—Rules 54-67.—Chapter XI.—Signals and Train-lights—Rules 68-71.)

must explain to the Driver where, and under what circumstances, the disabled train is situated.

(4) Such Guard shall be responsible for the safe and proper working of the line until each engine has left it and it is again clear.

(5) If there be no Guard in charge of the disabled train, the Fireman, or, if necessary, the Driver, must perform the duties imposed by this rule on a Guard.

CHAPTER X.

ADDITIONAL RULES AS TO WORKING OF BALLAST TRAINS.

Rules applicable to ballast trains. 54. Ballast trains must be worked in accordance with the rules contained in this Chapter, in addition to the rules hereinbefore prescribed as to the system of working:

Provided that such trains may be exempted by special instructions from any of the said rules as to the system of working.

55. No ballast train shall be run on any line without the permission of the authorised officer.

56. No Driver of a ballast train shall take the train from a siding without the permission of the authorised officer.

57. The Guard or other person in charge of a ballast train must obey the orders of Station Masters as to the time at which the train may be run on the line.

58. (1) No ballast train shall be allowed to pass along the main line at night or in thick or foggy or tempestuous weather, except under special circumstances and with the permission of the authorised officer.

(2) When such permission has been given, the speed of the train shall not exceed fifteen miles an hour.

59. (1) A Guard must accompany each ballast train running on the line.

(2) No person shall be appointed to be a Guard of a ballast train unless he has had the necessary experience as a Train Guard.

60. The Guard or other person in charge of a ballast train must, before giving the starting signal, require the coolies working with the train and riding in the open trucks to sit down.

61. A ballast train may, in accordance with special instructions, be pushed by an engine either when running on the line or when being taken back into the station from which it was started:

Provided that the speed shall not exceed fifteen miles an hour, or such lower rate as may be prescribed by special instructions.

62. (1) No ballast train shall be stopped between stations to take up or put down material, unless—

(a) the permission of the Station Master of the station next before the place of stopping has been obtained before the departure of the train from that station, and

(b) the Guard or other person in charge of the train has, if practicable, arranged with the Station Master of each station as to the place and time at which the next train is to be passed.

(2) When granting any permission under clause (a) of this rule the Station Master must give such instructions to the Guard or other person in charge of the train as he may consider necessary, and must, if necessary, communicate with the Station Master of the other station concerned.

63. When a ballast train is intended to run through from one station to another without stopping, it must be treated as a special train.

64. When ballast wagons are left on a siding outside station limits, the Guard or other person in charge of the train must secure a wheel of the wagon nearest to the points of the siding, and must see that the wagons are otherwise properly secured in accordance with such directions as may be issued by the authorised officer, and that scotch blocks, where provided, are fastened.

65. The Guard or other person in charge of a ballast train must see that the train is kept clear of all other trains.

66. Every person employed on the permanent-way or any works shall be bound, on the requisition of the Guard or other person in charge of a ballast train, to assist him in working signals.

67. No ballast train or other impediment shall be allowed to remain on any part of the main line outside station limits within an interval of ten minutes (or, where trains are worked on the 'Absolute block' system, within an interval of five minutes) of a train being due or expected.

CHAPTER XI.

SIGNALS AND TRAIN-LIGHTS.

Classes of signals.

68. The following classes of signals shall be used, namely:—

Fixed or Permanent signals,
Hand signals,
Temporary signals, and
Detonating signals.

Fixed or Permanent signals.

69. 'Fixed or Permanent signal' means a signal constructed with one or more semaphore arms for day signalling and with one or more lamps for night signalling, and

includes a Disc signal and any other specially constructed fixed signal.

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

71. (1) With Fixed or Permanent semaphore signals the day signal must be made with the semaphore arm on the left-hand side of the post, as seen by the Driver of an approaching train.

Ballast train through.

Securing of wagons left outside station limits.

Ballast train to be kept clear of other trains.

Persons employed on permanent-way or works to assist in working signals, Ballast trains and other impediments on main line when to be removed.

Rules applicable to ballast trains.

Permission required to running of ballast train on line.

Time of running on line.

Working of ballast train at night, or in foggy or tempestuous weather.

Guard to accompany ballast train, his qualifications.

Coolies.

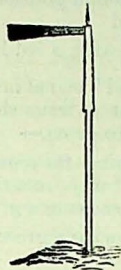
Pushing engine.

Ballast train stopping between stations.

(Part I, Chapter XI.—Signals and Train-lights.—Rules 72—74.)

(2) The 'danger' signal must be shown when it is intended that a train should stop, and shall be given,—

by day, by rising the semaphore arm to the horizontal position, thus—

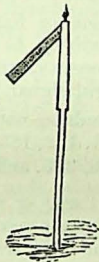


and, by night, by showing a red light.

When the semaphore arm is so raised, or a red light is shown, the signal is said to be 'on.'

(3) The 'proceed' signal must be shown when it is intended that a train may proceed, and shall be given,—

by day, by lowering the semaphore arm at least half-way from the horizontal position, thus—



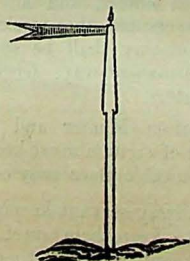
and, by night, by showing a green light.

When the semaphore arm is so lowered or a green light is shown, the signal is said to be 'off.'

Distant,
Main, Auxili-
ary, and
Starting sig-
nals.

72. (1) Fixed or Permanent semaphore signals shall ordinarily consist of 'Distant signals,' 'Main signals' (otherwise called 'Station signals' or 'Home signals'), and 'Starting signals.'

(2) 'Distant signals' are signals placed at a considerable distance from the station, and distinguished by a notched arm, thus—



(3) 'Main signals' are signals placed at junctions, at stations, at sidings outside station limits, at signal boxes, and at other points requiring protection.

(4) 'Auxiliary signals' are signals used to supplement Distant signals and Main signals.

(5) Each Auxiliary signal shall be controlled by, and be subject to, the same rules as the signal to which it is auxiliary.

(6) 'Starting signals' are signals placed so as to control the departure of trains.

(7) Distant, Main, and Starting signals shall apply only to trains running in their proper direction, and shall not be used for shunting or for any purpose other than the running of trains as aforesaid.

73. (1) 'Disc signals' are signals used either in place of Fixed or Permanent semaphore signals, or as Indicators of the position in which the points are set.

(2) When used in place of fixed or Permanent semaphore signals, a disc or bar must be shown by day and a red light by night.

(3) Disc signals shall apply to all vehicles, whether forming part of a train or not.

Hand signals.

74. (1) A Hand signal shall be made, subject to the provisions of clause (4) of this rule,—

by day, except in a tunnel, by showing or waving a flag, and

by night, or in a tunnel, by showing or waving a light.

(2) The 'danger' signal must be shown when it is intended that a train should stop and, subject to the provisions of clauses (4) and (5) of this rule, shall be given,—

by day, except in a tunnel, by conspicuously showing a red flag, thus—



or by waving a red flag, to and fro;

and, by night, or in a tunnel, by showing a red light.

(3) The 'proceed' signal must be used when it is intended that a train should proceed with caution, and, subject to the provisions of clauses (4) and (6) of this rule, shall be given,—

(Part I, Chapter XI.—Signals and Train-lights—Rules 75—82.

by day, except in a tunnel, by showing a green flag, thus—



and, by night, or in a tunnel, by showing a green light.

(4) In the absence of flags,—

(a) the 'danger' signal shall be given by raising both arms with the hands above the head, thus—



and the 'proceed' signal shall be given by raising one arm with the hand above the head, thus—



(5) In the absence of a red light, the 'danger' signal shall be given by violently waving any light.

(6) In the absence of a green light, the 'proceed' signal shall be given by slowly waving a white light.

Temporary signals.

75. (1) 'Temporary signals' are signals used for the protection of a portion of the line while under repair or during any other temporary circumstances.

(2) They may be of a semi-permanent character, and may be made by temporary semaphores, by

fixed flags, by banner flags, or by any other convenient means.

(3) The 'danger' signal must be shown when it is intended that a train should stop, and shall be given,—

by day, by raising the semaphore arm (if any) to the horizontal position, or by showing a red flag, and

by night, by showing a red light.

(4) The 'proceed' signal must be shown when it is intended that a train should proceed with caution, and shall be given,—

by day, by lowering the semaphore arm (if any) at least half way from the horizontal position, or by showing a green flag, and

by night, by showing a green light.

Detonating signals.

76. 'Detonating signals' (otherwise called 'fog-signals') are detonators placed on the line so as to explode with a loud report when an engine passes over them. Definition of 'Detonating signals.'

77. Detonators must be placed on the line with the label or brand upwards, and must be secured by bending the clasp round the upper flange of the rail. Detonators how to be placed.

78. Detonators must be placed on the line— When detonators to be used.

(a) in thick or foggy or tempestuous weather, to supplement, when necessary, the ordinary day or night signal, and

(b) in accordance with rules 79, 108, 180, 181, 182, 183, 185, 186, 217, 218, 219, 220, and 229.

79. In thick or foggy or tempestuous weather two detonators must be placed on the line, by the signalman or by some other trained railway servant selected by the Station Master, ten yards apart and at least one hundred yards outside the Distant signal, or if there is no Distant signal, at least seven hundred yards beyond the outside points; or Use of detonators, or employment of other means, for indicating approaches to station.

if detonators are not at hand, some other means, prescribed by the authorised officer, must be employed for indicating the position of such signal or points.

80. Every railway servant placing detonators on the line must see that they are, when necessary, renewed immediately after a train has passed over them. Renewal of detonators on the line.

81. (1) All Guards and Drivers shall be supplied by the authorised officer, and all Gangers and gangs of Platelayers or other workmen employed on the permanent-way shall be supplied by the Inspector of Permanent-way, with a sufficient number of detonators. Supplies of detonators.

(2) Every Station Master and other railway servant in charge of signals must keep a supply of detonators, in a suitable place, easy of access.

82. Every railway servant keeping detonators shall be bound to keep them carefully, so as to prevent explosion, and to protect them from damp. Careful keeping of detonators.

*(Part I, Chapter XI.—Signals and Train-lights—Rules 83—95.)*Testing of
detonators.

83. (1) At intervals of not more than one month, one at least from each stock of detonators kept by railway servants must be tested in accordance with special instructions.

(2) Where extra supplies of detonators are kept at a station for issue, the Station Master must test at least one before issuing any supply.

Fresh supplies
of detonators,
and relief of
men.

84. When a Station Master or any other railway servant in charge of signals has deputed men to place detonators on the line, he must see—

- (a) that fresh supplies of detonators are, when necessary, sent to the men so deputed,
- (b) if it is necessary to keep out for any length of time any man so deputed, that he is relieved every six hours, and visited as often as practicable in order to ensure that he is on the alert.

*Signals for shunting.*Signals for
shunting.

85. (1) Shunting operations shall be controlled by Disc signals, or by Hand signals, or by verbal directions, as occasion may require.

(2) When a train is being shunted from one main line to another, or into or out of a siding connected with the main line, then—

- (a) it must, unless special signals are provided for the purpose, be signalled past the Main and Starting signals either verbally or by Hand signals, as occasion may require, and
- (b) the Distant, Main, and Starting signals must be kept at 'danger,' for the protection of the train.

(3) No railway servant shall shunt or move any engine or vehicle, so as to obstruct the main line, until the proper signals have been exhibited in one or both directions, as occasion may require.

(4) 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, and any approaching train was near to or inside such signal before it was so placed at 'danger,'

care must be taken that sufficient time is allowed to elapse for such train to pass before the obstruction takes place.

*Signals of Platelayers or other workmen employed on the permanent-way.*Signals of
Platelayers or
other work-
men employ-
ed on the
permanent-
way.

86. (1) Except in case of emergency, or as provided in rule 218, clause (a), Platelayers or other workmen employed on the permanent-way shall not work under the protection of the Fixed or Permanent signals, but must use special signals.

(2) Such special signals shall be red and green hand flags, banner flags, red and green hand lights, and detonators, and must be used as hereinbefore prescribed.

*Signals generally.*Signalmen
to have flags
and lamps

87. Every Signalman must, while on duty, have with him flags and lamps for hand signals.

88. All signals, including detonators, supplied under rule 81, clause (1), must be kept ready for immediate use. Signals to be kept ready for use.

89. The signals hereinbefore prescribed for use by night shall be used by day in thick or foggy or tempestuous weather, and during twilight in the mornings and evenings. Night signals when to be used by day.

90. (1) Whenever any train is timed to run, or is expected to run, on any portion of the line between sunset and sunrise, all the signal lamps on that portion of the line must be lighted at sunset, or at such earlier time as shall be prescribed by the authorised officer. Signal lamps.

(2) The signal lamps shall not be put out until broad daylight, except in accordance with special instructions.

(3) Notwithstanding anything contained in clause (1) or clause (2) of this rule, the signal lamps shall always be lighted and kept burning during thick or foggy or tempestuous weather.

(4) At stations the Station Master, and elsewhere the railway servant in charge of signals, must see that all due care is exercised in the cleaning, trimming, and lighting of signal lamps.

(5) The Station Master must see that the back lights, if any, of all signal lamps at the station are clearly visible.

(6) Whenever night signals have to be used in accordance with these rules, the Station Master or other railway servant shall not grant such authority as may, under the system of working, be required for a train to proceed to his station, unless the lamps of the signals at that station which apply to the train are burning brightly.

91. (1) Fixed or Permanent signals and semi-permanent signals must always be kept at 'danger' or 'on,' except when lowered or taken 'off' to allow a train to pass. Certain signals to be kept at 'danger.'

(2) After the passing of a train for which any such signal has been lowered, the signal must immediately be replaced at 'danger.'

92. Whenever the line is occupied by shunting or otherwise obstructed, the signals applicable to it shall be placed and kept at 'danger.' 'Danger' signal to be shown in case of shunting or other obstruction.

93. Should there be any obstruction on the line within the sight or knowledge of any Signalman, he must show a 'danger' signal, and Duties of Signalman in case of obstruction.

must continue to show such signal, to any train approaching in the direction of the obstruction until the obstruction has been removed and the line made clear and safe, and

must, as soon as practicable, take steps to report the obstruction to one of his superior officers.

94. If any Signalman should observe anything wrong or unusual in a passing train, he must report the circumstance to his superior officer; and, if the occurrence is of such a nature as to involve danger to the train or to the public, he must show a 'danger' signal to the Guard and Driver. Duties of Signalman observing anything wrong with train.

95. No Signalman shall, while on duty, leave the signals under his charge. Signalman not to leave signals.

*(Part I, Chapter XI.—Signals and Train-lights.—Rules 96-107.)**Directions to Drivers and others as to observance of signals.*

Driver and Fireman to obey signals.

96. (1) The Driver and the Fireman of every engine must pay immediate attention to, and obey, all signals shown, whether the cause of a signal being shown is known to him or not:

Provided that, when two or more engines are attached to a train, the Driver and the Fireman of the leading engine shall alone be responsible for observing such signals, and the Driver or Drivers of the other engine or engines must watch for, and take signals from, the Driver of the leading engine.

(2) If, in consequence of a fog or storm, or for any other reason, the Fixed or Permanent signals are not visible, the Driver of the engine or the leading engine, as the case may be, must take every possible precaution, especially when approaching a station or a junction, to admit of the train being stopped short of any obstruction in the event of a 'danger' signal being shown.

Engine entering or crossing main line.

97. (1) No Driver shall take an engine upon or across the main line without the permission of the person in charge of the signals.

(2) Before taking an engine upon or across the main line, the Driver must satisfy himself that the proper signal has been shown.

Driver not to trust entirely to signals.

98. Drivers must not trust entirely to signals, but must always be vigilant and cautious.

Signal when to be regarded as 'danger.'

99. The absence of a signal from a place where a signal is ordinarily shown, or the imperfect showing of a signal, must be regarded as a 'danger' signal.

Signal at 'danger' or 'proceed.'

100. (1) When the 'danger' signal is shown to a train in any of the methods prescribed by rule 71, rule 74, or rule 75, and in every case mentioned in rule 99, the Driver must stop the train as quickly as possible.

(2) When the 'proceed' signal is shown to a train from a Fixed or Permanent signal, in either of the methods prescribed by rule 71, the Driver may proceed at such speed as shall be prescribed by special instructions.

(3) When the 'proceed' signal is shown to a train in any of the methods prescribed by rule 74 or rule 75, the Driver must proceed with caution, and

if such signal is shown by Platelayers or other workmen employed on the permanent-way, the speed of the train over the portion of the line protected by such signal shall not exceed fifteen miles an hour, or such lower rate as may be prescribed by special instructions.

Distant signal at 'danger.'

101. When a Distant signal is at 'danger' or 'on,' the Driver must stop his train before reaching it, and—

(a) if the line be clear ahead, the Driver must draw cautiously inside the signal until the train is protected by it, provided he can do so without fouling any points, or

(b) if there be any obstruction on the line so near to the signal as to prevent the whole of the train from passing safely inside it, the precautions prescribed by rule 180 must be taken for the protection of the train in the rear.

Provided that, if the train is being worked on the 'Absolute block' system, it shall not pass the signal until the signal is lowered, except in accordance with special instructions.

102. When a Main signal is at 'danger' or 'on,' then—

Main signal at 'danger.'

(a) if it is placed at a junction, no Driver of a train to which such signal applies shall take the train past the signal, and

(b) in any other case, no Driver of a train shall take the train past the signal, or allow the train to foul the points to which the signal applies, unless the train is signalled past by hand by a railway servant appointed in this behalf by the authorised officer.

103. When a Starting signal is at 'danger' or 'on,' no Driver of a train to which such signal applies, shall take the train past the signal, except in accordance with special instructions.

Starting signal at 'danger.'

104. When a Disc signal is at 'danger' no Driver shall take his train past such signal on the line to which the signal applies.

Disc signal at 'danger.'

105. When an engine passes over detonators, the Driver must stop the train as quickly as possible, and

Engine passing over detonators.

(a) if the detonators were placed in accordance with rule 79, he must be guided by such signals as may be shown, or

(b) if the detonators were left down between two stations in accordance with rule 180, clause (2), he shall not proceed until he has ascertained that the line is clear, and, if the line is clear, he may proceed cautiously to the next station, or

(c) in any other case, he shall not proceed until he has ascertained that the line is clear, and, if the line is clear, he may proceed with caution until he reaches the place of obstruction or until he receives a signal that all is right.

Defective signals, and repair of signals.

106. (1) Every Driver, Guard, and other railway servant employed on a running train who may observe any defective signal, or any obstruction or neglect in the working of any signal, shall report the fact to the Station Master at the next station at which the train arrives.

Reports as to defective signals.

(2) Every railway servant not employed on a running train who may observe any defective signal, or any obstruction or neglect in the working of any signal, shall report the fact to the Station Master or other railway servant in charge of the signal.

(3) If any signal becomes defective or ceases to work properly, the Station Master or other railway servant in charge of the same must forthwith report the fact to his immediate superior and to the nearest Inspector of Permanent-way.

107. No person shall interfere with any signal or its fittings or connections for the purpose of effecting repairs or for any other purpose, except with the previous sanction of the Station Master or other railway servant in charge of the signal.

Sanction required before interfering with signal.

(Part I, Chapter XI.—Signals and Train-lights.—Rules 108-110. Chapter XII.—Points.—Rules 111-118. Chapter XIII.—Additional rules as to the movement of rolling-stock and the duties of railway servants in connection therewith.—Rules 119-122.)

Use of Hand signals and detonators pending repair of signal.

108. The Station Master or other railway servant in charge of any signal shall,—

- (a) as soon as he becomes aware that such signal has become defective or ceases to work properly, and
- (b) before he gives sanction to any person to interfere with such signal,

depute one or more competent men, with such Hand signals and detonators as may be required, to give signals until such Station Master or other railway servant has satisfied himself that such signal as aforesaid has been put into proper working order; and

if he should be unable himself to provide competent men for the purpose, he must apply to the nearest Inspector of Permanent-way for them.

Train-lights.

109. Between sunset and sunrise, and in thick or foggy or tempestuous weather,—

(1) no train shall be worked outside station-limits, unless it has—

- (a) the head-lights prescribed by the authorised officer; and
- (b) in the case of an engine or engines with vehicles attached, a red tail-light and two red side-lights in rear; and
- (c) in the case of a single engine without vehicles attached, at least one red tail-light; and
- (d) in the case of two or more engines coupled together without vehicles attached at least one red tail-light, affixed to the rear engine; and

(2) no engine shall be employed in shunting within station-limits or in a siding, unless it has the head-lights and tail-lights prescribed by special instructions.

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

Removal of side-lights when train shunted.

CHAPTER XII.

POINTS.

111. Unless these duties are, by special instructions, imposed on some other railway servant, every Pointsman must keep the points under his charge clean and clear, and

whenever a train has passed, must remove anything that may have got within the points so as to prevent them from closing.

112. Whenever points, crossings, or guard rails are damaged, the Pointsman must immediately report the circumstance to his immediate superior and, if possible, to the nearest Inspector of Permanent-way.

113. (1) The Station Master shall be 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.

Points to be kept clear.

Report when points damaged.

Closing of points.

(2) Facing-points must, for the passage of trains or vehicles, be securely fastened or held.

(3) Points must be fastened in the manner directed by the authorised officer.

114. No Driver shall take an engine upon or across the main line without the permission of the person in charge of the points. Engine entering or crossing main line.

115. Every Pointsman must, while on duty, have with him flags and lamps for hand signals. Pointsmen to have flags and lamps.

116. Should there be any obstruction on the line within the sight or knowledge of any Pointsman, he must show a 'danger' signal, and

must continue to show such signal to any trains approaching in the direction of the obstruction, until the obstruction has been removed and the line made clear and safe, and

must, as soon as practicable, take steps to report the obstruction to one of his superior officers.

117. If any Pointsman should observe anything wrong or unusual in a passing train, he must report the circumstance to his superior officer; and, if the occurrence is of such a nature as to involve danger to the train or to the public, he must show a 'danger' signal to the Guard and Driver. Duties of Pointsman observing anything wrong with train.

118. No Pointsman shall, while on duty, leave the points under his charge. Pointsman not to leave points.

CHAPTER XIII.

ADDITIONAL RULES AS TO THE MOVEMENT OF ROLLING-STOCK AND THE DUTIES OF RAILWAY SERVANTS IN CONNECTION THEREWITH.

119. (1) On a short branch line, or on any other short length of line, a passenger train or a mixed train may, when necessary, be drawn outside station limits by an engine running tender foremost, provided that the speed does not exceed fifteen miles an hour or such higher rate, not exceeding twenty-five miles an hour, as may, in any special case, be authorised in writing by an Inspector appointed under the Indian Railways Act, 1890. Engine running tender foremost. IX of 1890.

(2) No passenger train or mixed train shall be drawn outside station limits by an engine running tender foremost, except—

- (a) as provided in clause (1) of this rule, or
- (b) under a written order issued by the authorised officer, or
- (c) in a case of unavoidable necessity, to be established by the Driver.

120. No engine shall be put in motion outside station limits unless both the Driver and the Fireman are upon it. Manning of engine in motion.

121. Except with the permission of the authorised officer, no person, other than the Driver and the Fireman, shall ride on the engine or the tender. No unauthorised person to ride on engine or tender.

122. The Driver must afford such assistance with his engine as may be required for the formation, arrangement and despatch of the train. Driver to assist in forming train.

(Part I, Chapter XIII.—Additional rules as to the movement of rolling-stock and the duties of railway servants in connection therewith.—Rules 123-142.)

- Engine when to be placed in front of train.** 123. The Driver must place his engine in front of the train not less than five minutes before the time of starting.
- Driver, before starting, to satisfy himself as to condition of engine and line.** 124. The Driver must, before starting his train, satisfy himself that his engine is in proper order that the proper signals are shown, and that the line before him is clear.
- Whistle to be sounded before moving engine.** 125. The Driver must always sound the engine-whistle before putting an engine in motion.
- Whistle when to be sounded on approaching or passing through a station.** 126. Whenever another train is approaching, stopping at or leaving a station on the opposite line, and whenever shunting operations are being carried on at any station, every Driver must, while his train is approaching and passing through such station, sound the engine-whistle.
- Whistle to be sounded on entering tunnel, and while passing through long tunnel.** 127. Every Driver of a train must sound the engine-whistle once or oftener when the train is about to enter a tunnel, and repeatedly while the train is passing through a long tunnel.
- Duties of Driver as regards engine lamps.** 128. The Driver must satisfy himself, before the train is started from any station, and during the journey,—
- that the engine carries the proper lamps,
 - that such lamps are in good order, and
 - that such lamps are properly trimmed and are lighted and brightly burning between sunset and sunrise and in thick or foggy or tempestuous weather.
- Management of train by Driver.** 129. (1) The Driver must start, run and stop his train steadily and without a jerk.
- (2) He must exercise care in approaching stations at which the train is to stop, and in passing stations at which the train is not to stop.
- (3) In stopping the train, he must, in order to determine when to shut off steam, pay particular attention to the state of the weather, the condition of the rails and the length of the train.
- Limits of speed generally.** 130. (1) Every Driver must run his train on each section of the line within the limits of speed prescribed for that section by special instructions.
- (2) Such limits shall not exceed,—
- on the standard gauge,—
for passenger-trains, sixty miles an hour, and, for mixed trains and good strains, forty miles an hour; and
 - on the metre gauge or on any other narrow gauge,—
for passenger trains, forty miles an hour, and, for mixed trains and goods trains, thirty miles an hour.
- Limit of speed through facing-points.** 131. No Driver shall run his train through facing-points at a speed exceeding ten miles an hour, or such lower rate as may be prescribed by special instructions:
- Provided that, if the points are interlocked with a Fixed or Permanent semaphore signal and automatically fastened in a manner approved by an Inspector, appointed under the Indian Railways Act, 1890, trains may be run over them at such IX of 1890. speed as may be approved by such Inspector.
132. Every Driver must regulate the running of his train as accurately as practicable, according to the working time-tables, so as to avoid either extreme speed or loss of time. Regulation of speed.
133. No Driver of a train shall make up between any two stations more time than is allowed by special instructions. Making up time.
134. After taking water for an engine from a tank or a water column, the Driver of the engine must leave the hose or water-crane clear of the line and properly secured. Driver to leave hose or water-crane clear of line and properly secured.
135. The Fireman must obey the orders of the Driver in all particulars, and shall be responsible jointly with the Driver for the proper observance of these rules. Fireman to obey, and be responsible jointly with, Driver.
136. (1) No engine with vehicles attached shall be despatched from any station without one or more Guards and one or more brake-vans. Guards and brake-vans.
- (2) Unless it be otherwise directed by special instructions, one brake-van must be attached to the rear of the train.
137. Every Guard must, except under special circumstances, ride in his own brake-van. Guard to ride in his own brake-van.
138. Except with the permission of the authorised officer, no railway servant shall, otherwise than in the execution of his duty, ride in a brake-van or in any vehicle in which luggage or parcels is or are being carried. Railway servants not to ride in brake-van or luggage wagon.
139. Every Guard must see—
- that no person rides outside a carriage, and
 - that, except in accordance with special instructions, no person travels in any compartment or vehicle not intended for the carriage of passengers.
- Passengers and others where to ride.
140. No railway servant shall travel in a train unless he is provided with a proper ticket or free pass. Railway servants to have ticket or pass.
141. No passenger train or mixed train shall be despatched from any station unless it be provided with an appliance by which the Guards can communicate with, or get access to, every passenger carriage in the train. Passage for Guard to passenger carriages.
- Explanation.*—A goods vehicle in which passengers are carried is not a 'passenger carriage' within the meaning of this rule.
142. The Guard in charge of a train must satisfy himself, before the train is despatched from any station and during the journey,—
- that the train is properly loaded, marshalled and coupled,
 - that the lashings and chains are secure,
- General duties of Guard in charge of train.

(Part I, Chapter XIII.—Additional rules as to the movement of rolling-stock and the duties of railway servants in connection therewith.—Rules 143-155.)

- (c) that the vehicles are in good order and properly coupled up, and are, if necessary, sheeted.
- (d) that the brakes are in good working order,
- (e) that the cord or other appliance, if any, for communication between the Guard and the Driver is in order and properly arranged throughout,
- (f) that the windows and lamp-holes of all empty compartments are closed,
- (g) that the doors of the carriages are properly closed,
- (h) that the train carries all necessary lamps in the vehicles and in the brake-van,
- (i) that such lamps are properly trimmed and are lighted and brightly burning between sunset and sunrise and in thick or foggy or tempestuous weather, and
- (j) generally, that, as far as he can ascertain, the train is in a state of efficiency for travelling.

Train, passengers and property in charge of Guard.

143. Every train consisting of an engine with vehicles attached, and the passengers and property therein shall, when the train is working, be under the charge of the Guard or (if there be more than one Guard) the Head Guard.

Guard's time-piece.

144. Every Guard must regulate his time-piece in accordance with special instructions.

Guards from whom to receive orders.

145. Guards shall receive their orders from the Station Master, or from some other railway servant appointed in this behalf by the authorised officer, and must apply to such Station Master or other railway servant for the time-tables, equipment and stores referred to in rule 147.

Subordinate Guards to obey Head Guard.

146. When there are two or more Guards with a train, the subordinate Guard or Guards must obey the orders of Head Guard.

Guards and Drivers to carry rules, time-tables, equipment and stores.

147. Every Guard and Driver must carry with him while on duty with his train—

- (a) a copy of the rules for the time being in force under section 47 of the Indian Railways Act, 1890.
- (b) a copy of the working time-tables in force on the lines over which the train is to run, and
- (c) the equipment and stores prescribed in this behalf by the authorised officer.

Drivers to obey orders of Guard and Station Master.

148. When an engine has been placed in front of a train, and until the end of the journey, the Driver—

- (a) must obey the orders of the Guard in charge of the train in all matters affecting the starting, stopping or movement of the train, and
- (b) must promptly obey all other orders given and all signals shown to him, whether by the Guard in charge of the train or by the Station Master, so far as the safe and proper working of the engine will admit.

149. (1) No engine with vehicles attached shall be started from a station until the Guard in charge of the train has given the prescribed signal for starting to the Driver.

Guard's signal before starting train.

(2) Such signal shall not be given until the Guard has received instructions from the Station Master that all is right for the train to proceed.

150. (1) The Guard in charge of a train and the Driver of the train must exchange signals with each other, in such manner as may be prescribed by special instructions,—

Exchange of signals between Guard and Driver.

(a) after the train has been started from a station-platform, and before it reaches the Distant signal, and

(b) whenever the train runs through any station without stopping, and

(c) when starting the train after it has been stopped outside station limits :

Provided that, when a train fitted with the vacuum brake is running on a double line, signals shall be so exchanged in case (b) at such stations only as may be prescribed by special instructions.

(2) If signals are not exchanged as required by clause (1) of this rule, the Driver must stop the train.

151. (1) When the Driver requires the assistance of the Guards' brakes, he must, unless otherwise directed by special instructions,—

Assistance from Guards' brakes.

(a) give three or more short, sharp whistles, or, if a brake-whistle is provided, sound such whistle, and

(b) apply the communication, if any ;

and the Guards shall thereupon immediately apply the brakes.

(2) When a train is travelling down a steep incline, the Guards must, if necessary, in order to steady the train, assist the Driver with their brakes.

152. The Driver and the Fireman 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 Fireman to look back.

153. (1) Every Guard and Driver must keep a good look-out while his train is in motion.

Guard, Driver and Fireman to keep a look-out.

(2) Every Fireman must, when he is not necessarily otherwise engaged, keep a good look-out while his engine is in motion.

(3) If any Guard should see reason to apprehend danger, he must use his best endeavours to attract the attention of the Driver.

154. 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 by a Driver to take the load prescribed by special instructions must be reported by the Station Master to his immediate superior.

Load of trains.

155. No wagon or truck shall be loaded as to exceed the maximum gross load on the axles prescribed by the Governor General in Council under the Indian Railways Act, 1890, section 19, clause

Wagons and trucks not to be over-loaded.

(c).

IX of 1890.

(Part I, Chapter XIII.—Additional rules as to the movement of rolling-stock and the duties of railway servants in connection therewith.—Rules 156-173.)

Loading of large articles.

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

which is pronounced by a Carriage and Wagon Examiner to be unfit is removed.

Travelling cranes.

157. (1). Before attaching any travelling crane to a train, the Guard in charge of the train must see that the jib is properly lowered and secured.

166. (1) If any complaint be made of the running of any vehicle, the Guard in charge of the train must report the complaint to the Station Master and enter the particulars in his journal, giving the number and class of the vehicle.

(2) When a travelling crane is attached to a train, the Guard in charge of the train must see that it is, if practicable, so placed that the jib will point towards the rear of the train.

(2) If there is no Carriage or Wagon Examiner at the station, the Station Master must see that steps are taken to remedy any defect in such vehicle, for instance, by supplying oil or grease to the axle boxes, if required.

Dummy wagon.

158. When a load or the jib of a travelling crane projects beyond its truck, whether standing in a yard or attached to a running train, the load or jib must be protected by a dummy wagon. Such wagon may be loaded.

(3) If the Guard or the Station Master has reason to apprehend danger from any such vehicle before it can be inspected by a Carriage and Wagon Examiner, he must have it detached from the train.

Duties of Guard as to loading of wagons and trucks.

159. The Guard in charge of a train must, unless this duty is, by special instructions, imposed on some other railway servant, carefully examine the loading of any wagon or truck which may be attached to the train at a station or siding; and, should any wagon or truck become unsafe from the shifting or derangement of the load, he must, on the arrival of the train at the next station, at once have the load re-adjusted or the wagon or truck removed from the train.

167. No vehicle which has been off the line shall be allowed to run between stations until such vehicle has been examined and passed by a competent Carriage and Wagon Examiner:

Provided that, when a vehicle attached to a train has been derailed outside station limits, the Driver may, if he considers it safe to do so, take the vehicle slowly to the next station.

Loading and other operations obstructing line.

160. No railway servant shall commence any loading or other operation by which any line of rails in use for traffic purposes may be fouled or obstructed without obtaining the previous sanction of the Station Master, who must see that all necessary steps are taken for the protection of traffic while such operation is being carried on.

168. The Station Master must look at the head-lights and tail-lights of every train passing through the station, and, if any such light requires re-trimming, must,—

(a) if the train stops at the station, see that the light is re-trimmed, or

(b) if the train does not stop at the station, immediately telegraph to the station in advance to stop the train and re-trim the light.

Attaching and detaching vehicles.

161. Whenever a train has been brought to a detached stand, 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

169. At every station at which roof lamps are supplied to a train, the Station Master shall be responsible that such lamps are properly cleaned and trimmed, and that no smoky, defective or badly-burning lamp is placed in the train.

if the line is not level, he must, as an additional precaution, either pin down a sufficient number of other brakes, or take such other measures as may be prescribed by special instructions.

170. No passenger train or mixed train shall be despatched from a station before the advertised time.

Tail-lights and side-lights of train, when vehicle attached or detached at intermediate station.

162. Should a vehicle be attached to, or detached from, the rear of a train at any station during the journey, the Guard, or if there be more than one Guard, the Guard in the rear van, must see that the tail-lights and side-lights are in their proper places on the train.

171. Except in accordance with special instructions, no passenger train shall be stopped for the purpose of taking up or setting down passengers at a station at which it is not advertised to call.

Screw couplings for passenger train.

163. No goods vehicle, other than a metre gauge or special gauge vehicle fitted with a central buffer, shall be attached to a passenger train unless it is furnished with screw couplings.

172. Upon the arrival of a passenger train or a mixed train at a station, the Station Master must see that 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 passengers of their desire to alight.

Examination of trains.

164. At every station at which a Carriage and Wagon Examiner is employed, the Station Master must, before starting any train, satisfy himself that the examination of the train has been completed by such Examiner and that the train is all right and fit to proceed.

173. When a passenger train or a mixed train has been brought to a stand at a station, whether alongside, beyond or short of the platform, the Driver shall not move it for any purpose whatever, except upon instructions from the Guard in charge of the train under orders of the Station Master, and

Removal of vehicle pro-

165. The Station Master must, before starting any train, see that any vehicle attached thereto

(Part I, Chapter XIII.—Additional rules as to the movement of rolling-stock and the duties of railway servants in connection therewith.—Rules 174-181.)

the Guard in charge of the train shall not give the signal for moving the train until he has satisfied himself that no passenger is getting into or out of the train, and that all the carriage doors are closed.

Two trains not to enter station at same time on a single line.

174. Where there is a single line, two trains shall not be allowed to enter a station at the same time, but the train having precedence must be admitted first, and the signals applying to the other train must be kept at 'danger' until the first train has been brought to a stand at the station.

Train obscured by steam or smoke.

175. Whenever the driver of a train observes a train obscured by steam or smoke on the line opposite to that on which his own train is running, or on a siding, he must sound the engine-whistle, and must approach the obscured train cautiously, to enable him to stop his own train if necessary.

Duties of Driver and Guards observing obstruction, etc., on the line.

176. (1) Whenever the Driver or any Guard of a train observes—

- (a) any obstruction on the line on which the train is running, or
- (b) any defect in, or irregularity in the working of, any signal, or
- (c) any defect in the permanent-way, works or telegraph, or
- (d) any other unusual circumstance,

he must make a report of the facts to the persons respectively specified in this behalf in special instructions, at the first station where the train stops and at the end of the journey.

(2) If any of the circumstances mentioned or referred to in clause (1) of this rule and observed by the Driver or any Guard involve danger to the traffic, then—

- (e) if it is necessary for the safety of the traffic to do so, the Driver must stop the train as soon as practicable, and
- (f) in case of an obstruction on the line opposite to that on which the train is running, the Driver must sound the engine-whistle and show a 'danger' signal to any train he may meet, and
- (g) in any case the Driver must stop the train at the first signal-box or station, and the report referred to in clause (1) of this rule must also be made to the railway servant in charge of that signal-box, or the Station Master of that station, as the case may be, and
- (h) the person to whom such report is first made must see that all necessary precautions are taken for the protection of the traffic.

Report to stations in case of obstruction to train.

177. (1) Whenever a train is obstructed the Guard in charge of the train must take steps to secure a report of the circumstances being made, in the quickest possible manner,—

- (a) to the Station Master of the nearest station, or
- (b) if the telegraph be injured, or if there be no telegraph, to the Station Masters of the stations on each side of the place at which the obstruction occurred.

(2) Any Station Master receiving any such report must, as soon as possible, arrange for all necessary assistance being sent to the train, and

in order that approaching trains may be stopped, must report the circumstances, by telegraph, or if the telegraph be injured, or if there be no telegraph, then by the most expeditious means available, to the next station on the other side of the place at which the obstruction occurred, unless he has received information that such a report has already been made under clause (b) of this rule.

178. Whenever the Driver of a train observes a train following too closely any preceding train on the line opposite to that on which his own train is running, he must sound the engine-whistle and show a 'proceed' signal or a 'danger' signal, as occasion may require, to warn the Driver of such following train.

179. If any portion of a train should become detached when in motion, the Driver shall not stop the front portion until the rear portion has been stopped, and the Guard in the rear brake-van must promptly apply his brake to prevent a collision with the front portion.

180. (1) When, on a double line, a train is from any cause stopped outside station limits, and only the line on which the train has been running is fouled, the Guard in charge of the train must either go back himself, or send a competent man back, to protect the train by showing a 'danger' Hand signal and placing detonators on the line in order to prevent any other train from approaching on the same line. The Fireman may, if necessary, be employed for this purpose.

(2) The person going out to protect the train must constantly show the 'danger' Hand signal, and must place two detonators, whether by day or by night, on the line, ten yards apart, at a distance of three-quarters of a mile from the train, and must on his way out leave one detonator on the line at half that distance from the train, and

must remain at the further distance, showing the 'danger' Hand signal, until he is recalled by engine-whistle or otherwise; and must, when recalled, leave down the two detonators there placed and on his way back take up the intermediate detonator.

(3) If the mixed gauge is laid, detonators must be placed, left down and taken up as aforesaid on the rail which is common to both gauges.

181. (1) When, on a double line, a train is from any cause stopped outside station limits, and both lines are fouled, the precautions prescribed by rule 180 must be taken on each line, in order to prevent any other train from approaching in either direction.

(2) The Driver must aid the Guard in charge of the train and at once show a 'danger' signal to the front; and

if the engine is not disabled, it must be used to convey the person going out to protect the train in front.

(Part I, Chapter XIII.—Additional rules as to the movement of rolling-stock and the duties of railway servants in connection therewith.—Rules 182-194.)

(3) If men are not available to be sent out in both directions at the same time, the Guard in charge of the train must use his discretion as to which line should be protected first.

182. When, on a single line, a train is from any cause stopped outside station limits, the precautions prescribed by rule 180 must be taken in front as well as in rear of the train, the rear portion of the train being protected first.

183. If any engine without vehicles attached should, while on the line outside station limits, be unable to proceed, the Driver must see that the precautions prescribed by rule 180, rule 181 or rule 182, as the case may be, are taken for the protection of the engine, employing the Fireman or some other competent person to assist him.

184. (1) Where trains are being worked on the 'Absolute block' system, or a section of a line has been temporarily blocked under the orders of the authorised officer, rules 180, 181, 182 and 183 shall apply only to actual break-downs, and not to incidental stoppages.

(2) Where ballast trains, or other trains, stopping outside station limits are protected in accordance with special instructions, rules 180, 181, 182 and 183 shall not apply to them.

185. (1) When a portion of a train is left on the line outside station limits, in consequence of an accident or of the inability of the engine to take the whole train forward, the Guard in charge of the train must put down the brakes and, if necessary, otherwise carefully secure the said portion of the train, to ensure its remaining stationary.

(2) The Guard must then take the precautions prescribed by rule 180, rule 181 or rule 182, as the case may be, for the protection of the said portion of the train.

(3) When the front portion of the train is taken forward, the Fireman, or, if there are two Guards with the train, Second Guard, must, if it is practicable and safe to do so, ride upon the last vehicle of the said front portion of the train until it is placed in a siding.

(4) The Driver shall not take the engine back on the same line to pick up the portion of the train left on the line, except upon written instructions from the Guard in charge of the train.

(5) When the engine is so taken back, the Guard must, until the arrival of the engine, continue to take the precautions referred to in clause (2) of this rule, for the protection in the rear of the portion of the train left on the line, and shall not permit a following train to move any of the vehicles under his charge.

(6) In the case of a double line, if the Guard has not given the Driver written instructions to take the engine back on the same line, the Driver must take the engine back on the proper line according to the system of working, and must cross on to the line on which the portion of the train has been left, at the points nearest to the rear of such portion, and, after attaching the engine to such

portion, he must work the engine and such portion to a station or siding at which he can again shunt the engine to the front of the train.

186. (1) If more than one train should approach a train or a portion of a train stopped or left on the line outside station limits, the Guard in charge of the train which last arrives, or, if there be no Guard, the Driver of such train, must see that the precautions prescribed by rule 180 are taken for the protection of such train in the rear.

(2) When such precautions have been taken, all persons who went out to protect in the rear any train except such last train as aforesaid may return to their own trains, and may on their way back take up all detonators which they placed on the line.

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

where shunting would in any way foul the lines over which an expected train will pass, that the work is stopped not less than ten minutes before such train can arrive.

188. When any vehicle is being shunted on a steep gradient, the railway servant in charge of the operation must see that a sufficient number of brakes are put on, that sprags or hand scotches are used when necessary, and that any other necessary precautions are taken to prevent the vehicle from running down the incline.

189. If any vehicle escapes from a station, the Station Master must take immediate steps to warn the other stations concerned and to prevent, as far as practicable, the occurrence of an accident.

190. Fly shunting of any vehicle against a loaded passenger train or of any vehicle containing passengers or live-stock, is prohibited.

191. (1) The Station Master must see 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 railway servant shall leave any vehicle in a siding outside station limits unless the wheels thereof are properly secured and the vehicle is clear of all running lines.

192. The Station Master shall be responsible that all vehicles shunted off at the station as empties are carefully searched.

193. The Station Master shall be responsible that the windows and lamp-holes of all empty compartments are closed when the carriages are standing on a siding.

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

Train stopped on single line.

Engine stopped on line.

Rules 180 to 183 not to apply in certain cases.

Portion of train left on line.

Protection of trains approaching train stopped or portion of train left, on line.

Danger to be avoided in shunting or crossing.

Shunting on incline.

Vehicle escaping from a station.

Fly shunting.

Securing vehicles in sidings.

Searching of vehicles shunted off at station.

Closing of windows and lamp-holes of empty compartments on siding.

Private vehicles entering main line.

(Part I, Chapter XIII.—Additional rules as to the movement of rolling-stock and the duties of railway servants in connection therewith.—Rules 195-197.—Chapter XIV.—Permanent-way and works.—Rules 198-212.)

Driver not to leave engine when on duty.

195. No Driver shall leave his engine when on duty, whether at a station or on the line, except in case of absolute necessity and after a competent man has been placed in charge of it.

Guard not to leave train till handed over.

196. No Guard in charge of a train shall leave it until it has been properly handed over in accordance with special instructions.

Duties imposed on Guard to be undertaken by Driver of light engine.

197. Such of these rules as impose duties on the Guard in charge of a train for ensuring the protection and safe working of the train shall, so far as they are applicable, apply to the Driver of an engine running without vehicles attached.

CHAPTER XIV.

PERMANENT-WAY AND WORKS.

Responsibility of, and reports by, Inspector of Permanent-way.

198. Each Inspector of Permanent-way shall be responsible for the condition of the permanent-way and works in his district, and

must promptly report to the Engineer in charge of the district all accidents thereto and defects therein which such Inspector may consider likely to interfere with the safe running of trains.

Reports by railway servants of failure of works.

199. Every railway servant observing any failure of any part of the works must, if he considers that the same is likely to interfere with the safe running of trains, report the circumstances as soon as possible to the nearest Inspector of Permanent-way and to the Station Masters of the stations on each side of the point at which such failure has occurred.

Inspection of permanent-way and works.

200. (1) Every portion of the permanent-way must be inspected daily on foot by some railway servant appointed in this behalf by the authorised officer.

(2) All bridges and other works (including signals and signal wires) must be regularly inspected in accordance with special instructions.

Ganger in each gang.

201. In each gang of Platelayers or other workmen employed on the permanent-way there shall be a Ganger.

Supply of gauge, tools and implements to Gangers and signals and lamps to gangs.

202. Each Inspector of Permanent-way shall be responsible—

(a) that every Ganger employed in his district is supplied with a permanent-way gauge and all necessary tools and implements, and

(b) that every gang of Platelayers or other workmen employed on the permanent-way in his district is supplied with two sets of flag signals and two Hand signal lamps.

Inspection of such gauge, tools, implements, signals and lamps.

203. Each Inspector of Permanent-way must, at least once a month, inspect the gauge, tools, implements, signals and lamps supplied under rule 202, and the detonators supplied to Gangers and gangs under rule 81, and ascertain whether the gauge is correct, whether the tools, implements, signals and lamps are in good order, and whether any of the said articles have been lost.

204. Each Ganger shall be responsible that the signals supplied to himself and to the gang under his charge are kept constantly in proper order and read for use.

Responsibility of Ganger as to signals.

205. Each Inspector of Permanent-way must keep a register of the names and places of residence of all Gangers employed in his district, to enable him to call upon them to summon their gangs whenever their services may be required.

Inspector of Permanent-way to keep register of Gangers.

206. Each Ganger must immediately collect the men of his gang whenever their services may be required.

Ganger to collect his men.

207. Each Inspector of Permanent-way must see to the due observance of such of these rules as affect the Platelayers or other workmen employed on the permanent-way in his district.

Inspector of Permanent-way to see to observance of rules.

208. (1) Each Ganger must report to the Inspector of Permanent-way whenever any telegraph post on his length of line appears to be in an unsafe state, or whenever any of the telegraph or signal wires on his length of line are broken, slack or entangled, or touch each other or any building.

Telegraph posts and wires, and signal wires.

(2) Where the maintenance of the telegraph is under the control of the Government Telegraph Department, the said Inspector shall forward to that Department every such report relating to the telegraph posts or wires.

(3) Each Ganger must see that all grass, creepers, boughs of trees and rubbish are removed from the signal wires, and (where the maintenance of the telegraph is not under the control of the Government Telegraph Department) from the telegraph wires, on his length of line.

209. Each Ganger must see that the working parts of signals and points on his length of line are kept clean, unless that duty is imposed on some other railway servant by the authorised officer.

Cleaning of signals and points.

210. (1) Each Inspector of Permanent-way shall be responsible for the security of all rails, chairs, sleepers and other permanent-way materials in his district, and for seeing that such of them as are not actually in use are kept clear of the line and properly stacked.

Keeping of permanent-way materials and tools and implements.

(2) Each Ganger must see that all rails, chairs, sleepers, pieces of iron or wood and other permanent-way materials, and all tools and implements, under his charge, are carefully placed so as to be quite clear of the line and at least three feet away from the rails.

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

Replacing of defective materials.

212. Each Ganger must—

(a) keep his length of line clear and safe, and

(b) close and fasten all gates thereof which he may find open, and report the circumstances to the Inspector of Permanent way, and

Line to be kept clear and safe, gates closed, and fences in repair.

(c) keep the fences thereof in repair.

(Part I, Chapter XIV.—Permanent-way and Works.—Rules 212-214.)

Removal of animals.

213. Each Ganger must immediately remove any sheep, cattle or other animals found on his length of line or within the fences thereof, and report the circumstances to the Inspector of Permanent-way.

Flood.

214. If a flood occurs on the railway, each Ganger must 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, must immediately show the proper signals for trains to proceed with caution or to stop, as necessity may require, and inform the Inspector of Permanent-way of the circumstances; and

until the said Inspector arrives, must take precautionary measures for securing the safety and stability of the line.

Fire

215. If a fire occurs on or near any portion of the railway where Platelayers or other workmen are employed on the permanent-way, the men must take immediate measures for putting it out.

Permission required before putting in points or crossings.

216. No person shall put in any points or crossings without the written permission of the authorised officer, previously obtained.

Work involving danger to trains or traffic.

217. (1) No person shall commence or carry on any work which will involve danger to trains or to traffic without the previous sanction of the Inspector of Permanent-way or of some competent person appointed in this behalf by the authorized officer.

(2) The Inspector of Permanent-way or other person who sanctions any work under clause (1) of this rule must himself be present to superintend such work, and shall be responsible that the provisions of rule 218 are observed:

Provided that in cases of emergency, when it may be necessary for safety to commence any such work before such Inspector or other person can arrive, the Ganger may commence the work at once and must himself see that the provisions of rule 218 are observed.

218. (1) No Ganger shall change or turn a rail or commence any other minor operation which would obstruct the line and necessitate the showing of a 'danger' signal,—

(a) if within station limits,—

until the Ganger has obtained the permission of the Station Master and all necessary signals have been placed at 'danger;' or

(b) if outside station limits,—

until the Ganger has seen that—

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

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

(2) In case (a), the signals must be kept at 'danger' until the Station Master has been informed by the Ganger that the line is again clear and safe for traffic, and the Ganger must further protect the operations by Hand signals.

(3) In either case the Ganger must himself be present at the spot.

219. If any Ganger becomes aware that the line outside station limits is unsafe from any cause not referred to in rule 217 or rule 218, he must proceed to the spot and see that a 'danger' signal is plainly shown and that detonators are placed on the line in the manner prescribed by rule 218, sub-clause (ii), and must further protect the line by Hand signals.

Use of signals in other cases, when line unsafe.

220. When repairing or lifting the line outside station limits, or performing any other operation outside station limits which will make it necessary for a train to proceed cautiously, the Ganger must—

Ordinary work outside station limits, necessitating showing of a 'proceed' signal.

(a) himself be present at the spot, and

(b) send a man, on a double line backwards and on a single line in each direction, at least a quarter of a mile, and as much further as the circumstances of the case may render necessary, to show a signal to proceed with caution, so as to be plainly visible to the Driver of an approaching train, and

(c) show another such signal at the site of the operation:

Provided that if the Ganger has any doubt as to the line being in a fit state to pass a train at slow speed he must see that a 'danger' signal is shown and that detonators are placed on the line in the manner prescribed by rule 218, sub-clause (ii) instead of showing signals to proceed with caution.

221. (1) No rail shall be displaced, and no other work which is likely to cause obstruction to the passage of trains shall be performed, in thick or foggy or tempestuous weather, except in cases of absolute necessity.

Time for performing work.

(2) The times for effecting repairs or performing any other work which will involve the stopping of trains must be so selected as to interfere as little as possible with the passage of the traffic.

222. When a train is approaching, all Platelayers and other workmen employed on the permanent-way must stop work and stand clear of all the lines.

Work to be stopped when train is approaching.

223. In lifting the permanent-way,—

(a) no lift shall be made of more than three inches at once,

(b) every lift must be made so as not to occasion any sudden change of gradient,

(c) both rails must be raised equally and at the same time, and,

(d) if possible, the ascent must be made in the direction in which the trains run.

Lifting permanent-way.

224. (1) Ballast shall not be thrown up between the rails higher than three inches on the standard gauge, or higher than rail level on the

Ballast.

(Part I, Chapter XIV.—Permanent-way and Works.—Rules 225—232. Chapter XV.—Level-crossings.—Rules 233—235.)

meter or other narrow gauge, and must be thrown as much as possible on the outside of each line or between the two roads.

(2) The rails must be kept clear of ballast, gravel and other material.

Blasting.

225. No railway servant shall carry on any blasting operations on or near the railway without the permission of the authorised officer.

Placing of lorries and trollies on the line, and responsibility for them.

226. (1) No lorry used for the conveyance of material, or trolley used for the conveyance of men, may be placed on the line, except by a railway servant appointed in this behalf by the authorised officer.

(2) Such railway servant shall be responsible for the proper protection of the lorry or trolley, and for its being used in accordance with special instructions.

Lorry or trolley not to be attached to train.

227. No lorry or trolley shall be attached to a train.

Lorry when to be run; when lights to be used.

228. (1) No 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.

(2) Whenever it is necessary to run a lorry at night or in thick or foggy or tempestuous weather, it must be protected by such lights as may be prescribed by special instructions.

Protection of lorry or trolley on line.

229. (1) A lorry, whether loaded or empty, which is used for conveying materials, or a light trolley so loaded that it cannot readily be removed from the line,—

(a) must, on a double line, be taken in the same direction as that in which the trains run, and

(b) must be followed, or, on a single line, must be both followed and preceded, at a distance of not less than half a mile, by a man with 'danger' Hand signals and detonators.

(2) When a lorry or trolley is running on a double line, the railway servant in charge must enquire at each station through which he passes whether any ballast trains are working on the section upon which he is about to enter. If a ballast train is so working, the provisions of clause (1) of this rule for the protection of lorries or trollies running on a single line must be observed.

Removal of lorries and trollies when not in use.

230. All lorries and trollies, when not in use, must be taken off the rails and placed well clear of the line, the wheels being secured with chain and padlock.

Lorries and other impediments on main line when to be removed.

231. No lorry or other impediment shall be allowed to remain on any part of the main line within an interval of ten minutes (or, where trains are worked on the 'Absolute block' system, within an interval of five minutes) of a train being due or expected.

Work when to be completed.

232. Except in cases of accident or of absolute necessity, all repairs or other work must be completed, and the line made clear and safe for the passage of trains, before the commencement of the interval mentioned in rule 231.

CHAPTER XV.

LEVEL-CROSSINGS.

233. (1) All gates at level-crossings which close across the line must be provided with signal boards and lamps, such boards and lamps showing red both up and down the line when the gates are so closed. The lamps must be kept lighted from sunset to sunrise and in thick or foggy or tempestuous weather. Gate signals.

(2) Where the gates at level-crossings are not made to close across the line, the gateman must, when such gates are opened for road traffic, be prepared to show a 'danger' signal to any approaching train.

234. (1) Unless it be otherwise directed by the authorised officer, all gates at level-crossings must be kept open for the passage of trains and securely closed across the thoroughfare, and shall only be closed to the passage of trains when it is necessary to open them for the passage of road traffic. Gates ordinarily kept open for trains.

(2) Where there is only one Gateman on duty at the level-crossing, the gates when not opened for the passage of road traffic must be locked between sunset and sunrise.

(3) Before opening the gates for the passage of road traffic, the Gateman must look up and down the line to assure himself that no train is approaching.

(4) When road traffic is approaching from one side only, the gate towards which it is approaching shall not be opened until the opposite gate has been opened.

(5) When road traffic is approaching from both sides, the Gateman shall not permit any person or animal to enter upon the line until both gates have been opened.

(6) After the gates have been opened for the passage of road traffic the Gateman must close them as soon as possible after the road traffic has passed through.

235. (1) When so directed by the Manager or Agent of the railway, gates at any level-crossing which have been made to close across the line may be kept open for the passage of road traffic, and shall only be closed to the passage of road traffic when it is necessary to open them for the passage of a train. Gates ordinarily kept open for road traffic.

(2) Where there are double gates, with only one signal lamp to each gate, the gate with the signal lamp shall not be moved in opening the gates for the passage of a train until the other gate is shut across the thoroughfare.

(3) When the gates are closed to the passage of road traffic, they must be kept securely fastened across the thoroughfare until the train has passed, and the Gateman shall not permit any person or animal to enter upon the line.

(4) The gates shall not be closed to the passage of road traffic any longer than is absolutely necessary to secure the safety of the trains and the public.

(Part I, Chapter XV.—Level-crossings.—Rules 236—245. Chapter XVI.—Additional rules as to the duties of railway servants in connection with the working of the railway generally.—Rules 246—255.)

- 236.** No person shall be appointed to be a Gate-man unless he has a knowledge of Hand signals.
- 237.** Every Gateman must be supplied with day and night Hand signals by a railway servant appointed in this behalf by the authorised officer; must keep such signals in proper order; and must immediately report to his immediate superior any defect which he may observe in them.
- 238.** Every Gateman must, when signalling, stand clear of the rails, and in a position where he can be seen by the Driver of the approaching train.
- 239.** Where Fixed or Permanent signals are provided at any gates, the Gateman must satisfy himself of their proper working both by day and by night, and must immediately report any defect which he may observe in them to—
- the Inspector of Permanent-way or other person responsible for their repair, and
 - the Station Master or other person under whose immediate supervision the Gateman works.
- 240.** If any gate, or the fastenings thereof, should get out of order, the Gateman must immediately report the fact to his immediate superior and to the nearest Ganger, in view to steps being taken to repair it.
- 241.** The Gateman must see—
- 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 his hut or near the level-crossing
- 242.** Should there be any obstruction on the line within the sight or knowledge of the Gate-man, he must show 'danger' signals and take any other necessary steps to warn the Guards and Drivers of approaching trains, in order to prevent an accident.
- 243.** The Gateman must take particular notice of each train, and if anything be wrong with any train, must show a 'danger' signal to the Guard and Driver.
- 244.** Every Gateman must, as far as possible, prevent any trespassing on the railway, and must, as soon as possible, report every case of trespass to his immediate superior.
- 245.** No Gateman shall leave his gate unless another Gateman has arrived to take charge of it.
- 246.** Every railway servant shall be bound to see that every exertion is made for ensuring the safety of the public.
- 247.** Every railway servant must, on demand, render all possible assistance in case of an accident or an obstruction.
- 248.** Every railway servant must immediately report to his immediate superior any occurrence affecting the safe or proper working of the railway which may come to his notice.
- 249.** The staff along the line must always be prepared, without previous notice, for special trains.
- 250.** Every railway servant must be in attendance for duty at such times and for such periods as may be fixed in this behalf by the authorised officer, and must also attend at any other times at which his services may be required by any of his superior officers.
- 251.** Station Masters shall receive their orders from, and report to, such Traffic Officers as may be placed over them by the authorised officer.
- 252.** (1) All railway servants employed, whether temporarily, or permanently, at a station or within station limits shall, in carrying on their duties connected with the working of the line or station, be subject to the authority of the Station Master.
- (2) The Station Master shall be responsible for the efficient discharge of the said duties, and for the general working of the station being carried out in strict accordance with the rules for the time being in force under section 47 of the Indian Railways Act, 1890.
- 253.** The Station Master shall be responsible that all signals, all points and all gates of level-crossings at his station are in proper working order, and must report to his immediate superior, and to the nearest Inspector of Permanent-way, any defects which he may observe in the same.
- 254.** The Station Master, or some other railway servant appointed in this behalf by the authorised officer, must daily inspect the station, see that all rooms, offices, platforms, latrines and other appurtenances are kept neat and clean, and satisfy himself that the signals and the whole working machinery of the station are in proper working order.
- 255.** Any railway servant who finds on the railway or in a vehicle any article (whether belonging to the railway administration or to a private owner) which has fallen from a train or has been lost must immediately deliver or send such article to the nearest Station Master, to be dealt with in accordance with special instructions; and if the article appears to have fallen from a train, must either make a report himself, or see that a report is sent, to such Station Master, giving the best information that he has been able to obtain as to the train from which it fell.

CHAPTER XVI.

ADDITIONAL RULES AS TO THE DUTIES OF RAILWAY SERVANTS IN CONNECTION WITH THE WORKING OF THE RAILWAY GENERALLY.

246. Every railway servant shall be bound to see that every exertion is made for ensuring the safety of the public.

Railway servants to assist in case of accident or obstruction.

Railway servants to report occurrences affecting safe or proper working of railway.

Special trains without notice.

Hours of attendance for duty.

Station Masters to be under Traffic Department.

Subordination of railway servants to Station Master; his general responsibility.

IX of 1890.

Station Master's responsibility as to signals, points and gates.

Daily inspection station.

Articles found on railway or in vehicle to be delivered to nearest Station Master.

(Part I, Chapter XVI.—Additional rules as to the duties of railway servants in connection with the working of the railway generally.—Rules 256—260. Chapter XVII.—Conduct of railway servants.—Rules 261—268. Chapter XVIII.—Penalties for breaches of rules by railway servants.—Rule 269.)

Unprotected lights.

256. No railway servant shall place any unprotected light in any vehicle.

Supply of copy, or translation, of rules.

257. The authorised officer shall supply to each railway servant who is in any way connected with the outdoor working of the railway or with the working of trains,—

(a) if the railway servant understands English, a copy of the rules for the time being in force under Section 47 of the Indian Railways Act, 1890, and

(b) if he does not understand English, a translation, in a language which he understands, of the said rules, or of such of them as relate to his duties.

Railway servants to acquaint themselves with rules.

258. Every railway servant must make himself acquainted with so much of the copy or translation of rules supplied to him under rule 257 as relates to his duties.

Station Masters, Inspectors of Permanent-way and Gangers responsible that their subordinates have made themselves acquainted with rules.

259. Station Masters, Inspectors of Permanent-way and Gangers shall be responsible that each of the subordinates respectively working under them has made himself acquainted with so much of the copy or translation of rules supplied to him under rule 257 as relates to his duties.

All railway servants to assist in carrying out rules, and to report breaches. IX of 1890.

260. Every railway servant must assist, whenever necessary, in carrying out the rules for the time being in force under section 47 of the Indian Railways Act, 1890, and must report forthwith to his immediate superior any breach thereof which may come to his notice.

CHAPTER XVII.

CONDUCT OF RAILWAY SERVANTS.

Railway servants to produce rules, and apply, when necessary, for a new copy.

261. (1) Every railway servant must, on the demand of any of his superior officers, produce the copy or translation of rules supplied to him under rule 257.

(2) If any such copy or translation supplied to any railway servant should be lost, defaced or torn, he must apply to his immediate superior for a new one.

Prompt obedience to orders.

262. Every railway servant must promptly obey all lawful orders given by any person placed in authority over him.

Absence from duty.

263. No railway servant shall absent himself from his duty without the permission of the authorised officer:

Provided that, if a Station Master should be obliged, through illness, to absent himself before he can obtain such permission, he must first see that some competent person is entrusted with his duties, and must report the circumstances to his immediate superior.

Notice before leaving service.

264. Every railway servant shall, before leaving the service, give the railway administration the notice specified in his agreement (if any), or, if no

notice is so specified, then one month's notice in writing.

265. When a railway servant leaves the service he must deliver up to the railway administration, or to a person appointed by the railway administration in this behalf, any property belonging to the railway administration and in the possession or custody of such railway servant.

266. Drivers, Guards and other railway servants directly connected with the working of trains shall not, when on duty, obtain spirituous or fermented liquor at any refreshment-room at a station, except in accordance with directions issued by the authorised officer.

267. (1) 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.

(2) The Station Master must see that all railway servants at his station behave respectfully and civilly to the public and to passengers of every class.

(3) Swearing, the use of immoral language, violent altercations and threats are prohibited.

268. The Station Master must report, without delay, to his immediate superior, any neglect of duty or other misconduct on the part of any of the railway servants employed within station limits, and must forward to such superior particulars of any complaint made by the public.

CHAPTER XVIII.

PENALTIES FOR BREACHES OF RULES BY RAILWAY SERVANTS.

269. (1) If any railway servant commits a breach of any of the rules hereinafter mentioned, he shall be liable to punishment as follows, namely:—

Rule.	Penalty.
4 to 10 (both inclusive), 11 (1), 11 (2), 11 (3), 11 (5), 11 (6), 11 (7), 12, 13 (2), 14 to 19 (both inclusive), 25 to 28 (both inclusive), 33 to 41 (both inclusive), 44, 49, 50, 52, 53 (1), 53 (3), 53 (5), 55 to 58 (both inclusive), 60, 61 (proviso), 62 (1), 64, 65, 67, 71, 72 (7), 73 (2), 74, 75 (3), 75 (4), 78 (a), 79, 80, 81 (2), 84, 85, (2), 85 (3), 85 (4), 85 to 97 (both inclusive), 100 to 110 (both inclusive), 114 to 118 (both inclusive), 119, 120, 124 to 134 (both inclusive), 136, 137, 139, 142, 148 to 151 (both inclusive), 159 to 162 (both inclusive), 165 to 168 (both inclusive), 173, 174, 176 to 183 (both inclusive), 185, to 191 (both inclusive), 195 to 197 (both inclusive), 199, 203, 210, 216 to 221 (both inclusive), 223 to 226 (1) (both inclusive), 227 to 235 (both inclusive), 237, 239, 241 to 243 (both inclusive), 250, 254, 258, 260.	Fine which may extend to fifty rupees.

Surrender of railway property on leaving service.

Certain railway servants not to obtain spirituous or fermented liquor at station.

Conduct generally.

Station Master to report misconduct and forward particulars of complaints.

Penalties for breaches of rules by railway servants.

(Part I, Chapter XVIII.—Penalties for breaches of rules by railway servants.—Rule 269.
Part II, Contents.)

Rules.	Penalty.	Rules.	Penalty.
121 to 123 (both inclusive), 135, 138, 147, 155 to 158 (both inclusive), 164, 169 to 172 (both inclusive), 200, 247, 255, 256.	Fine which may extend to twenty-five rupees.	261, 265, 266, 267 (1), 268 ...	Forfeiture of a sum not exceeding one month's pay, which sum may be deducted by the railway administration from the pay of the railway servant.
66, 77, 82, 83, 111, 112, 140, 146, 206, 208, 209, 211 to 214 (both inclusive), 240, 245.	Fine which may extend to ten rupees.		
262 to 264 (both inclusive), 267 (2).	Fine which may extend to fifty rupees, and forfeiture of a sum not exceeding one month's pay, which last sum may be deducted by the railway administration from the pay of the railway servant.	(2) Any railway servant who has committed a breach of any of the rules mentioned in clause (1) of this rule shall be liable to the punishment authorised by that clause in addition to, and not in substitution for, any punishment to which he may be liable upon prosecution under the Indian Railways Act, 1890:	IX of 1890.
		Provided that no railway servant shall be thereby rendered liable to be punished twice for the same offence.	

PART II.

RULES FOR THE GUIDANCE OF THE PUBLIC AND RAILWAY OFFICIALS.

In exercise of the powers conferred by section 47, sub-sections (1) and (2), of the Indian Railways Act, 1890, and Public Works Department Notification No. 267, dated the 11th June, 1890, the Director-General of Railways hereby makes the following general rules for the guidance of the public using lines of railway in British India administered by the Government and for the time being used for the public carriage of passengers, animals or goods, and for the guidance of railway officials employed on such lines:—

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PART II.

CHAPTER I.

PRELIMINARY.

Definitions.

1. In these rules, unless there be something repugnant in the subject or context,—

- (1) 'passenger train' means a train intended solely or mainly for the carriage of passengers and other coaching traffic;
- (2) 'goods train' means a train intended solely or mainly for the carriage of general merchandise, minerals, materials or live-stock;
- (3) 'Guard' includes a Brakesman and any other railway servant who may for the time being be performing the duties of a Guard;
- (4) 'Station Master' means the person on duty who is for the time being responsible for the working of traffic within station limits, and includes—
 - (a) an Assistant Station Master,
 - (b) a clerk in charge of a station, and
 - (c) any other person appointed to the charge of a station;
- (5) 'authorized officer' means the person who is duly empowered to issue instructions or do any other thing of the nature referred to in each case;
- (6) 'special instructions' means instructions issued from time to time by the authorized officer in respect to particular cases or special circumstances;
- (7) 'write,' with its grammatical variations and cognate expressions, includes 'print' and 'lithograph', with their grammatical variations and cognate expressions;
- (8) word defined in the Indian Railways Act, 1890, have the meanings assigned to them in that Act;
- (9) words importing the masculine gender include females; and

X of 1890.

- (10) words in the singular include the plural, and *vice versa*.

CHAPTER II.

CARRIAGE OF PASSENGERS.

2. (1) Tickets issued to passengers shall be available only from the date and for the period specified by the railway administration by which they are issued. Passengers' tickets.

(2) If any Guard, or any other railway servant who may be empowered by the authorized officer to take action under this clause, has reason to suppose that any passenger is travelling without a ticket, or not in the proper class of carriage, he must request the passenger to show his ticket, and report to the Station Master any irregularity which he may detect.

3. If any charge should be entered incorrectly in a receipt or ticket given to a passenger, the railway administration may correct the entry. Charge entered incorrectly in receipt or ticket.

4. If any passenger desires to change from an inferior to a superior class of carriage on payment of the difference in fare, the Guard in charge of the train, or such other railway servant as may be appointed in this behalf by the authorized officer, must take the necessary steps for effecting such change. Passenger changing to a superior class of carriage.

5. When ladies are travelling alone, the Guards must pay every attention to their comfort, and in placing them in the train, must, if so requested, endeavour to select a carriage (according to the class of the ladies' tickets) in which other ladies are travelling. Lady passenger.

6. Prisoners and insane persons shall not be allowed to mix with other passengers, but must, upon reserved accommodation being engaged, be placed with their escort or attendants in a prison-van or in a separate compartment, as the case may be. Prisoners and insane passengers.

Passengers suffering from infectious or contagious disorders.

7. For the purposes of the Indian Railways Act, 1890, the following shall be deemed to be infectious or contagious disorders, namely:—

Cholera,
Diphtheria,
Leprosy,
Measles,
Scarlet fever,
Small-pox,
Typhus fever,
Typhoid fever, and
Whooping cough.

8. No passenger suffering from an infectious or contagious disorder shall be carried in any train unless— IX of 1890. Diseases deemed to be 'infectious or contagious disorders.'

- (a) he has engaged a reserved compartment for himself and his attendants, and

Conditions on which passengers suffering from infectious or contagious disorders may be carried.

(Part II, Chapter II.—Carriage of Passengers.—Rules 9-13. Chapter III.—Carriage of dangerous or offensive goods.—Rule 14.)

IX of 1890.

- (b) all necessary arrangements have been made in pursuance of section 71* of the Indian Railways Act, 1890, for the separation of the passenger and his attendants, during the whole time that they remain upon the railway, from other persons being or travelling upon the railway, and
- (c) any other special precautions which the railway servant giving the permission mentioned in the said section may consider necessary have been taken to prevent infection or contagion being communicated to other persons being or travelling upon the railway.

Disinfection of carriages.

Disinfection of carriages.

9. When any 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 to enter it until the disinfection has been completed.

Luggage.

Luggage to be booked.

10. Each passenger's luggage must be booked: Provided that any railway administration may dispense with the booking of any luggage which is taken into a carriage by a passenger in pursuance of rule 12, clause (1).

Free allowance of passengers' luggage.

11. A certain quantity of each passenger's luggage, within a limit of weight to be fixed from time to time by the railway administration, shall be allowed free of charge, provided the passenger presents his luggage for weighing before the commencement of his journey.

Luggage in carriage with passenger.

12. (1) A passenger may take into a carriage only such small articles of personal luggage as are required for his own use on the journey and can be placed in the carriage without inconveniencing other passengers or reducing the available accommodation in the carriage.

(2) A railway administration shall not be responsible for the loss, destruction or deterioration of any luggage taken into a carriage by, or by the direction of, a passenger.

Luggage insufficiently secured.

13. (1) A railway administration may refuse to carry, except under special agreement, any passenger's luggage which is improperly packed or locked or otherwise insufficiently secured, unless it is taken into a carriage by the passenger in pursuance of rule 12, clause (1).

(2) A railway administration shall not be responsible, except under special agreement, for any

* 71. (1) A railway administration may refuse to carry, except in accordance with the conditions prescribed under section 47, sub-section (1), clause (d), a person suffering from any infectious or contagious disorder.

(2) A person suffering from such a disorder shall not enter or travel upon a railway without the special permission of the Station Master or other railway servant in charge of the place where he enters upon the railway.

(3) A railway servant giving such permission as is mentioned in sub-section (2) must arrange for the separation of the person suffering from the disorder from other persons being or travelling upon the railway.

loss, destruction or deterioration of any passenger's luggage caused by its having been improperly packed or locked or otherwise insufficiently secured.

CHAPTER III.

CARRIAGE OF DANGEROUS OR OFFENSIVE GOODS.

14. For the purposes of the Indian Railways Act, 1890, the following are hereby declared to be dangerous goods, namely:—

Acid, carbolic ... ..	... ..	... ..	... ..	A
" " concentrated ... ..	... ..	... ..	... ..	B
" Cresylic ... ..	... ..	... ..	... ..	B
" Crude coal tar used as disinfectants ... ..	... ..	... ..	... ..	A
" Hydrofluoric, syn: Fluoric ... ..	... ..	... ..	... ..	B
" Glacial acetic ... ..	... ..	... ..	... ..	B
" Hydrochloric, syn: Muriatic or Spirits of Salts ... ..	... ..	... ..	... ..	B
" Nitric, syn: Aquafortis ... ..	... ..	... ..	... ..	B
" Sulphuric, syn: Oil of Vitriol, or Vitriol. ... ..	... ..	... ..	... ..	B
" Picric ... ..	... ..	... ..	... ..	C
Alcohol, Absolute ... ..	... ..	... ..	... ..	D
" Amylic ... ..	... ..	... ..	... ..	A
" Methylic ... ..	... ..	... ..	... ..	D
" not otherwise specified ... ..	... ..	... ..	... ..	A
Ammonia, in solution ... ..	... ..	... ..	... ..	B
Ammunition, not otherwise herein specified ... ..	... ..	... ..	... ..	C
Asphalme ... ..	... ..	... ..	... ..	C
Batching oils, flashing above 76° Fahr. ... ..	... ..	... ..	... ..	A
Blasting gelatine ... ..	... ..	... ..	... ..	C
Blasting powder, Schultz's ... ..	... ..	... ..	... ..	C
" " Atlas' ... ..	... ..	... ..	... ..	C
" " Brain's ... ..	... ..	... ..	... ..	C
" " Erhardt's ... ..	... ..	... ..	... ..	C
" " Horsley's ... ..	... ..	... ..	... ..	C
" " Horsley's original ... ..	... ..	... ..	... ..	C
" " Reverley's ... ..	... ..	... ..	... ..	C
" " not otherwise herein specified. ... ..	... ..	... ..	... ..	C
Blasting charges, Hochstadter's ... ..	... ..	... ..	... ..	C
" " Richen's ... ..	... ..	... ..	... ..	C
" " Saxefragine ... ..	... ..	... ..	... ..	C
" " not otherwise herein specified. ... ..	... ..	... ..	... ..	C
Benzine or Benzol ... ..	... ..	... ..	... ..	D
Benzoline ... ..	... ..	... ..	... ..	D
Bisulphide of Carbon ... ..	... ..	... ..	... ..	D
Bromine ... ..	... ..	... ..	... ..	B
Cartridges ... ..	... ..	... ..	... ..	C
Chlorate mixture ... ..	... ..	... ..	... ..	C
Chlorates generally ... ..	... ..	... ..	... ..	C
Chloride of Sulphur ... ..	... ..	... ..	... ..	B
Chlorides of phosphorus ... ..	... ..	... ..	... ..	C
Collodion ... ..	... ..	... ..	... ..	D
Carbo-azotine ... ..	... ..	... ..	... ..	C
Coloured fires ... ..	... ..	... ..	... ..	C
Combustibles, not otherwise herein specified ... ..	... ..	... ..	... ..	C
Cottonpowder ... ..	... ..	... ..	... ..	C
Crackers ... ..	... ..	... ..	... ..	C
Detonators ... ..	... ..	... ..	... ..	C
Diazo Benzol ... ..	... ..	... ..	... ..	C
Dualine ... ..	... ..	... ..	... ..	C
Diorrexin ... ..	... ..	... ..	... ..	C
Dynamite ... ..	... ..	... ..	... ..	C
" " ammonia ... ..	... ..	... ..	... ..	C
" " gelatine ... ..	... ..	... ..	... ..	C
Ether ... ..	... ..	... ..	... ..	D
Etnite ... ..	... ..	... ..	... ..	C
Explosive chemicals, not otherwise herein specified ... ..	... ..	... ..	... ..	C
Explosives and explosive powders, not otherwise herein specified ... ..	... ..	... ..	... ..	C

(Part II, Chapter III.—Carriage of dangerous or offensive goods.—Rules 15-18.)

Fog signals ... ..	...	C	and every other article which, under the Indian IV of 1884.
Fortis ... ..	...	C	Explosive Act, 1884, is an explosive as defined in Articles
Fireworks ... ..	...	C	section 4, clause (I), * of that Act. declared to be
" composition ... ..	...	C	'offensive
Fulminate of mercury ... ..	...	C	goods.'
" silver ... ..	...	C	15. For the purposes of the Indian Railways, IX of 1890.
Fuze ... ..	...	C	Act, 1890, the following are hereby declared to be
Gas, compressed, other than liquid carbonic acid			offensive goods, namely—
gas secured in wrought-iron cylinders or solid			Decayed vegetables, fish and meat, and any
drawn steel flasks without seam or joint, cer-			other article in a decayed condition,
tified by competent authority to withstand			Dead bodies,
a pressure of 250 atmospheres (3,750lbs)	...	D	Carcasses,
Gasoline ... ..	...	D	Bones,
Gun-cotton ... ..	...	C	Municipal or town sweepings,
" powder ... ..	...	C	Manure, and
" chlorated ... ..	...	C	Rags.
" nitrated ... ..	...	C	16. (1) Subject to any exceptions from time to
Gunpowder ... ..	...	C	time notified by the railway administration, dan- Acceptance
Glyoxiline ... ..	...	C	gerous goods shall not be accepted for carriage of dangerous
Gun paper ... ..	...	C	unless the consignor has given a written declara- goods for
Gun sawdust ... ..	...	C	tion that they have been packed,— carriage.
Iodide of nitrogen ... ..	...	C	(a) if they are explosives to which the rules
Matches, congrève ... ..	...	C	for the time being in force under the
" lucifer ... ..	...	C	Indian Explosives Act, 1884, apply, in IV of 1884.
" vesuvian ... ..	...	C	accordance with those rules; and
Methylic nitrate ... ..	...	C	(b) in any other case, in accordance with the
Methylated spirits ... ..	...	D	rules contained in Appendix A to these
Muriate of tin ... ..	...	B	rules.
Mataziette ... ..	...	C	(2) Kerosine oil shall not be accepted for cari-
Meganite ... ..	...	C	riage unless its flashing point is declared by
Naphtha ... ..	...	D	the consignor on the consignment note. The flash-
" wood or wood spirit ... ..	...	D	ing point, as so declared, must be entered on the
Naphthalin ... ..	...	A	invoice and on the railway receipt.
Nitrate of Barium ... ..	...	C	(3) No goods of any of the kinds marked C in
" of Iron ... ..	...	B	rule 14 shall be brought on the railway premises
" of Strontia ... ..	...	C	for carriage until the officials have intimated that
" of Diazo Benzol ... ..	...	C	they are ready to receive them.
Nitrates, metallic, not otherwise specified ... ..	...	C	17. (1) Subject to any exceptions from time to
Nitro-glycerine and its compounds ... ..	...	C	time notified by the railway administration, Special vans
Nitro-mannite ... ..	...	C	dangerous goods of the kinds marked respect- for dangerous
Oil, fusel ... ..	...	A	ively B, C and D in rule 14 may be carried only
" Gas, and any such other substance as gives			in vans specially constructed for the carriage of
off an inflammable vapour at a tempera-			dangerous goods:
ture of 90° Fahr ... ..	...	D	Provided that Lec-Metford, Martini-Henri and
Oil, Kerosine, flashing at or above 76° Fahr ... ..	...	A	Snider ammunition may, when such vans are not
" Kerosine, flashing below 76° Fahr. ... ..	...	D	available, be carried in ordinary covered wagons.
" Petroleum and other hydro-carbon oils,			(2) When any dangerous goods are to be
refined or crude, which do not give off			carried in such vans as aforesaid, whether in pur-
inflammable gas ... ..	...	A	sue of clause (1) of this rule or not, the goods
" Rangoon, flashing above 76° Fahr. ... ..	...	A	shall not be accepted for carriage unless sufficient
Paraffine ... ..	...	A	notice to provide such vans has been given.
Perchloride of iron ... ..	...	B	18. Subject to any exceptions from time to
Percussion caps ... ..	...	C	time notified by the railway administration, the Prepayment
Phosphorus ... ..	...	B	freight on dangerous or offensive goods must be of freight on
" amorphous ... ..	...	B	prepaid. dangerous
Peralite... ..	...	C	goods.
Pudrolithe ... ..	...	C	* 4. In this Act, unless there is something repugnant
Pyrolithe ... ..	...	C	in the subject or context,—
Picrates... ..	...	C	(1) 'explosive'—
Picric powder ... ..	...	C	(a) means gunpowder, nitro-glycerine, dynamite, gun-
Rockets... ..	...	C	cotton, blasting powders, fulminate of mercury or
Rhexite... ..	...	C	of other metals, coloured fires and every other
Rectified spirits ... ..	...	D	substance, whether similar to those abovement-
Ripp-Lene ... ..	...	C	ioned or not, used or manufactured with a view
Sulphate of indigo, concentrated ... ..	...	B	to produce a practical effect by explosion, or a
Teutonite ... ..	...	C	pyrotechnic effect; and
Tubes for firing explosives ... ..	...	C	(b) includes fog-signals, fireworks, fuzes, rockets, per-
Tonite ... ..	...	C	cussion-caps, detonators, cartridges, ammunition
Turpentine ... ..	...	D	of all descriptions, and every adaptation or pre-
" spirits of ... ..	...	D	paration of an explosive as above defined.'
Vigorite ... ..	...	C	
War rockets ... ..	...	C	
Wood spirit ... ..	...	D	
Xyloidine ... ..	...	C	

(Part II, Chapter III—Carriage of dangerous or offensive goods—Rule 19-26. Chapter IV—Offences by passengers and other persons, and penalties.—Rules 27-33.)

Loading and unloading of dangerous or offensive goods.

Ordinary merchandise not to be loaded with explosives.

Label on vehicle containing explosives.

Unprotected lights and lighted lamps.

Trains by which vehicles loaded with explosives may be sent.

Sending by passenger train of dangerous goods marked B.

Unclaimed dangerous goods.

IX of 1890. Saving of rules under Explosives and Petroleum Acts, IV of 1884, XII of 1886

Duties of Station Master in case of drunkenness or nuisance. IX of 1890.

19. Dangerous or offensive goods must, unless it be otherwise notified by the railway administration, be loaded by the consignor and unloaded by the consignee.

20. No railway servant shall load ordinary merchandise in the same vehicle with explosives.

21. The railway servant supervising the loading of any vehicle with explosives must see that a 'dangerous goods' label is placed on each side of such vehicle.

22. No railway servant shall take or leave any unprotected light or any lighted lamp near any vehicle containing dangerous goods.

23. Vehicles loaded with explosives shall be sent only with a goods train, and shall be placed in the rear of the train, but not next to the rear brake-van:

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

24. One case containing dangerous goods of any of the kinds marked B in rule 14 may be sent by passenger train.

25. If, upon the arrival of any dangerous goods at their destination, the consignee does not take delivery of and remove the same within the time notified by the railway administration, they may be kept in the vehicle in which they were carried until delivery is effected, or until they are disposed of under the provisions of section 56 of the Indian Railways Act, 1890, or otherwise.

26. (1) The rules in this Chapter and in Appendix A to these rules are in addition to, and not in modification of, the rules made under the Indian Explosives Act, 1884, and the Petroleum Act, 1886, respectively.

(2) The rules now in force under the said Indian Explosives Act, 1884, and affecting railways, are set forth in Appendix B to these rules.

CHAPTER IV.

OFFENCES BY PASSENGERS AND OTHER PERSONS, AND PENALTIES.

27. The Station Master must use all reasonable means to stop any annoyance that may be caused by any act referred to in section 120* of

* 120. If a person in a railway carriage or upon any part of a railway—

- (a) is in a state of intoxication, or
- (b) commits any nuisance or act of indecency, or uses obscene or abusive language, or
- (c) wilfully and without lawful excuse interferes with the comfort of any passenger or extinguishes any lamp,

he shall be punished with fine which may extend to fifty rupees in addition to the forfeiture of any fare which he may have paid and of any pass or ticket which he may have obtained or purchased, and may be removed from the railway by any railway servant.

the Indian Railways Act, 1890; and, if any person is removed from the railway under that section, shall, if necessary, direct steps to be taken for his prosecution thereunder.

28. Any person who—

(a) is found smoking, or having an open light or fire, in a goods shed or a store-yard, or

(b) persists in keeping an open light or a lighted mineral oil lamp in a carriage after being warned by a railway servant or a police officer to desist, or

(c) persists in smoking on any other portion of the railway premises after being warned by a railway servant or a police officer to desist,

shall, if the act is deemed by the authorized officer to be dangerous, immediately be removed from the railway premises.

29. A railway administration may exclude from the station platform, or any part of the railway premises, any person not being a bona fide passenger, nor having business on the railway premises.

30. If any passenger commits any offence, not being an offence referred to in rule 27 or rule 28, the Station Master must immediately investigate the case, and must exercise his discretion as to the proceedings to be taken, after referring (by telegraph, if necessary,) to his immediate superior for instructions.

31. Guards must exert themselves to prevent any breach of these rules by passengers or other persons.

32. The power of arrest conferred by sections 131 and 132 of the Indian Railways Act, 1890, IX of 1890, must be exercised with the greatest caution.

33. (1) If any railway servant commits a breach of any of the rules hereinafter mentioned, he shall be liable to punishment as follows namely:—

Rule.	Penalties.
9, 20 or 22	Fine which may extend to fifty rupees.
... ..	Fine which may extend to ten rupees.

(2) Any railway servant who has committed a breach of any of the rules mentioned in clause (1) of this rule shall be liable to the punishment authorised by that clause in addition to, and not in substitution for, any punishment to which he may be liable upon prosecution under the Indian Railways Act, 1890:—

Provided that no railway servant shall be there-by rendered liable to be punished twice for the same offence.

Smoking or having open light or fire on railway premises, or keeping open light or lighted lamp in carriage.

Exclusion of persons from railway premises.

Investigation by Station Master in case of offence by passenger.

Guards to prevent breaches of rules.

Penalties for breaches of rules by railway servants.

IX of 1890.

(Appendix A.—The packing of dangerous goods other than explosives to which the Rules for the time being in force under the Indian Explosives Act, 1884, apply.)

APPENDIX A.

[SEE RULES 14 AND 16.]

THE PACKING OF DANGEROUS GOODS
(OTHER THAN EXPLOSIVES TO WHICH
THE RULES FOR THE TIME BEING IN
FORCE UNDER THE INDIAN EXPLO-
SIVES ACT, 1884, APPLY.)

I.—Goods marked A in Rule 14.

(1) When not loaded in vans specially constructed for the carriage of dangerous goods, goods marked A in rule 14 must be securely packed, to prevent leaking, in strong tins or in bottles corked and sealed, and such tins or bottles must be enclosed in wooden cases. When bottles are used, they must be packed in straw or sawdust. Kerosine oil, however, having its flashing point at or above 76° Fahr. may be packed in sound iron or steel drums.

II.—Goods marked B in Rule 14.

(2) Goods marked B in rule 14 must be well secured in stoneware jars or glass stoppered-bottles standing upright in cases with sloping covers:

Provided that—

- (a) fluoric acid must be put into leaden or gutta-percha bottles,
- (b) solution of ammonia must be put into metal bottles with caps soldered on, and
- (c) sulphuric acid shall not be put into jars with cork or wooden stoppers.

(3) Bottles containing bromine, muriatic acid, nitric acid, aquafortis or solution of ammonia must be only three-fourths full, to allow for expansion of vapour.

(4) In the case of boxes containing concentrated mineral acids, the inside packing must be of ashes free from cinders, or of chalk, sand or dry earth. In other cases the inside packing must be of straw, chaff or sawdust, mixed with coal, wood-ashes, chalk or sand.

(5) Only one kind of the goods marked B in rule 14, and no other goods of any kind, may be put into one case.

(6) The weight of each case shall not exceed two maunds:

Provided that a case containing sulphuric acid may be packed up to a maximum weight of two-and-a-half maunds.

III.—Goods marked C in Rule 14.

(7) (1) Goods marked C in rule 14 which are not explosives to which the rules for the time being in force under the Indian Explosives Act, 1884, apply, must be packed in strong dust-tight wooden cases having a metal lining. V of 1884

(2) No such case shall contain more than one pound, and no box or package shall contain more than ten such cases.

IV.—Goods marked D in Rule 14.

(8) Goods marked D in rule 14 must be packed in the manner hereinbefore prescribed for goods marked B in that rule:

Provided that—

- (a) spirits of wine, methylated or rectified, must be packed in corked and capsuled bottles or in corked and capped drums securely packed,
- (b) turpentine must be packed in corked and capsuled bottles, or in drums or tins properly soldered, such bottles, drums or tins being securely packed in wooden cases,
- (c) any other goods marked D in rule 14 may be packed either in stoneware jars or glass stoppered-bottles or in vessels of metal (such as tin or copper) provided with screw stoppers or corked and with caps covering their mouths soldered on, and
- (d) different kinds of the goods marked D in rule 14 may be put into one case, but no goods of the kinds marked respectively A, B and C in that rule may be put into the same case with them.

(Appendix B.—Rules now in force under the Indian Explosives Act, 1884, and affecting railways.)

APPENDIX B.

[SEE CHAPTER III, RULES 16 AND 26.]

Notifications by the Government of India in the Home Department (Public) No. 1417, dated the 24th June 1887, No. 1191, dated the 20th June 1890, No. 2365, dated the 30th December 1892, and No. 12, dated the 4th January 1894.

RULES NOW IN FORCE UNDER THE INDIAN EXPLOSIVES ACT, 1884, AND AFFECTING RAILWAYS.

PRELIMINARY.

1. For the purposes of these rules, explosives shall be classified as follows, viz. :—

- Class 1—Gunpowder.
- „ 2—Nitrate-mixture.
- „ 3—Nitro-compound.
- „ 4—Chlorate-mixture.
- „ 5—Fulminate.
- „ 6—Ammunition.
- „ 7—Fireworks.

And when an explosive falls within the description of more than one class, it shall be deemed to belong exclusively to the latest of the classes within the description of which it falls.

Class 1.—Gunpowder class.

The term 'gunpowder' means exclusively gunpowder ordinarily so called.

Class 2.—Nitrate-mixture class.

The term 'nitrate-mixture' means any preparation, other than gunpowder ordinarily so called, formed by the mechanical mixture of a nitrate with any form of carbon or with any carbonaceous substance not possessed of explosive properties, whether sulphur be or be not added to such preparation, and whether such preparation be or be not mechanically mixed with any other non-explosive substance.

The nitrate-mixture class comprises such explosives as—

Pyrolithe,
Pudrolithe,
Poudre saxifragine,

and any preparation coming within the above definition.

Class 3.—Nitro-compound class.

The term 'nitro-compound' means any chemical compound possessed of explosive properties or capable of combining with metals to form an explosive compound, which is produced by the chemical action of nitric acid (whether mixed or not with sulphuric acid) or of a nitrate mixed with sulphuric acid upon any carbonaceous substance, whether such compound is mechanically mixed with other substances or not.

The nitro-compound class has two divisions:—

Division 1 comprises such explosives as—

Nitro-glycerine,
Dynamite,
Lithofracteur,

Dualine,
Glyoxiline,
Methylic nitrate,

and any chemical compound or mechanically mixed preparation which consists either wholly or partly of nitro-glycerine or some other liquid nitro-compound.

Division 2 comprises such explosives as—

Gun-cotton ordinarily so called,	Cotton gunpowder,
Gun paper,	Schultz's powder,
Xyloidine.	Nitro mannite,
Gun sawdust,	Picrates,
Nitrated gun-cotton,	Picric powder,
	Tonite (or cotton powder),

and any nitro-compound as before defined, which is not comprised in the first division.

Class 4.—Chlorate-mixture class.

The term 'chlorate-mixture' means any explosive containing a chlorate. The chlorate-mixture class has two divisions:—

Division 1 comprises such explosives as—

Horsley's blasting powder,
Brain's do. do.,

and any chlorate preparation which consists partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Horsley's original blasting powder.	Hochstadter's blasting charges,
Erhardt's powder,	Richen's blasting charges,
Reverley's powder,	Teutonite.

Chlorated gun-cotton.

and any chlorate-mixture as before defined, which is not comprised in the first division.

Class 5.—Fulminate class.

The term 'fulminate' means any chemical compound or mechanical mixture, whether included in the foregoing classes or not, which, from its great susceptibility to detonation, is suitable for employment in percussion caps or any other appliances for developing detonation, or which from its extreme sensibility to explosion, and from its great instability (that is to say, readiness to undergo decomposition from very slight exciting causes), is especially dangerous.

This class consists of two divisions:—

Division 1 comprises such compounds as the fulminates of silver and of mercury, a preparations of these substances, such as are used in percussion caps, and any preparation consisting of a mixture of a chlorate with phosphorous, or certain descriptions of phosphorous compounds, with or without the addition of carbonaceous matter, and any preparation consisting of a mixture of a chlorate with sulphur, or with a sulphurate, with or without carbonaceous matter.

Division 2 comprises such substances as the chloride and the iodide of nitrogen, fulminating gold and silver, diazo benzol, and the nitrate of diazo benzol.

Class 6.—Ammunition class.

The term 'ammunition' means an explosive of any of the foregoing classes when enclosed in any case or contrivance, or otherwise adapted or prepared so as to form a cartridge or charge for

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small arms, cannon or any other weapon, or for blasting, or to form any safety or other fuze for blasting or for shells, or to form any tube for firing explosives, or to form a percussion cap, a detonator, a fog signal, a shell, a torpedo, a war rocket or other contrivance other than a firework.

The term 'percussion cap' does not include a detonator.

The term 'detonator' means a capsule or case which is of such strength and construction, and contains an explosive of the fulminate-explosive class in such quantity that the explosion of one capsule or case will communicate the explosion to other like capsules or cases.

The terms 'safety fuze' means a fuze for blasting, which burns and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction and contains an explosive in such quantity that the burning of such fuze will not communicate laterally with other like fuzes.

The expression 'safety cartridges' means cartridges for small arms of which the case can be extracted from the small arm after firing, and which are so closed as to prevent any explosion in one cartridge being communicated to other cartridges.

The ammunition class has three divisions:—

Division 1 comprises exclusively—

Safety cartridges,
Safety fuzes for blasting,
Railway fog signals,
Percussion caps.

Division 2 comprises any ammunition as before defined which does not contain its own means of ignition and is not included in division 1, such as—

Cartridges for small arms, which are not safety cartridges,
Cartridges and charges for cannon, shells, mines, blasting or other like purposes,
Shells and torpedoes containing any explosive,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,
War rockets.

which do not contain their own means of ignition.

Division 3 comprises any ammunition as before defined which contains its own means of ignition and is not included in division 1, such as—

Detonators,
Cartridges for all small arms, which are not safety cartridges,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,

which do not contain their own means of ignition.

By ammunition containing its own means of ignition is meant ammunition having an arrangement, whether attached to it or forming part of it, which is adapted to explode or fire the same by friction or percussion.

Class 7.—Firework class.

The term 'firework' comprises firework composition and manufactured fireworks.

Division 1.—The term 'firework composition' means any chemical compound or mechanically mixed preparation of an explosive or inflammable nature which is used for the purpose of making manufactured fireworks, and is not included in the former classes of explosives, and also any coloured fire composition.

Division 2.—The term 'manufactured firework' means any explosive of the foregoing classes and any firework composition, when such explosive or composition is enclosed in any case or contrivance, or is otherwise manufactured so as to form a squib, cracker, serpent, rocket (other than a war rocket), maroon, star, lance, wheel, Chinese fire, Roman candle or other article adapted for the production of pyrotechnic effects or pyrotechnic signals.

TRANSPORT.

(A)—Packing.

2. The following general rules shall be observed with respect to the packing of explosives for conveyance:—

I.—Each class of explosive shall be separately packed.

II.—An explosive, not being an explosive of the 5th (fulminate) class or of the 2nd and 3rd divisions of the 6th (ammunition) class or of the 1st division of the 7th (firework) class, shall, if not exceeding 5 lbs. in quantity, be contained in a substantial case, bag, canister or other receptacle made and closed so as to prevent the explosive from escaping.

III.—An explosive of the 1st (gunpowder) class which is intended to be used for blasting purposes, may be carried in barrels covered with wax-cloth or gunny.

IV.—In every other case the explosive shall be contained in a double package. The inner package shall be a substantial case, bag, canister or other receptacle made and closed so as to prevent the explosive from escaping, and the outer package shall be a box, barrel or case of wood or metal or other solid material, and shall be of such strength, construction and character that will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the explosive to escape:

Provided as follows:—

- (a) If the explosive is explosive of the 1st (or gunpowder) class or is explosive of the 2nd (nitrate-mixture) class or is gun-cotton or other explosive of the 2nd division of the 3rd (nitro-compound) class, the quantity of explosive in any one outer package shall not in the case of explosives of the first two classes, exceed 100 lbs., and in the case of the last, 50 lbs; and if the explosive be gun-cotton, it shall be carried thoroughly saturated with water;
- (b) If the explosive belongs to the 1st division of the 3rd (nitro-compound) class or to the 4th (chlorate-mixture) class, the

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inner package shall be without any metal in its construction, and the inner or outer package or both shall be thoroughly water-proof. No one of the inner packages shall contain more than 10 lbs., and the aggregate quantity of the explosive in any one outer package shall not exceed 50 lbs ;

- (c) If the explosive belongs to the 5th (fulminate) class, it shall be packed in such manner as the Governor General in Council may specially direct ;
- (d) If the explosive belongs to the 1st division of the 6th (ammunition) class or is any explosive of the 2nd division, an outer package shall not be required, but it may be contained in quantity not exceeding 100 lbs., in a single package, which shall be a box, barrel or case not less than three-fourths of an inch in thickness, of such strength, construction and character as will not be broken or accidentally opened or become defective or insecure whilst being conveyed, and will not allow the explosive to escape ;
- (e) If the explosive belongs to the 3rd division of the 6th (ammunition) class, it shall be packed in a double package. The inner package shall not contain more than 2 lbs. of such explosive, and no more than 50 lbs. shall be contained in the outer package ;
- (f) If the explosive belongs to the 1st division of the 7th (firework) class, it shall be contained in a double package. The inner package shall be a substantial canister, case or other receptacle hermetically closed, and containing no more than 1 lb. of explosive, and no more than 20 lbs. shall be contained in outer package ; and
- (g) If the explosive belongs to the 2nd division of the 7th (firework) class, it shall be contained in a box, barrel or case of wood, metal or other solid material, and of such strength, construction and character that it will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow any explosive to escape, and the quantity of explosive in any one package shall not exceed 100 lbs.

V.—Whatever be the amount of the explosive, and to whatever class or division of a class it belongs, the following conditions shall be observed:—

- (a) The interior of every package, whether single or double, shall be kept free from grit and otherwise clean:—
- (b) Every package, whether single or double, when actually used for the packing of explosive, shall not be used for the packing of any other explosive of the same or any other class or for any other purpose ;
- (c) There shall not be any iron or steel in the construction of any such single package

or inner or outer package unless the same is effectually covered with tin, zinc or other suitable material ;

- (d) On the outermost package there shall be affixed, in conspicuous characters, by means of a brand or securely attached label or mark, the word 'Explosive,' followed by the name of the explosive or other description of the contents, and the name and address of the owners or sender ; and
- (e) The amount of explosive in any single package, or, if there is a double package, in any one outer package, shall not exceed the amount specified in the foregoing rules, except with the consent of, and under conditions to be approved by, an officer appointed by the Local Government in this behalf.

3. If any person commits a breach of any of the foregoing rules relating to the packing of explosives for conveyance, he shall be punished with fine which may extend to Rs. 1,000.

(B).—Mode of conveyance.

4. The following general rules shall be observed with respect to the conveyance of explosives:—

I.—No explosive shall be conveyed from place to place unless packed in the manner provided for in the foregoing rules.

II.—There shall not be conveyed in any carriage or vessel which is being used for the conveyance of an explosive any explosive of a different class and division, of whatsoever nature, which contains its own means of ignition unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

III.—Except in the case of small consignments carried by public railway, which may be unloaded at any time, explosives shall be loaded or unloaded only between sunrise and sunset. For the purposes of this rule no consignment of more than one-half wagon load booked to one station shall be deemed to be a small consignment.

IV.—Whilst the explosive is being loaded on, or unloaded out of, any carriage or vessel, no fire or artificial light, nor any article which is liable to cause or communicate fire or explosion (such as charcoal, lucifer matches, articles for striking a light, petroleum to which the Petroleum Act or II of 1886. any Act repealing or amending the same applies, or any spirit or oil or substance that gives forth an inflammable vapour at a temperature below 100° Fahrenheit) shall be, or shall be allowed to be, brought, had or used dangerously near to such carriage, ship or boat, and no smoking shall be allowed in, on or dangerously near to the same ;

Provided that when the use of a light for the purpose of such loading or unloading is unavoidable, a lamp of such construction, position or character as not to cause any danger from fire or explosion may be used ; and no person while handling any explosive (except gunpowder, explosive of division 1, class 6, or explosive of class 7, if packed in accordance with the packing rules) shall wear boots or shoes with iron or steel nails, heels or tips.

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V.—In loading or unloading any explosive, the casks, and packages containing the same shall be passed from hand to hand and not rolled upon the ground; they shall not be thrown or dropped down, but shall be carefully deposited and stowed.

VI.—The explosive shall not be conveyed except in the interior of a carriage so enclosed on all sides with wood or metal, or in the hold of a ship or boat having a close deck, so closed as effectually to protect the explosive against accident by fire from without. If the explosive cannot be so secured, it shall be completely covered with painted cloth, tarpaulin or other suitable material so as to effectually protect it against communication of fire.

VII.—There shall not be any iron or steel in the interior of the portion of the carriage or vessel with which the case containing the explosive is in contact, unless the same be effectually covered with leather, wood, cloth or other suitable material.

VIII.—In the stowing of explosive due precautions shall be taken by means of a partition or otherwise, and by careful stowing, to secure such explosive from being brought into contact with, or endangered by, any other article or substance conveyed in such carriage or vessel which is liable to cause fire or explosion; and if the explosive is dangerously affected by water, due precautions shall be taken to exclude water from coming into contact with such explosive.

IX.—The amount of explosive conveyed in any one carriage or vessel at any one time shall not exceed 2,000 lbs., unless the carriage be so enclosed on all sides with wood or metal, or the vessel have a closed deck so closed as effectually to protect the explosive against accident by fire from without, in which case the amount of explosive conveyed shall not exceed the following:—

In any one carriage on a railway	...	10	tons.
In any one other carriage	...	2	"
In any one vessel	...	20	"

NOTE.—This rule must, in the case of dynamite conveyed by railway, be read subject to paragraph XII of rule 6.

X.—Nothing in the foregoing rules (except rule I) shall apply to any explosive of the 1st division of the 6th (ammunition) class, provided all due precautions are taken for the prevention of accidents.

5. * * * *

6. The following rules shall be observed with respect to the conveyance of explosive by public railway:—

I.—No person shall send for carriage upon any railway any consignment of an explosive, unless he has given to the officer in charge of the railway station previous notice in writing which, at the option of the railway administration, may extend to 48 hours, of his intention to send such consignment, and stating the true name, description, quantity and mode of packing of the explosive proposed to be conveyed, and his own name and address, and also the name and address of the proposed consignee, and unless he has had an intimation in writing from an authorised officer of the railway that such consignment will be received.

II.—No explosive which a railway administration shall by any notice or regulation for the time being in force, notify that they will not receive shall be brought, sent or forwarded to, or upon, any railway of the said railway administration.

III.—Consignments of explosives shall be sent to the forwarding station and shall be received by the railway servants only at such times, between sunrise and sunset as the railway administration may appoint; and every package containing any explosive proposed to be conveyed on any railway shall, immediately on arrival at the station, be unloaded and placed in a safe place under the special direction of the officer in charge of the station.

IV.—An explosive must be removed by the consignee from the receiving station during the twelve hours of daylight after arrival: if this condition is not strictly complied with, the railway administration may return the consignment to the consignor at his risk and expense, and such packages shall in the meanwhile be kept as far from the station buildings as possible, in the wagon they were conveyed in, or, if unloaded, shall be completely covered with tarpaulins or other suitable material, and if necessary, shall be protected by a police guard.

V.—The railway administration may refuse to receive any packages which they suspect to contain any explosive packed or sent in contravention of these regulations. And in case any package, which the railway administration suspect, shall be upon any railway, they may open, or require to be opened, any such package to ascertain the fact, at the risk and expense of the consignor, and may return the explosive contained in the package to the consignor at his risk and expense, keeping the packages pending such return in the manner prescribed in the preceding rule.

VI.—Subject to the exception provided for in clause (e), no explosive shall be conveyed by passenger train except of the kinds and in the manner hereinafter specified in this rule:—

- (a) Safety cartridge and percussion caps and safety-fuze (for blasting), also fog-signals for railway use, which may be conveyed in ordinary wagons or carriages.
- (b) Dynamite which may be carried in the form of cartridges up to the limit of 5 lbs., provided that no detonators are carried in the same compartment.
- (c) Detonators which may be carried to the number of 200, provided that in no case the amount of fulminate of mercury in the package or packages containing the detonators exceeds in the aggregate 3 oz. (a certificate to this effect being given by the Company, firm or person tendering the detonators for transport or by its or his Agent), provided also that no dynamite is carried in the same compartment.
- (d) Sporting gunpowder or non-safety cartridges packed in double cases as before

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provided, so long as the gunpowder is contained in one-pound tin canisters, packed in a stout wooden case with an outer covering of tin or zinc completely spark-proof, or in metal-lined cases of a pattern approved by the railway administration. But no outer case shall contain more than 25 lbs. of gunpowder, and the total consignment of gunpowder or non-safety cartridges by one train shall not exceed 80 lbs.

- (e) Explosives may be carried by mixed trains on any line on which goods trains are not running, subject to the conditions that not more than one vehicle containing explosives is forwarded at any one time by a mixed train; that the precautions prescribed for conveyance by goods trains are observed; and that directly a wagon containing explosives arrives at a section on which goods trains are running, it is detached from the mixed train.

VII.—Not more than five carriages containing explosives shall be loaded or unloaded at any railway station, or be conveyed by any one train at any one time; and the quantity of explosive to be contained in any one carriage shall not exceed two-thirds of the normal load, unless the carriage shall be specially built and approved of by the Government of India for the conveyance of explosives. But nothing in this clause shall be held to apply to separate consignments of small arms ammunition.

VIII.—There shall not be conveyed in the same carriage with any explosive any lucifer or other matches, fuzes, pipe-lights, acids, naphtha, paraffine, petroleum to which the Petroleum Act or any Act repealing or amending the same applies, or any other volatile spirit or substance liable to give off an inflammable vapour or liable to spontaneous ignition, or to cause or communicate fire or explosion.

IX.—The consignor shall attach to the consignment note a certificate signed by an officer authorised by the Local Government in this behalf that the explosive, if it is gun-cotton, dynamite or blasting gelatine, is of the standard purity, and has undergone no deterioration since its manufacture; and further, in the case of dynamite, that the cartridges have been examined and show no signs of exuded nitro-glycerine. The consignor shall also certify, that the cartridges have been packed in this country in accordance with the packing rules.

X.—In the case of dynamite the outer package shall be marked with the date on which the dynamite was packed, and be secured with a leaden seal in token of the inspection having been made.

XI.—The certificate referred to in Rule IX shall be valid for six months after date, if the examination has been made between the 15th October and 31st March; but any railway administration which accepts dynamite for transport may demand a fresh certificate for dynamite presented for conveyance between 1st April and 15th October (both inclusive).

XII.—Packages containing dynamite shall be stowed in one layer only and secured so as to prevent movement during transit. The gross load in any one wagon shall not exceed 3 tons.

XIII.—No explosive belonging to the 5th (fulminate) class or to class VI, division 3, shall be carried in the same train with dynamite, or with any other explosive belonging to class III, division 1.

XIV.—Wagons used for the carriage of explosives shall be examined to see that they are spark-proof, and have been cleaned out before they are loaded. Haircloth, hides or other suitable material shall be spread on the floor of the wagon and between each layer of packages, except when the packages are covered with gunny or felt, or contain small arms ammunition packed in tin-lined service-pattern boxes.

XV.—Wagons containing explosives shall be loaded and unloaded on sidings distant as far as possible from the station buildings.

XVI.—More than three layers of packages containing explosives shall never be packed one above another, except in the case of small arms ammunition packed in tin-lined service-pattern boxes, when such a restriction is unnecessary. Subject to the provisions of rule 4 (III), the loading and unloading of explosives when once begun shall be diligently proceeded with until the same is completed.

XVII.—When the train is being marshalled, wagons loaded with explosives may be shunted by a locomotive, provided that they are separated from the engine by not less than three wagons containing no explosive nor easily inflammable substance; this precaution is not necessary with wagons specially constructed for the carriage of explosives. The speed of these movements will be restricted to five miles an hour, they will be superintended by a duly authorised officer, who will be held responsible for the observance of these orders. Flying shunts are strictly prohibited.

XVIII.—Wagons containing explosives shall be placed at the end of the train away from the locomotive, and shall be close coupled to one another as well as to the adjoining wagons, and must be preceded and followed by three wagons not loaded with explosive or other traffic of an inflammable nature.

XIX.—If the wagons employed in the transport of explosives are provided with brakes, the brakes thereon shall on no account be worked while the wagons are running with a train, nor shall brakes, other than iron brakes, on vehicles immediately adjoining such wagons be worked while such wagons are so running.

XX.—Wagons must in every case be locked when loaded with explosives.

XXI.—All operations connected with the transshipment of explosives at junction stations shall take place during daylight.

7. If any person commits a breach of any of the foregoing rules relating to the mode of conveyance of explosives, he shall be punished with a fine which may extend to Rs. 1,000.

(Signed) W. S. S. BISSER, Lieut.-Col., R.E.,
Secretary to the Government of India."

Bombay Castle, 2nd April 1895.

No. 17.—The following Notification by the Government of India in the Public Works Department is republished for information:—

“No. R. C.

RAILWAY CONSTRUCTION.

Calcutta, the 29th March 1895.

Terms on which the Government of India are prepared to consider offers for the construction, by the agency of private Companies, of branch lines or extensions of existing railways, to be worked, when constructed, by the main-line administrations.

READ—

Government of India Circular Resolution No. 924 R. C., dated 15th September 1893.

OBSERVATIONS.—His Excellency the Governor General in Council has had under consideration the terms offered in the above Resolution. The following modifications thereof are published for the general information of persons desiring to undertake the construction of branch lines or the extension of existing railways in India.

The Indian Railway Act of 1894 and the Indian Railway Companies Act of 1895, which have been enacted since the Resolution under consideration was passed, now permit payment of interest out of capital during construction.

RESOLUTION.—The following alterations of, and additions to, Resolution No. 924 R. C., dated 15th September 1893, are hereby made:—

I.—The following clauses are added to the Resolution:

1. (4) A. Where application is made for a concession for a project which has not been surveyed, or the construction of which has not been approved by the Government of India, the applicants will be required to deposit the cost of the surveys, estimates, and collection of statistics necessary for the proper consideration of the project as a condition preliminary to the acceptance for consideration of their proposals. In the event of the construction of the project being sanctioned, the costs incurred on this account will be admitted on Capital Account.

The cost will depend on the difficulty of the route, and will vary from Rs. 250 per mile in very easy country to Rs. 500 in ordinary country, not including Ghát surveys.

1. (4) B. Provision will be made for including in the approved expenditure of the Branch Line Railway Company such expenses on account of the Board of Direction of the Company as may be incurred with the sanction of the Secretary of State.

(a) During the construction of the Branch Line, these expenses of Direction may be charged to the Capital Account of the Branch Line Company.

(b) After the opening for public traffic of the branch railway, these expenses of Direction will be met from the general receipts of the Branch Line Company.

II. To clause 1 (10) of the Resolution above quoted, the following proviso is added as 1 (10) (iii):—

Provided always that in calculating the purchase price the average net earnings of the branch shall not include, for the purposes of this clause, the payments by way of rebate under the new clause 1 (7).

III. With respect to projects the capital of which is reckoned in rupees, the following changes are made:—

(1) In clause 2 (5) of the Observations the rate of dividend is reduced from 4 per cent. to 3½ per cent.

(2) For clause 1 (7) of the Resolution the following clause is substituted:—

A return will be made to the branch line by the main line out of its net earnings from traffic interchanged with the branch to the extent necessary, together with the branch Company's share of branch earnings, to give the branch Company a dividend of 3½ per cent. per annum on the actual expenditure charged in the Capital Account of the branch Railway Company as entered in the Company's books in India; provided always that the return so made to the branch Company shall in no case exceed the net earnings of the main line from interchanged traffic. This rebate will be granted from the first earning of revenue by the branch line, such payment being calculated at the close of the 'calendar' year, payments on account, however, subject to adjustment, being permissible at the close of the first-half of each year.

Note.—The net earnings of the main line from traffic interchanged with it from the branch line are assumed to bear the same proportion to the gross earnings from that traffic as the net earnings of the whole system bear to the gross earnings of the whole system.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
 The Chief Commissioners of the Central Provinces, Burma, and Assam.
 The Residents at Hyderabad and in Mysore.
 The Agents to the Governor General in Central India, Rajputana, and Baluchistan.
 The Accountant General, Public Works Department.
 The Director General of Railways.
 The Consulting Engineer to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam.

ORDER.—Ordered, that this Resolution be communicated to Local Governments and Administrations and to the officers marginally noted for information, and to the Department of Finance and Commerce.

Also that it be published in the *Gazette of India* for general information.

(Signed) W. S. S. BISSET, Lieut.-Colonel, R. E.,
 Secretary to the Government of India."

By order of His Excellency the Right Honourable the Governor in Council,

H. O. SELBY,
 Secretary to Government.

ECCLESIASTICAL DEPARTMENT.

Bombay Castle, 30th March 1895.

No. 19.—The following alterations and additions are made in the rules regarding the endowment of monuments published in Notification No. 14, dated 9th March 1892:—

- In rule (d) for "Rs. 15" read "Rs. 12."
- In rule (e) for "3¼ per cent," read "3½ per cent."; for "Rs. 15" read "12"; and for "Rs. 5" read "Rs. 6."
- 2. The following is substituted for rule (i):

(i) Joint estimates shall be framed annually by the Executive Engineer and the Chaplains of the cost of repairs of tombs as required by the Government of India Regulations, and be sent to the Accountant General for a certificate that the amount can be met from the available balance of the Common Fund for repairs, and the aggregate of the sums so estimated as required for *endowed* tombs shall be placed to the credit of the Executive Engineer, Public Works Department, at the Treasury by the Chaplain or other officer in whose name jointly with that of the Collector (or Chief Civil or Military Officer) the moneys are in deposit at the Government Savings Bank. The unexpended balance of this amount should be returned to the Chaplain or other officer in charge of the cemetery by the Public Works Department to be re-deposited in the Savings Bank.

By order of His Excellency the Right Honourable the Governor in Council,
 C. A. CUNINGHAM,
 Secretary to Government.

JUDICIAL DEPARTMENT.

Bombay Castle, 26th March 1895.

No. 2032.—Whereas it appears to His Excellency the Governor in Council that the conduct of the inhabitants of the village of Uber in the Jambusar Taluka of the district of Broach renders it expedient temporarily to increase the strength of the Police in the said village for a further period of one year in continuation of the period sanctioned in Government Notification No. 912, dated the 9th February 1894 His Excellency the Governor in Council is pleased, in exercise of the powers conferred by Section 25 of the Bombay District Police Act, 1890,—

- (a) to direct the employment in the local area of the said village of additional police of the strength and cost hereinbelow set forth for a further period of one year from the 1st February 1895, and
- (b) to direct that the cost of such additional police, as hereinbelow set forth, shall be defrayed wholly by a rate charged on the inhabitants generally of the said village—

	Rs. a. p.
1 Head Constable, Fourth Class (armed) ...	12 0 0
1 Constable, First Class (armed) ...	10 0 0
1 Do. Second Class (do.) ...	9 0 0
1 Do. Third Class (do.) ...	8 0 0
Monthly cost...	39 0 0
	×12
Annual cost...	468 0 0

Add—

Pension contribution at one-twelfth of the above ...	Rs. a. p. 39 0 0
6 per cent on account of European supervision, &c. ...	28 1 3
Clothing grant at the rate of Rs. 6 per man per annum ...	24 0 0
Rent for building ...	50 0 0
Total annual cost...	609 1 3

Bombay Castle, 2nd April 1895.

No. 2213.—The following Resolution of the Government of India in the Home Department is re-published:—

“EXECUTION OF DEEDS, CONTRACTS AND OTHER INSTRUMENTS ON BEHALF OF HER MAJESTY’S SECRETARY OF STATE FOR INDIA IN COUNCIL.

No. 3 ^{Judl.}
183—501.

*Extracts from the Proceedings of the Government of India in the Home Department (Judicial),—
under date, Calcutta, the 28th March 1895.*

Read again—

The correspondence on the subject of the execution of deeds, contracts, and other instruments on behalf of Her Majesty’s Secretary of State for India in Council, ending with the letter from the Government of the Punjab No. 355-S., dated the 25th July 1891.

Read also—

The Home Department Circular to Local Governments and Administrations Nos. ^{5 Judicial}
322—331, dated the 7th March 1892, forwarding a draft Resolution purporting to consolidate the orders issued from time to time on the subject, and the replies thereto.

RESOLUTION.

In exercise of the power conferred by the thirty-third and the thirty-fourth of Victoria, Chapter fifty-nine, Section two, and of all other powers enabling him in this behalf, the Governor General in Council is pleased, in supersession of existing orders, to declare that the undermentioned classes of deeds, contracts, and other instruments referred to in the twenty-second and twenty-third of Victoria, Chapter forty-one, Section two, may be executed as follows:—

A.—In the case of the Governor General in Council—

All deeds and instruments relating to any matters }
other than those hereinafter specified. } By a Secretary to the Government of India.

B.—In the case of the Military Department—

1.—In the Military Works Department (subject to any limits fixed in Departmental orders)—

- | | |
|---|--|
| 1.—All instruments relating to purchase, supply and conveyance or carriage of materials, stores, machinery, &c. | } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers. |
| 2.—All instruments relating to the execution of works of all kinds, connected with buildings, bridges, roads, canals, tanks, reservoirs, docks and harbours and embankments, and also instruments relating to the construction of water-works, sewage-works, and the erection of machinery. | |
| 3.—Security bonds for the due performance and completion of works. | } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers. |
| 4.—Security bonds for the due performance of their duties by Government servants whom the officers specified have power to appoint. | |
| 5.—Leases for grazing cattle on canal banks or roadsides; for fishing in a canal; for the cultivation of land; leases of water for irrigation and other purposes, and leases of water-power; and instruments relating to the sale of grass, trees, or other produce on roadsides or in plantations. | } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers. |
| 6.—Leases of houses, land or other immovable property, provided that the rent reserved shall not exceed Rs. 5,000 a month. | |
| 7.—All instruments connected with the re-conveyance of property given as security. | } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers. |
| 8.—Instruments connected with the collection or farming of tolls at bridges or ferries or other means of communication provided by the Local Government. | |
| 9.—Agreements for the recovery of fines on account of drift wood or other timber passing into a canal. | } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers. |

10.—All deeds and instruments relating to any matters other than those specified in heads 1 to 9. } By a Secretary to the Government of India, or a Secretary to a Local Government.

II.—Contracts and other instruments for the Ordnance Department, as detailed below—

- 1.—Contracts for stores obtained in India for supplies to arsenals, depôts or factories.
- 2.—Contracts for undertaking sales of unserviceable stores.
- 3.—Agreements entered into in India with civilian mechanics for a specified period of service in Ordnance establishments.
- 4.—Contracts for landing, weighing and forwarding Ordnance stores in the Bombay Circle.

} By Inspectors-General of Ordnance.

III.—Contracts for the Commissariat Department, as detailed below—

[*Note*.—Where tenders are expressly declared to be intended to act as contracts, they will not be executed on behalf of the Secretary of State.]

Station contracts for—

- Aerated waters.
- Atta for elephants.
- Auctioneers for sale of Government property.
- Bhoosa, white and missa.
- Bran for horses.
- Coal.
- Coolies.
- Dhan for elephants.
- Fodder for elephants.
- Fowls, chickens and eggs.
- Gunny bags.
- Hay and grass for horses, mules, cattle and sheep.
- Hired bullocks for wells, soldiers' gardens, plunge-baths, regimental filthcarts, &c.
- Hospital wines and spirits and English bottled malt-liquor.
- Ice.
- Kirby and straw for cattle and sheep.
- Materials for repair of articles of line gear for transport cattle.
- Milk and butter.
- Packing cases for tea, &c.
- Paddy straw for elephants.
- Provisions for Native troops.
- Provisions for Port Blair.
- Rice for elephants.
- Sale of offal, surplus meat, &c.
- Tinning cooking utensils and steel basins.
- Water at hill stations.

} By Local Commissariat Officer. (When this officer is a regimental officer attached only to the department, these powers shall be exercised under the control of the Chief Commissariat Officer of the command).

Divisional contracts for—

- Barley.
- Barrack miscellaneous articles.
- Barrack and hospital petty supplies.
- Bazar medicines for veterinary purposes.
- Coffee.
- Coir for stuffing mattresses.
- Elephant and bullock gear.
- Firewood for ration, bakery, chimneys, and mill engines.
- Gram.
- Hired carts with bullocks.
- Hospital miscellaneous articles.
- Hospital necessaries.
- Khessari.
- Khus tatties and appurtenances.
- Line gear for transport mules.
- Mati kalai for bullocks, mules, and ponies.
- Potatoes, hill and plain.
- Rice.
- Sale of hides and skins.
- Salt.
- Vegetables.
- Well gear.
- Wheat.

} By the Chief Commissariat Officer of command.

Circle contracts for—

- Animal charcoal.
- Barrack suttringeos.
- Blankets.
- Carbolic powder.
- Cardigan jackets.
- Cooking utensils.
- Cotton cloth for barrack and hospital mattresses and pillow cases.
- Diet and table requisites.
- Flour for bread.
- Hired camels.
- Hospital clothing and bedding.
- Kerosine oil.
- Soap.
- Socks.
- Sugar for hospitals.
- Sugar for rations.

} By the Commissary General.

Special contracts for—

- Country-brewed malt-liquor.
- Meat.
- Rum.
- Sheeting.
- Tea.

} By the Secretary to the Government of India, Military Department, or Local Government.

IV.—Contracts for the Clothing Department, as detailed below—

- 1.—Contracts for embroideries, laces, etc.
- 2.—Contracts for miscellaneous stores.
- 3.—Contracts for locally manufactured cloths, serges, etc., in substitution of similar articles hitherto imported.
- 4.—Petty contracts for any work to be done either inside or outside the Agency.
- 1.—Contracts for local annual supplies, i.e., all articles of local manufacture, including badges, shoulder-straps, and other articles of embroidery, and all packing materials required during the year.
- 2.—Contracts for making up hospital clothing.
- 3.—Contracts for undertaking the sale of un-serviceable stores, packing materials, etc.
- 4.—Contracts for making up the regular clothing of the Army.
- 5.—Contracts for making new colours and standards.

} By the Superintendent of Army Clothing, Bengal.

} By the Superintendent of Army Clothing, Madras.

V.—Contracts for the Medical Department, as specified below—

All contracts made for the Medical Store Department.

} By the Surgeon-General with the Government of India, or with Governments of Madras and Bombay.

VI.—Contracts and other instruments for the Army Remount Department, as detailed below—

- 1.—Agreements with shippers for landing horses at Garden Reach, Calcutta.
- 2.—Contracts for undertaking the sale of rejected Government horses and cattle.
- 3.—Contracts for the occupation of land
- 4.—Contracts for grain, fodder, or stores

} By the Remount Agent, Presidency.

} By the Director, Army Remount Department.

} By Depôt officer, with the approval of the Director Army Remount Department.

} By Depôt officer, with the approval of the Director, Army Remount Department.

VII.—Leases for grazing and instruments relating to other rights on lands under grass cultivation.

} By the Special Forage Officer of each circle.

C.—In the case of the Royal Indian Marine and the Indian Troop Service—

- 1.—Contracts for conveyance of troops, military stores, etc.
- 2.—Contracts for supply of miscellaneous marine stores, Bombay dockyard.
- 3.—Contracts for supply of miscellaneous marine stores, Kidderpore dockyard.
- 4.—Contracts for provisions and medical comforts, Bombay dockyard.

} By the Secretary to the Government of India, Marine Department.

} By the Director of the Royal Indian Marine.

} By the Deputy Director of the Royal Indian Marine

} By the Director of the Royal Indian Marine.

- 5.—Contracts for provisions and medical comforts, Kidderpore dockyard. } By the Deputy Director of the Royal Indian Marine.
- 6.—Contracts for sailmaking, Bombay dockyard ... By the Director of the Royal Indian Marine.
- 7.—Contracts for sailmaking, Kidderpore dockyard. } By the Deputy Director of the Royal Indian Marine.
- 8.—Contracts for mess stores, Indian troop service, Bombay dockyard. } By the Resident Transport Officer.
- 9.—Contracts for washing troop bedding, Indian troop service, Bombay dockyard. } By the Resident Transport Officer.
- 10.—Contracts for labour, Kidderpore dockyard. } By the Deputy Director of the Royal Indian Marine.
- 11.—Contracts for manufacture of coir rope, Kidderpore dockyard. }
- 12.—Contracts for supply of coal, country (Bengal), Kidderpore dockyard. }
- 13.—Contracts for rivetting work, Kidderpore dockyard. }
- 14.—Contracts for scraper establishment, Kidderpore dockyard. }
- 15.—Contracts for disposal of empty casks returned from Royal Navy vessels, Bombay dockyard. } By the Director of the Royal Indian Marine.
- 16.—Charter parties (hire of transport and for conveyance of troops, etc.), Bombay and Kidderpore dockyards. } By the Director of the Royal Indian Marine, and Deputy Director of the Royal Indian Marine.
- 17.—Agreements for temporary employment of engineers, engine drivers, and gunners, Bombay and Kidderpore dockyards. } By the Director of the Royal Indian Marine, and Deputy Director of the Royal Indian Marine.

D.—In the case of the Currency Department, Treasuries and Account Offices—

- 1.—Mortgage-deeds given as security in connection with the employment of officers, as Treasurers and the like in Currency Offices, and agreements entered into with such officers. } By the Head Commissioner, Commissioner or Deputy Commissioner of Paper Currency.
- 2.—Mortgage-deeds given as security in connection with the employment of officers as Treasurers in District or Sub-District Treasuries, and agreements entered into with such officers. } By Collectors or Deputy Commissioners of Districts
- 3.—Mortgage-deeds given as security in connection with the employment of Treasurers, Cashiers or Clerks in Account Offices, charged with the disbursement of money or the custody and handling of securities. } By the Head of the office.

E.—In the case of the Public Works Department (subject to any limits fixed in Departmental orders)—

- I.—All instruments relating to purchase, supply and conveyance or carriage of materials, stores, machinery, &c. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- II.—All instruments relating to the execution of works of all kinds, connected with Railways, open or under construction, buildings, bridges, roads, canals, tanks, reservoirs, docks and harbours and embankments, and also instruments relating to the construction of water-works, sewage-works, the erection of machinery, and the working of coal-mines. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- III.—Security bonds for the due performance and completion of works. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- IV.—Security bonds for the due performance of their duties by Government servants whom the officers specified have power to appoint. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.

- V.—Leases for grazing cattle on canal banks or roadsides; for fishing in a canal; for the cultivation of land under the Irrigation Department; leases of water for irrigation and other purposes, and leases of water-power; and instruments relating to the sale of grass, trees, or other produce on roadsides or in plantations. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Divisional officers in the Buildings and Roads and Irrigation Branches, and in Bengal by Sub-divisional officers of the Irrigation Branch.
- VI.—Leases of houses, land, or other immovable property, provided that the rent reserved shall not exceed Rs. 5,000 a month. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- VII.—All instruments connected with the re-couveyance of property given as security. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- VIII.—Instruments connected with the collection or farming of tolls at bridges or ferries or other means of communication provided by the Railway, or by the Local Government. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- IX.—Contracts connected with the loading and unloading of goods and for other matters necessary for, or incidental to, traffic working. } By Managers of State Railways.
- X.—Contracts connected with the sale of scrap, ashes, and other surplus material. } By Managers of State Railways.
- XI.—Agreements for the recovery of fines on account of drift wood or other timber passing into a canal. } By Chief Engineers, Superintending Engineers, Superintendents of Works, and Executive Engineers in the Irrigation Branch.
- XII.—Agreements for the interchange of traffic with other State Railways. } By Managers of State Railways.
- XIII.—Agreements with private or guaranteed Railway Companies, Tramway Companies, and other carrying Companies. } By Managers of State Railways.
- XIV.—Agreements with covenanted Engine-drivers on the expiry of the term of their original covenants. } By Managers of State Railways.
- XV.—Agreements with monthly non-pensionable European, Eurasian, and Native employés on State Railways, defining the terms and conditions of service to be entered into on entering the service of Government. } By Managers, Engineers-in-Chief, Locomotive Superintendents, Traffic Superintendents, Examiners of Accounts, Chief Storekeepers; and Executive Engineers in charge of Divisions, District Locomotive Superintendents, and District Traffic Superintendents in the Railway Branch.
- XVI.—All deeds and instruments relating to any matters other than those specified in heads I to XV. } By Secretaries and Joint Secretaries of Local Governments.
- F.—In the cases of the Telegraph Department—
- I.—Contracts and other instruments for works and stores. } By the Director and Deputy Director-General of Telegraphs and the Director of Construction, by Superintendents and Assistant Superintendents of Telegraphs, subject to the limit fixed by Departmental orders.
- II.—Leases of houses to the Telegraph Department, containing, where necessary, an agreement making the Government liable for loss by fire caused by the act of the lessee: provided that the rent reserved in such lease shall not exceed Rs. 500 a month. } By the Director and Deputy Director-General of Telegraphs.
- III.—Contracts and other instruments for securities deposited by Telegraph subordinates. } By Superintendents and Assistant Superintendents of Telegraphs, subject to the limit fixed by Departmental orders.
- G.—In the case of the Post Office—
- I.—Contracts and other instruments relating to the business of the Post Office. } By the Director-General of the Post Office.

- II. Contracts and other instruments relating to the business of the Post Office managed by a Post Master General or Officer exercising the powers of a Post Master General. } By such Post Master General or Officer exercising the powers of a Post Master General subject to any limit prescribed by Departmental orders.
- H.—In the case of the Civil Medical Department under the Government of India—
Contracts or other instruments relating to the Medical Department. } By the Surgeon-General with the Government of India.
- I.—In the case of the Forest Department—
Contracts and other instruments in matters connected with the administration and working of forests and with the business of the Forest Department generally. } By Conservators, Collectors of Districts, Deputy, Assistant, Extra Deputy, and Extra Assistant Conservators of Forests to such extent and within such limits as the Local Government may prescribe by notification in the official Gazette.
- J.—In the territories under the administration of the Government of Madras, as regards contracts, etc., not hereinbefore specified—
I.—In the case of the Governor in Council—
All deeds and instruments relating to any matters other than those specified in heads II to V. } By a Secretary to Government.
- II.—Contracts and other instruments for the purchase, supply, conveyance or carriage of building materials, stores, machinery, etc., and the provision of labour for building or other work, and such like engagements. } By Collectors of Districts, Sub-Collectors, Assistant and Deputy Collectors in charge of Divisions; Inspector-General, Deputy Inspector-General, and Superintendents of Police; Commissioner of Police, Madras; Inspector-General of Jails, Superintendent of Stationery; and the Presiding Port Officer and Port Officers.
- III.—Contracts and other instruments relating to the Medical Department. } By the Surgeon-General with the Government of Madras.
- IV.—(a) All contracts, deeds or other agreements relating to the execution of salt works, or the purchase, sale or transport of salt, the supply of labour, stores, building materials, etc., and any other like engagements relating to the salt revenue or the business of the Salt Department. } By the Commissioner of Salt, Abkari, and Separate Revenue.
- (b) All contracts, deeds or other agreements relating to the execution of salt works, or the purchase, sale or transport of salt, the supply of labour, stores, building materials, etc., and any other like engagements relating to the salt revenue, or the business of the Salt Department within their respective jurisdictions and within the limit of value of Rs. 5,000; and contracts or agreements for the import of foreign salt on credit, for payment of the duty leviable thereon, or contracts or agreements for the clearance of salt under the credit system on the deposit of securities within the limit of value of Rs. 50,000. } By the Deputy Commissioners of Salt and Abkari Revenue.
- (c) Leases granted to manufacturers of salt in blocks of land in Government factories, when the estimated value of the land concerned does not exceed Rs. 250. } By Deputy Commissioners of Salt and Abkari Revenue.
- (d) Contracts or agreements for the import of foreign salts on credit, for payment of the duty leviable thereon, or contracts or agreements for the clearance of salt under the credit system wholesale on the deposit of securities within the limit of value of Rs. 10,000. } By Assistant Commissioners of Salt and Abkari Revenue.
- V.—Contracts and other instruments relating to matters connected with the Educational Department. } By the Director of Public Instruction.
- K.—In the territories under the administration of the Government of Bombay, as regards contracts, etc., not hereinbefore specified—
I.—All deeds and instruments relating to matters other than those specified in heads II to VII and IX to XIV and XVI to XXI. } By a Secretary to Government.
- II.—Contracts for the supply of articles of dead stock, or petty supplies. } By the Government officer for whose use such articles or petty supplies are required, or by any Government officer to whom such officer is subordinate.

- III.—Contracts for the sale of useless articles. } By the Government officer in whose office such useless articles are, or by any Government officer to whom such officer is subordinate.
- IV.—Contracts for lease or sale of Government buildings. } Jointly by the chief local officer of the Department in whose charge, and the chief local officer of the district in which, such buildings are.
- V.—Contracts for hire or purchase of buildings for Government. } Jointly by the chief local officer of the Department for which, and the chief local officer of the district in which, such buildings are to be hired or purchased.
- VI.—Contracts and other instruments for the purchase, supply, and conveyance or carriage of building materials, stores, machinery, etc., and contracts for petty constructions and repairs, and for public works of every description which are not executed by the Public Works Department. } Jointly by the chief local officer of the Department by which, and the chief local officer of the district in which, such works are to be executed, or by an Assistant or Deputy Collector if the work is executed by the Revenue Department.
- VII.—Sanads—
- (a) continuing or confirming exemption from payment of land revenue, or
- (b) continuing or confirming any pension or grant of money or land revenue, or
- (c) confirming watan-service—commutation settlements, or
- (d) guaranteeing cash payments in lieu of abkūi or other rights, or
- (e) granted under section 133 of the Bombay Land Revenue Code, 1879, or any other law for the time being in force relating to the survey of towns and cities. } By Collectors of Districts.
- VIII.—Deeds, contracts, and instruments relating to land, or to any benefit arising out of land, or to water, or to any benefit arising out of water or to land revenue. } In the City of Bombay, by a Secretary to Government; elsewhere, by Collectors of Districts; or in any business connected with the duties of the Talukdari Settlement Officer, by that officer.
- IX.—Contracts for the farm of tolls, taxes, duties, cesses, or revenues of any description. } By Collectors of Districts, or by the heads of the Departments by which such tolls, duties, cesses or revenues are levied.
- X.—Contracts for the erection or repair of boundary marks. } By Survey Officers or Revenue Officers not lower in rank than Mahalkaris.
- XI.—Contracts for the supply of stationery, etc., to the Superintendent of Stationery. } By the Superintendent of Stationery, Bombay.
- XII.—Contracts for the supply of articles of any description for the use of jails or regarding the sale of articles manufactured in jails. } By the Inspector-General of Prisons, Bombay, or by the Superintendents of Jails.
- XIII.—Security bonds for the due performance of their duties by Government servants whom the Inspector-General of Prisons has power to appoint. } By the Inspector-General of Prisons or by the Superintendents of Jails.
- XIV.—Contracts for the supply of articles procured in the local markets for the Police. } By the Commissioner of Police in the City of Bombay; and elsewhere, by the Inspector-General of Police, or by District Superintendents of Police.
- XV.—Deeds, contracts, and instruments relating to salt revenue or to the business of the Salt Department, or to the land, buildings or other property in the control of that Department, other than contracts of the nature specified above in Articles I to VI. } In Sind, by the Commissioner in Sind or by the head of the Salt Department in that Province, or by Collectors of Districts; and elsewhere, by a Secretary to Government, or by the Collector of Salt Revenue, Bombay.
- XVI.—Contracts entered into with normal scholars and apprentices in Engineering or Industrial Colleges, etc. } By Educational Inspectors or by the Principals of such Colleges.
- XVII.—Agreements and deeds entered into with Managers of Educational Institutions in respect of Government grants-in-aid up to Rs. 1,000 or in respect of the lease of Government school buildings. } By the Director of Public Instruction, Bombay.
- XVIII.—Contracts for the supply of articles procured in the local markets for hospitals, lunatic asylums, etc. } By the local Medical Officers in charge of such hospitals, asylums, etc.
- XIX.—Deeds, contracts, and instruments of every description relating to the administration of Aden. } By the Political Resident, Aden.

- XX.—Contracts for the purchase and supply of stores and building materials and for the provision of labour, also indentures to bind apprentices at the Mint for a definite term. } By the Mint Master, Bombay.
- XXI.—Deeds, contracts, and instruments of every description not included in any of the foregoing articles. } In Sind, by the Commissioner in Sind.
- L.—In the territories under the administration of the Government of Bengal, as regards contracts, etc., not hereinbefore specified—
- I.—In the case of the Lieutenant-Governor—
All deeds and instruments relating to matters other than those specified in heads II to VII. } By the Secretary to the Government of Bengal in the Revenue and General Departments.
- II.—Contracts for the supply of stationery (and Bonds of employés when it is necessary that they should be executed by the obligee), etc., to the Superintendent of Stationery. } By the Superintendent of Stationery, Calcutta.
- III.—Contracts for supply of clothing, etc., for the Police. } By the Commissioner of Police, Calcutta, and the Inspector-General of Police, Bengal.
- IV.—Contracts for the supply of articles, etc., for the use of jails, or regarding the sale of articles manufactured in jails. } By the Inspector-General of Jails, Bengal.
- V.—Contracts for the supply of articles, and for repairing, cutting, etc., roads and canals. } By Collectors of Districts.
- VI.—Contracts for the supply of articles procured in the local markets for hospitals, lunatic asylums, etc. } By the local Medical Officers in charge of such hospitals, asylums, etc.
- VII.—Contracts and other instruments in matters connected with the lease or sale of land. } By Collectors of Districts and Deputy Commissioners.
- VIII.—Contracts for the purchase and supply of stores and building materials and for the provision of labour; also indentures to bind apprentices at the Mint for a definite term. } By the Mint Master, Calcutta.
- M.—In the territories under the administration of the Government of the North-Western Provinces and Oudh, as regards contracts, etc., not hereinbefore specified—
- I.—In the case of the Lieutenant-Governor and Chief Commissioner—
All deeds and instruments relating to matters other than those specified in heads II to IV. } By a Secretary to Government.
- II.—Contracts and other instruments for sums not exceeding Rs. 2,000 except those which affect real estate. } By all Heads of Departments.
- III.—Contracts and other instruments at present executed by Collectors, Deputy Commissioners, and Deputy Collectors. } By Collectors and Deputy Commissioners.
- IV.—Contracts and other instruments for a sum not exceeding Rs. 500, and not affecting real estate. } By subordinate officers appointed by Heads of Departments with the approval of the Local Government.
- N.—In the territories under the administration of the Government of the Punjab, as regards contracts, etc., not hereinbefore specified—
- I.—In the case of the Lieutenant-Governor—
All deeds and instruments relating to matters other than those specified in heads II to IV and VI and VII. } By a Secretary to Government.
- II.—Contracts and other instruments connected with leases of land, ferries, dues for grazing cattle on places other than canal banks, fisheries, *nazul* lands and buildings, spontaneous products and minerals, execution of minor works not under the Public Works Department, and the supply of necessaries for depôts. } By Deputy Commissioners.
- III.—Instruments relating to the sale of waste lands. } By Deputy Commissioners.
- IV.—Contracts relating to any matter falling within their ordinary jurisdiction. } By Deputy Commissioners.
- V.—(a) Instruments of free grant of proprietary right in land.
(b) Instruments whereby property is mortgaged to the Government as security for a loan.
(c) Instruments of exchange of land. } By a Secretary to Government and Deputy Commissioners.

- VI.—Contracts for the supply of clothing, etc., for the Police. } By the Inspector-General of Police.
- VII.—Contracts for the supply of articles for use in jails, or regarding the sale of articles manufactured in jails. } By the Inspector-General of Prisons.
- O.—In the territories under the administration of the Chief Commissioner of the Central Provinces, as regards contracts, etc., not hereinbefore specified—
- I.—In the case of the Chief Commissioner—
All deeds and instruments relating to matters other than those specified in head II. } By his Secretary.
- II.—Contracts and other instruments in matters connected with the lease or sale of land. } By Deputy Commissioners.
- P.—In the territories under the administration of the Chief Commissioner of Burma, as regards contracts, etc., not hereinbefore specified—
- I.—In the case of the Chief Commissioner—
All deeds and instruments relating to matters other than those specified in heads II to IV. } By a Secretary to the Chief Commissioner.
- II.—Contracts and other Instruments for the supply of stores, rations, clothing, etc. } By the Heads of the Jail and Police Departments.
- III.—Contracts and other instruments relating to matters connected with their respective Departments. } By all Heads of Departments.
- IV.—Contracts and other instruments connected with the lease or sale of land and fisheries; and contracts relating to any matter falling within their ordinary jurisdiction. } By Deputy Commissioners.
- Q.—In the territories under the administration of the Chief Commissioner of Assam, as regards contracts, etc., not hereinbefore specified—
- I.—In the case of the Chief Commissioner—
All deeds and instruments relating to matters other than those specified in heads II to V. } By his Secretary.
- II.—Contracts and other instruments in matters connected with the lease or sale of land, ferries and fisheries, spontaneous products and minerals, for the supply of stores, building materials, labour, and such like engagements. } By Deputy Commissioners.
- III.—Contracts and other instruments connected with temporary leases of land or of other rights, dues or property of Government, or for the supply of stores, building materials, labour and such like engagements when such contract, instrument or engagement does not exceed the value of Rs. 500. } By Assistant Commissioners and Sub-divisional Officers.
- IV.—Contracts and other instruments connected with leases of land. } By Extra Assistant Commissioners and Settlement Officers.
- V.—Contracts for the supply of articles required for the use of the Department, and other instruments connected with the administration of the Department. } By all Heads of Departments.
- R.—In the case of the Chief Commissioner of Coorg as regards contracts, etc., not hereinbefore specified. } By his Secretary.
- S.—In the Hyderabad Assigned Districts, as regards contracts, etc., not hereinafter specified—
- I.—All deeds and instruments relating to matters other than those specified in heads II and III. } By the Resident at Hyderabad, the First Assistant Resident, Commissioners, and Deputy Commissioners in the Hyderabad Assigned Districts.
- II.—Contracts for the supply of clothing, etc., for the Police. } By the Inspector-General of Police.
- III.—Contracts for the supply of articles required for jails. } By the Inspector-General of Jails.
- T.—In British Baluchistan and the territories administered by the Agent to the Governor-General in Baluchistan as such Agent—
- I.—All deeds and instruments relating to matters other than those specified in heads II to V. } By the First Assistant to the Agent to the Governor General and Chief Commissioner.
- II.—Contracts and other instruments for the supply of stores, clothing, ect. } By Heads of Departments concerned.

- III.—Contracts and other instruments relating to matters connected with their respective Departments. } By all Heads of Departments.
- IV.—Contracts and other instruments connected with the lease or sale of land, or whereby land is mortgaged to Government in security for a loan, and contracts and instruments relating to any matter falling within their ordinary jurisdiction, including the execution of civil works not under the Public Works Department. } By Political Agents and Deputy Commissioners.
- V.—Sanads—
 (a) containing or conferring exemption from payment of land revenue;
 (b) containing or confirming any pension or grant of money connected with the land revenue;
 (c) contracts and instruments relating to any matter falling within jurisdiction of the Settlement Department. } By the Revenue Commissioner.
- VI.—Agreements for the recovery of advances under the Land Improvement Loans Act, XIX of 1883, and the Agriculturists' Loans Act, XII of 1884. } By District Officers.

ORDER.—Ordered that the above Resolution be communicated to Local* Governments and Administrations and the several Departments of the Government of India for information and guidance; and that it be also published in the Supplement to the *Gazette of India*.

* Madras.	Central Provinces.
Bombay.	Burma.
Bengal.	Assam.
North-Western Provinces and Oudh.	Coorg.
Punjab.	Berar.

(True Extract)

(Signed) J. P. HEWETT,
 Officiating Secretary to the Government of India."

By order of His Excellency the Right Honourable the Governor in Council,

G. W. VIDAL,
 Secretary to Government.

FINANCIAL DEPARTMENT.

Bombay Castle, 2nd April 1895.

No. 1153.—The following Resolution by the Government of India is republished:—

“GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

ACCOUNTS AND FINANCE.

Stores.

No. 1426 S. R., dated Calcutta, the 25th March 1895.

RESOLUTION—By the Government of India, Finance and Commerce Department,

READ again the following papers on the subject of supply of Indian-manufactured stores:—

- (1) Resolution by the Government of India in the Finance and Commerce Department No. 185, dated 10th January 1883, consolidating the then existing rules regarding the procedure to be employed in obtaining for the public service supplies of stores of other than Indian origin or manufacture.
- (2) Resolution by the Government of India in the Finance and Commerce Department No. 2650,* dated 25th June 1891.
- (3) Resolution by the Government of India in the Public Works Department No. 226 M., dated 14th June 1892.

In the first of the Resolutions cited above, the rules on the subject of the supply of articles of European manufacture required for the public service in India and the preparation of annual returns of expenditure on stores and their transmission to Her Majesty's Secretary of State for India were

* Republished at pages 550 to 552 of Part I of the *Bombay Government Gazette* dated 2nd July 1891.

published in a consolidated form and applied to stores required for Imperial and Provincial services and Incorporated Local Funds, but not to those required for Excluded Local Funds. In these rules it was laid down that all articles required for the public service which cannot be manufactured in India are, as an almost invariable rule, to be obtained on indent through the Secretary of State.

2. In the Resolution No. 2630, dated 25th June 1891, cited above, the Government of India after due consideration of the representations made from time to time by the leading engineering and other firms in India with reference to the prohibitions against obtaining stores in India, relaxed the rules as a tentative measure. With a view to the encouragement of local industries and the development of technical education, and in the hope of effecting economy in the public administration both by actual saving in the cost of articles purchased locally and by avoiding the delays that are sometimes inevitable when the articles have to be procured by indent on England, they authorized, in certain cases, the local purchase of the less important manufactured articles of iron and steel made up in India from imported materials and ordinarily required for Public Works other than Railways. This relaxation of the then existing rules referred only to articles the certain want of which could not be anticipated, and the delay in the supply of which might involve loss. The following conditions were pointed out as necessary ones:—

- (a) that the articles locally supplied were not imported into India in a finished or partly finished state;
- (b) that the price was not in excess of that at which similar articles could be obtained on indent through the Secretary of State; and
- (c) that the quality was not inferior to that of English supplies.

In the same Resolution it was mentioned that only firms of recognised standing and whose shops were fitted with the necessary plant would be considered eligible to tender for the supply of the class of articles which it was decided to obtain locally, and Local Governments were requested to furnish lists of those firms within their jurisdiction which they considered should be entitled to the privilege of tendering, together with lists of the principal machines in the shops of each firm and the means possessed for testing both the raw material and the finished product. The Resolution also proceeded to lay down certain checks which were considered essential to insure that the articles were manufactured in India from the raw material, that the relative prices of English and Indian supplies were properly compared and ascertained, and that the raw material employed and, when necessary, the finished product were properly tested.

These orders were duly approved and confirmed by Her Majesty's Secretary of State for India.

3. In Resolution No. 226 M., dated the 14th June 1892, the conditions as regards the tests to be applied to the raw material and, when necessary, to the finished product which were previously mentioned were re-stated. Attention was at the same time drawn to the reasons already stated, which induced Government to relax, as a tentative measure, the rules previously in force, and to this Resolution was appended a list of the firms recommended by the various Local Governments as eligible to tender for the local supply of the class of articles previously mentioned, and specifications showing the conditions as regards test and manufacture that are prescribed by the Director-General of Stores, India Office, in the case of iron and steel work procured from England for use in India.

4. The manufacture in India of articles of the kind alluded to has, it is believed, extended since the date of the orders above quoted, and it is understood that several of the principal engineering firms in India now possess the apparatus necessary for the proper testing both of the raw material and of the finished product. It is possible that indenting officers are not aware of the full extent to which the orders permit them to supply themselves from Indian sources, or the extent to which the capacities of Indian engineering firms have been developed; and the Governor General in Council, continuing to realize the advantages, *ceteris paribus*, of obtaining supplies in India, desires again to draw the attention of Local Governments and administrations to the subject. It is understood that the engineering firms in question are willing to give all necessary information to indenting departments and to Local Governments as to the classes of articles which they are prepared to supply under existing rules and under due guarantee as regards the application of sufficient tests as to quality of material and workmanship; and the Government of India are desirous that the fullest use should be made, subject to the prescribed precautions, of the liberty which the Resolutions give to procure supplies in India.

5. The Local Governments are requested also to bring to the notice of the Government of India the names of any other firms which they consider to be qualified, both from their position as engineering firms of recognised standing and also from their possessing the necessary testing plant, to be entitled to tender for the supply of articles procurable locally under the existing rules. Such recommendations of the Local Governments will be duly considered by the Government of India with a view to the names of the firms in question being added to the list appended to Public Works Department Resolution No. 226 M., dated 16th June 1892.

Moreover, should Local Governments and Administrations find that the progress of manufacture in India has now rendered it possible to add new articles to the list appended to the Resolution by

the Government of India in Finance and Commerce Department No. 2650, dated 25th June 1891, they are requested to favour the Government of India with an expression of their opinions on the subject with a view to the necessary additions being made to the list.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.

The Chief Commissioners of the Central Provinces, Burma, Assam, Mysore, and Coorg.

The Resident at Hyderabad.

The Agents to the Governor General in Central India, Rajputana and Baluchistan.

ORDER.—Ordered, that this Resolution be communicated to the Local Governments and Administrations noted on the margin, for information and guidance.

Ordered also, that a copy be forwarded to the Military and Public Works Departments, and that it be published in the Supplement to the *Gazette of India*.

(Signed) STEPHEN JACOB,

Officiating Secretary to the Government of India."

By order of His Excellency the Right Honourable the Governor in Council,

J. NUGENT,

Chief Secretary to Government.

MARINE DEPARTMENT.

Bombay Castle, 26th March 1895.

No. 20.—The following Notice to Mariners is published for general information :—

INDIA—WEST COAST.

Rajpuri Point Light temporarily replaced by a Common Lantern.

The State Karbhari of Janjira, through the Political Agent of Kolába, reports that the Rajpuri Point Light has been temporarily replaced by a common lantern pending completion of alteration in progress, and that the permanent light will probably be replaced on or about the 5th of next month.

By order of His Excellency the Right Honourable the Governor in Council,

C. A. CUNINGHAM, Brig-General,
Secretary to Government.

Bombay Castle, 2nd April 1895.

No. 22.—The following Notice to Mariners is published for general information :—

"Alterations to Jafrabad Light, Káthiáwár Coast, from Fixed to Flashing.

The old fixed light till recently exhibited on the promontory at the entrance to the Port of Jafrabad, Káthiáwár Coast, has been discontinued

and replaced by a 'New Dioptric 4th Order Revolving Light,' giving single flashes every twenty seconds and a complete revolution of the apparatus every two minutes. The new light was exhibited on the 1st instant, and is visible all round the compass. Height from sea-level to centre of light is 85 feet. Range of visibility 16 miles in clear weather."

No. 23.—The following Notice to Mariners is published for general information :—

"GULF OF ADEN—NORTH SHORE.

ADEN HARBOUR.

Directions for obtaining Pilots for entering the Port of Aden.

Information has been received from the Port Officer, Aden, dated 19th March 1895, that Pilots will be supplied to steamers entering the Port of Aden at night on their making the customary night signals.

A Pilot approaching a steamer entering the Port will flash a bulls-eye lamp at frequent intervals."

By order of His Excellency the Right Honourable the Governor in Council,

J. DEC. ATKINS,

for Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 30th March 1895.

No. 1362.—Gradation List of First and Second Assistants as it stood on the 1st February 1895 :—

Appointment.	No.	Holder of the Substantive Appointment.	Cause of Vacancies.	Holder of the Acting Appointment in Grade.	Date of appointment to act in Grade.	Remarks.
1	2	3	4	5	6	7
	1	Mr. Baines ...	Serving under the Government of India as Secretary, Royal Commission on Opium.	Mr. Divatia ...	19th Jan. 1892.	Sub. <i>pro-tem.</i> from 5th January 1895.
	2	MR. MUIR MACKENZIE.	On furlough for 1 year and 10 months from 18th August 1893.	Mr. Knight ...	10th Nov. 1893.	Was sub. <i>pro-tem.</i> up to 5th January 1895.
	3	Mr. Drew ...	Acting Collector, Ratnágiri.	Mr. Barrow ...	4th Sept. 1893.	
	4	MR. CAPPEL ...	On furlough for 1 year and 4 months from 24th February 1894.	Mr. Carmichael	24th Oct. 1894.	
	5	Mr. Lamb ...	Acting Collector, Kolábat.	MR. STEWART.	2nd May 1893.	On privilege leave for three months from 17th November 1894.
	6	Mr. S. P. Pestanji.	.....	Mr. Bonus ...	16th Oct. 1893.	
	7	Mr. Atkins ...	Acting Collector, Kaira.	Mr. Sheppard	28th Mar. 1893.	
	8	Mr. L. G. Deshmukh.	Acting Collector, Sholápur.	Mr. Hervey ...	10th Nov. 1894.	
	9	Mr. Logan ...	Acting Collector, Broach.	Mr. Tayabji ...	31st Mar. 1894.	
	10	Mr. Heaton ..	Acting District Judge, Thána.	Mr. Hudson ...	3rd May 1894.	
	11	Mr. Gibb ...	.....	Mr. Kabraji ...	9th Jan. 1895.	Acted as 2nd Assistant with acting allowance up to 5th January 1895.
	12	The Honourable Mr. G. D. Pansa.	.....	Mr. Intanclar	9th Jan. 1895.	On privilege leave for two months and 17 days from 2nd January 1895. Without acting allowance from 9th to 31st January and with acting allowance from 1st February 1895. Is entitled to salary as 2nd Assistant up to 31st January 1895. Was sub. <i>pro-tem.</i> 2nd Assistant from 9th to 31st January 1895.
	13	Mr. Doderet ...	.....	Mr. Jackson ...	28th Jan. 1895.	Without acting allowance up to 31st January and with acting allowance from 1st February 1895. Is entitled to salary as sub. <i>pro-tem.</i> 2nd Assistant up to 31st January 1895.
	14	Mr. Moore ...	Acting Assistant Judge, F. P., Broach.	Mr. W. H. Lucas.	28th July 1894.	Acted with acting allowance up to 8th and again from 20th January 1895, and without acting allowance from 9th to 19th January 1895. Is entitled to salary as sub. <i>pro-tem.</i> 2nd Assistant from 9th to 19th January 1895.
	15	Mr. Bagnell ...	.....	Mr. Arthur ...	18th Jan. 1895.	Without acting allowance. Also acted in this Grade with acting allowance up to 5th January 1895. Was sub. <i>pro-tem.</i> 2nd Assistant from 20th to 27th January 1895.
	16	Mr. K. R. Bomanji.	.....	.....	.....
	17	Mr. Rand ...	.....	.....	.....
	18	MR. HARVEY ...	On furlough for 9 months from 31st August 1894.	.....	.....
	19	MR. DODGSON ...	On furlough for 1 year and 9 months from 23rd February 1894.	.....	.....

First Assistants:
19 appointments on Rs.900 including that of 1st Assistant Collector, Bombay.

Appointment.	No.	Holder of the Substantive Appointment.	Cause of Vacancies.	Holder of the Acting Appointment in Grade.	Date of appointment to act in Grade.	Remarks.
1	2	3	4	5	6	7
	1	MR. FITZMAURICE.	On furlough for 2 years from 9th April 1894.	Mr. Arthur ...	9th Jan. 1895.	Sub. <i>pro-tem.</i> from 1st February 1895.
	2	Mr. Khareghat ...	Acting Joint Judge and Sessions Judge, Ahmedabad.	Mr. Orr ...	1st Jan. 1895.	Was sub. <i>pro-tem.</i> up to 8th January and again from 1st February 1895. Acted as 1st Assistant without acting allowance from 24th to 27th January 1895.
	3	Mr. Weir ...	Acting Judicial Assistant to the Political Agent, Káthiáwár.	Mr. Hayward.	1st Jan. 1895.	Was sub. <i>pro-tem.</i> up to 8th January 1895.
	4	MR. FRASER ...	On furlough for 18 months and 13 days from 19th April 1894.	Mr. DuBoulay.	8th Nov. 1894.	
	5	Mr. Divatia ...	Sub. <i>pro-tem.</i> First Assistant.	Mr. Batchelor.	7th Nov. 1894.	
	6	Mr. Dayaram ...	Acting District Judge, Shikárpur.	Mr. Enthoven.	6th Nov. 1894.	
	7	Mr. R. Knight ...	Acting First Assistant.	Mr. Maconochie.	1st Nov. 1894.	
	8	Mr. H. O. Quin ...	Sub. <i>pro-tem.</i> Tálukdári Settlement Officer.	Mr. Fry ...	30th Oct. 1894.	
	9	Mr. R. S. Tipnis ...	Acting Assistant Judge, F. P., Broach.	Mr. R. C. Brown.	30th Oct. 1894.	
	10	Mr. Barrow ...	Acting First Assistant.	Mr. Lawrence.	21st Feb. 1894.	
	11	Mr. Walker ...	Acting District Judge, Hyderabad.	Mr. McNeill ...	22nd Feb. 1894.	
	12	Mr. Carmichael ...	Acting First Assistant.	Mr. Gloster ...	23rd June 1894.	
	13	Mr. Stewart ...	Do. ...	Mr. Fawcett ...	3rd May 1894.	
	14	Mr. Bonus ...	Do. ...	Mr. Boyd ...	3rd May 1894.	
	15	Mr. Sheppard ...	Do. ...	Mr. F. G. Pratt.	4th May 1894.	
	16	MR. E. M. PRATT.	On furlough for 18 months from 24th February 1894.	MR. CRUMP ...	9th May 1894.	On privilege leave for three months from 16th November 1894.
	17	Mr. Hervey ...	Acting First Assistant.	Mr. Seddon ...	12th May 1894.	With acting allowance up to 27th January and again from 1st February 1895, and without acting allowance from 28th to 31st January 1895.
	18	Vacant ...	.....	Mr. Cadell ...	15th Nov. 1894.	With acting allowance up to 1st and again from 12th January 1895, and without acting allowance from 2nd to 11th January 1895.
				Mr. Leggatt ...	2nd Jan. 1895.	Without acting allowance up to 31st January and with acting allowance from 1st February 1895.
				Mr. Lord ...	18th Jan. 1895.	Without acting allowance.

Second Assistants: 18 appointments on Rs. 700.

- (1) Mr. Bomanji was sub. *pro-tem.* First Assistant up to 8th January 1895.
 (2) Mr. Deshmukh acted as First Assistant with acting allowance up to 8th January 1895.
 (3) Mr. Wood acted as Second Assistant without acting allowance from 24th to 27th January 1895.

By order of His Excellency the Right Honourable the Governor in Council,

J. NUGENT,

Chief Secretary to Government.

REVENUE DEPARTMENT.

Bombay Castle, 29th March 1895.

No. 2544.—In exercise of the power conferred by Section 19 of the Indian Forest Act, No. VII of 1878, as amended by Act No. V of 1890, His Excellency the Governor in Council is pleased, with reference to Government Notification No. 2361, dated 4th April 1893, published at pages 339 and 340 of the *Bombay Government Gazette* of the 6th idem, Part I, to declare the lands specified in the schedule hereto annexed to be Reserved Forest in the Nandurbár Taluka of the Khândesh District from the 4th June 1895:—

Schedule referred to above.

Name of Village.	Boundaries as distinguished by Survey Numbers.	Name of Village.	Boundaries as distinguished by Survey Numbers.
Vásdara ...	... 30.	Akrála ...	... Western portion of 61 (107 acres 24 gunthas).
Moyána ...	... 58, and western portion of 57 (14 acres 3 gunthas).	Wávad ...	... 13 to 15, 55 to 57, eastern portion of 103 (767 acres 36 gunthas).
Vaidána ...	... 273 to 277, 267 to 269, and northern portion of 278 (155 acres 4 gunthas).	Asána ...	... 90 to 92, 94 Pót 1 to 94 Pót 7, eastern portion of 94 Pót 8 (237 acres 31 gunthas).
Talwáda Budruk ...	... 48 to 53, 55 to 57, 59, 60.	Khokrála ...	... 104 to 110, 114 to 116, 172 to 177.
Saitána ...	... 81, 82, 87 and 89.	Chákla ...	... 39, 40, 43 to 45, 51 to 54.
Balwand ...	... 121.	Bhona ...	... Eastern portion of 47 (43 acres 12 gunthas).
Hatti (Indri) ...	... 7, 39 to 45, and south-west portion of 46 (1,267 acres 27 gunthas).	Dadhála ...	... South-west portion of 54 Pót 20 (1,298 acres 31 gunthas).
Talwáda Khurd ...	... 96, 33, 36 and western portion of 32 (16 acres 8 gunthas).	Nándarkha ...	... 108, 118, 119, eastern and western portions of 107 (316 acres 20 gunthas), south-east portion of 123 (21 acres 39 gunthas).
Thánepáda ...	... 11, 12, 17, 18, 20, 22, 23, 35, 36, 157 to 208, 212 to 218, 232, 237, 238, 247, 252, 253, 19, eastern portion of 37 (152 acres 16 gunthas), eastern portion of 243 (196 acres 35 gunthas).	Ashta ...	... 68 to 70, 102 to 105, 255 to 257, 267 to 279, 281 to 288, 297 to 306, 316, 318, 319, 327, 328, 341 to 344, 529 to 550, 566 to 568, 612, 613, south-east and northern portions of 153 (8,541 acres 18 gunthas), southern portion of 331 (6 acres 26 gunthas), 407 to 409, 411 to 413.
Akhatwáda ...	... 73 to 82, 94 to 99, 58.	Wághala ...	... Two pieces of waste land (713 acres 20 gunthas) in the south of the village.
Mándal ...	... 62, 123 to 129, 131 to 134.	Mográni ...	... A piece of waste land (865 acres 12 gunthas) in the south of the village.
Dhandhána ...	... 41, 42, and south-west portion of 43 (1,563 acres 25 gunthas).	Kholvilár ...	... A piece of waste land (609 acres 23 gunthas) in the east of the village.
Vankuta ...	... Western portion of 9 (34 acres 20 gunthas).	Kholghar ...	... Three pieces of waste land (439 acres 12 gunthas) in the west, north, and east of the village.
Kárlí ...	... 82, 83, 85 to 95.	Vánjala ...	... A piece of waste land (1,917 acres 24 gunthas) in the east, south, and west of the village.
Baldána ...	... 36, 38, and western portion of 39 (20 acres 12 gunthas).	Sálwan ...	... A piece of waste land (575 acres 32 gunthas) in the south of the village.
Mánjra ...	... 138, 139, and southern portion of 133 (106 acres 33 gunthas).	Umbarvilár ...	... A piece of waste land (59 acres 7 gunthas) in the south-east of the village.
Kandhrá ...	... South-west portion of 1 (184 acres 0 gunthas).	Deolipáda ...	... A piece of waste land (57 acres 15 gunthas) in the south of the village.
Nimbhel ...	... 87 to 97.	Nimdarda ...	... A piece of waste land (104 acres 0 gunthas) in the east of the village.
Hol Khurd ...	... 46 to 50, southern portion of 45 (47 acres 9 gunthas).	Sáila (Shála) ...	... A piece of waste land (315 acres 8 gunthas) in the south-west of the village.
Vadbára ...	... Eastern portion of 53 (233 acres 2 gunthas).		

Name of Village.	Boundaries as distinguished by Survey Numbers.	Name of Village.	Boundaries as distinguished by Survey Nos.
Lakshānvihār ...	... A piece of waste land (337 acres 4 gunthas) in the west of the village.	Pratāppur ...	... South-east portion of 168 (1,270 acres 28 gunthas), southern portion of 124 (4 acres 36 gunthas), and south-east portion of 125 (12 acres 36 gunthas).
Rāīgad ...	... A piece of waste land (91 acres 24 gunthas) in the south of the village.	Dighāva ...	... 38, 414 to 417, 421 to 424, 249, 250, 51 to 53, and southern portion of 26 (167 acres 5 gunthas), south-west portion of 155 (1,191 acres 36 gunthas), 409, 410, 411.
Shehi ...	... A piece of waste land (108 acres 32 gunthas) in the north of the village.	Umbartī ...	... 61 Pōt 2, southern portion of 128 (988 acres 7 gunthas), south-east portion of 105 (4 acres 16 gunthas).
Nandurbār ...	... South-east portion of 315 (93 acres 28 gunthas).	Umbra ...	... 86, 87, 88, S. eastern portion of 6 (30 acres 26 gunthas), western portion of 84 (3 acres 18 gunthas).

No. 2545.—In exercise of the power conferred by Section 19 of the Indian Forest Act, No. VII of 1878, as amended by Act No. V of 1890, His

No. 9447, dated 23rd December 1893, published at pages 1172 and 1173 of the *Bombay Government Gazette* of the 28th idem, Part I.
No. 2682, dated 17th April 1894, published at page 342 of the *Bombay Government Gazette* of the 19th idem, Part I.

Excellency the Governor in Council is pleased, with reference to the Government Notifications noted in the margin, to declare the lands specified in the schedule hereto annexed to be Reserved Forest in the Pimpalner Taluka of the Khāndesh District from the 4th June 1895:—

Schedule referred to above.

Name of Village.	Boundaries as distinguished by Survey Nos.	Name of Village.	Boundaries as distinguished by Survey Nos.
Mhasdi ...	... 176 to 180, 188, 310, 311, 314 to 321, 324, 326, 342 to 344, 352 to 366, 185, 187, 323, 325, 327 to 341, 345 to 351, and western portion of 367 (810 acres 14 gunthas).	Mhasdi (Brāhman) ...	... 32, 99, 100, 110, 117, and northern portion of 122 (343 acres 20 gunthas).
Kālgaon ...	... 27, 39, 64, 80, 90, 106, 107, 110 to 114, 18, 19, 24, 25, 26, 30, 31, 40, 62, 63, 85 to 88, gavthan (6 acres 8 gunthas) and eastern portion of 13 (7 acres 38 gunthas).	Ghodada ...	... 362 to 369, 401, 426 to 428, 314, 315, 374.
Dhamnār ...	... 78, 353, 367, 469, 57, 58, 66, 90, 254, 316 to 325, 339, 349 to 352, 359 to 366, 388, 406 to 430, 455 to 464, 47, 76, 77, 56, 338, 397, 398, 315, 314, 274, 255 to 257, 465 to 468, and southern portion of 46 (5 acres 12 gunthas).	Amoda ...	... 61.
Dātārli ...	... 57, 120 to 134, 84 to 86, and south-west portion of 87 (3 acres 32 gunthas).	Shelbāri ...	... South-east portion of 77 (1,996 acres 38 gunthas).
Nāndvan ...	... 280, 188 to 191, and south-east portion of 185 (5 acres 24 gunthas).	Pārgaon ...	... 154, 171.
Behed ...	... 47, 79, 173.	Mandāna ...	... 61, 33, 60.
Vitāi ...	... 29 to 32, 104, 105, and south-eastern portion of 106 (1,005 acres 14 gunthas).	Virkhel ...	... 20 to 29, 32 to 34, 108, 107, 71 to 79, 31, 35, 46 to 51, 80.
Nilgavān ...	... 107 to 110, 97.	Kokangaon ...	... 1.
		Sheoga ...	... 62 to 64, 75 to 82.
		Balhāna ...	... 58, 59.
		Dāngshirwāda ...	... 320, 335 to 340, 331, 332, 342 to 346, south-east portion of 347 (561 acres 19 gunthas), eastern portion of 326 (3 acres 30 gunthas), south-east portion of 319 (134 acres 12 gunthas).
		Bopkhel ...	... 143.
		Khatīāla ...	... 20, 23, 25 to 29, 129, 105, 15, 21, 22, 24.
		Shiv ...	... 64, and southern portion of 14 (33 acres).

Name of Village.	Boundaries as distinguished by Survey Nos.	Name of Village.	Boundaries as distinguished by Survey Nos.
Vardadi ...	8 to 14, 19, 22, 23, 43 to 45 and south-west portion of 46 (1,826 acres 11 gunthas), western portion of 16 (2 acres 6 gunthas), western portion of 20 (4 acres 36 gunthas), western portion of 21 (8 acres 16 gunthas).	Mayrdána ...	24, 29, 93, 57, 58, 27, 60, 61 and 70.
Mánjri ...	222, 165 to 168, 187 to 191, 215 to 218, 221, 211, 210, 208, 207, and south-west portion of 206 (18 acres 8 gunthas).	Dápur Budruk ...	66, 145, 98, 99, 146, and northern portion of 147 (829 acres 2 gunthas).
Shenwad ...	115, 132, 179, 180, south-west portion of 181 (2,559 acres 11 gunthas), south-east portion of 133 (3 acres 37 gunthas).	Mohána ...	82, 83, 87 to 102, 222 to 227, 5 to 8, northern portion of 223 (306 acres 31 gunthas), north-west portion of 4 (8 acres 28 gunthas).
Chorwad ...	79, 80, 121 to 123, 133 to 151.	Khandbára ...	144, 145, 174, 175.
Kalamb ...	11 to 26, 63, 91 to 95, 98 to 104, 110, 113 to 119, and western portion of 64 (10 acres 10 gunthas), western portion of 88 (3 acres 12 gunthas), western portion of 96 (7 acres 20 gunthas).	Shirsola ...	140 to 169, 60 to 62, 132, 135 to 139.
Khargaon ...	80 to 83, 88 to 94, northern portion of 76 (13 acres 15 gunthas).	Tembha ...	27 to 29, 31 to 39, 45 to 47, 387 to 389, 22 to 26, and southern portion of 19 (6 acres 12 gunthas).
Malgaon ...	115 to 117, 121 to 123, 125 to 132, 136 to 143, 148 to 153, 184, 200, 204, northern portion of 205 (979 acres 32 gunthas).	Pimpalgaon ...	50, 51, 53 to 61, 63 to 65, 67, 68, 72 to 74, 122 to 126, 137 to 147, 337, and south-east portion of 62 (492 acres 4 gunthas).
Kudási ...	236 to 239.	Chaupála ...	758, 123, 759, 888, south-west portion of 760 (7 acres 16 gunthas), south-west portion of 881 (325 acres 29 gunthas), eastern portion of 886 (13 acres 23 gunthas), eastern portion of 296 (5 acres 24 gunthas), eastern portion of 297 (2 acres 28 gunthas).
Pánkheda ...	272 to 275, 288 to 292, 285, 286, 282, 369 to 376, 378 to 380, 750 to 754, 964, 965, 1037, 1038, 1043 to 1045, 1053, 1019, 719 to 722, 724, 717, 1040, 642 to 648, 650, 665, 755, 638 to 641, 649, 651, 659, 660, 694, 725, 731, 283, 284, 287, south-east portion of 280 (342 acres 23 gunthas), southern portion of 377 (1,209 acres 25 gunthas), northern portion of 873 (226 acres 31 gunthas), northern portion of 1,054 (1,058 acres 31 gunthas), south-east portion of 730 (3 acres 16 gunthas), eastern portion of 1041 (11 acres 24 gunthas).	A'mli ...	North-east portion of 216 (169 acres 8 gunthas).
Pimpalner ...	626, 651, 652, 667 to 675, and northern portion of 676 (542 acres 36 gunthas).	Dhaner ...	322.
Jebápur ...	108, 109, 112, 113, 115, 137, 139 to 144, 191 to 216.	Dahivel ...	543, 878, 505, 506, 537 to 539, northern portion of 700 (12 acres 33 gunthas).
Sámóda ...	North-east portion of 55 (4 acres 38 gunthas).		
Bohána ...	42, 43, 60, 155, 61, 154.		
Bodgaon ...	80 to 83, 158, 161, 164 to 166.		

Bombay Castle, 1st April 1895.

No. 2600.—In exercise of the power conferred by Section 19 of the Indian Forest Act, No. VII of 1878, as amended by Act No. V of 1890, His Excellency the Governor in Council is pleased, with reference to Government Notification No. 9438, dated 19th November 1894, published at page 1155 of the *Bombay Government Gazette* of 22nd idem, as amended by Notification No. 951, dated 5th February 1895, published at pages 126 and 127 of the *Bombay Government Gazette* of 7th idem, to declare the lands specified in the schedule hereto annexed to be Reserved Forest in the Tando Alahyar Taluka of the Hyderabad District from the 4th June 1895:—

Schedule referred to.

Name of Deh.	Survey No.	Area.	
		A.	G.
Hingorani	48	3	7
	49	7	30
	50	3	18
	59	2	21
	60	4	25
	61	4	6
	62	4	9
	63	3	31
	64	4	39
	65	1	8
	67	1	25
	101	2	8
	102	4	31
	103	1	37
	104	6	16
	105	4	34
	106	3	20
	107	3	14
	108	2	29
	109	3	12
110	3	35	
111	4	8	
112	4	23	
113	7	15	
115	3	20	
116	3	18	
Elchi	10	3	20
	11	4	1
	19	5	13
	20	0	38
	38	6	17
	48	5	22
	49	2	25
	55	8	0
	56	2	30
	57	0	28
	58	1	6
	74	4	36
	81	1	20
	87	2	24
	88	2	10
	94	2	19
	95	0	34
	96	54	11
	97	4	33
	98	3	0
	100	4	26
	101	5	12
	102	1	1
	118	1	18
119	8	10	
120	2	6	
127	3	10	
128	3	14	
133	3	17	
139	4	38	
140	1	15	
142	1	39	
144	15	1	
148	1	22	
149	2	19	
150	3	17	
151	5	34	

No. 2601.—His Excellency the Governor in Council, with the previous sanction of the Governor General in Council, is hereby pleased to declare, under the provisions of Section 26 of the Indian Forest Act, No. VII of 1878, as amended by Act No. V of 1890, that the area specified below, which in Notification No. 6487, dated the 17th December 1878, was declared to be Reserved Forest under Section 34 of that Act, shall cease to be Reserved Forest with effect from the 1st May 1895:—

Specification of Lands disforested.

District.	Taluka.	Village.	Name of Reserve to be disforested.	Area.
				A. G.
Hyderabad	Kandlāro	Bhour	* Bhour forest.	205 36

* Notified in 1878 under the name of Bhanwar.

Boundaries.

These are small areas in the immediate vicinity of Hakkderi land in the Bhour forest. They consist of four small patches in the south of the forest bordering on Delh Bakhri and a smaller patch on the north touching the river Indus.

No. 2615.—In exercise of the powers conferred by Section 55 of the Dekkhan Agriculturists' Relief Act XVII of 1879, and in modification of Government Notification in the Judicial Department No. 6710-A, published at pages 871 to 899 of the *Bombay Government Gazette* of the 2nd November 1882, His Excellency the Right Honourable the Governor in Council is pleased to direct that on and after the 1st July 1895 the Village Registration Circle of Malavdi in the taluka of Mán in the district of Sátára shall be amalgamated with that of Girvi in the same taluka and district.

The above amalgamated circle shall be known by the name of Malavdi-Girvi, and shall be in charge of one Village Registrar, who shall hold his office at Malavdi and at Girvi on such days in each month as shall from time to time be prescribed by the Registrar of the district.

Bombay Castle, 2nd April 1895.

No. 2645.—In exercise of the power conferred by Section 19 of the Indian Forest Act, No. VII of 1878, as amended by Act No. V of 1890, His Excellency the Governor in Council is pleased, with reference to Government Notification No. 5407, dated 25th June 1894, published at page 656 of the *Bombay Government Gazette* of 28th idem, to declare the lands specified in the schedule hereto annexed to be Reserved Forest in the Sháhbandar Taluka of the Karáchi District from the 4th June 1895:—

Schedule referred to.

Name of Deh.	Survey No.	Area.
		A. G.
Achh Marho	Part 72	676 37
	73	221 15
	74	1,072 10
Allah Bakhsh Shah	133	11 15
	Part 166	136 5
	167	116 29
	Part 168	375 10
	169	219 15
Pir Mahomed Shah	143	563 5

No. 2653.—The following Notification by the Government of India is republished:—

“FINANCE AND COMMERCE DEPARTMENT.
SEPARATE REVENUE.

STAMPS.

Calcutta, the 29th March 1895.

No. 1494-S.R.—In exercise of the power conferred by Section 26 of the Court Fees Act, VII of 1870, and in supersession of so much of paragraph I of the Notification* in this Department No. 361, dated the 18th April 1883, as authorised the use of the adhesive stamps, bearing the words ‘Court-fees,’ in use on the date of the Notification for denoting the fee chargeable under the said Act, when in any case the fee is less than Rs. 10, the Governor General in Council is pleased to direct that in such cases the adhesive stamps to be used shall, with effect from the 1st July 1895, be adhesive stamps of the size and pattern introduced in 1883, bearing the words ‘Court-fee’ and containing three lines in the middle, with the Queen’s head and the value printed on the left side.

* Republished at page 352 of Part I of the *Bombay Government Gazette* of the 17th May 1883.

(Signed) STEPHEN JACOB,
Offg. Secretary to the Govt. of India.”

No. 2654.—The following Notification by the Government of India is republished:—

“FINANCE AND COMMERCE DEPARTMENT.
STATISTICS AND COMMERCE.
CUSTOMS.

Calcutta, the 26th March 1895.

No. 1437-S.R.—In exercise of the powers conferred by Section 19 of the Sea Customs Act (VIII of 1878), the Governor General in Council is pleased to restrict, to the routes hereinafter mentioned, the bringing by land, into any part of the Presidency of Bombay, of salt produced or manufactured in the Goa territory, that is to say:

- (1) by Dodámárg Náka.
- (2) by Talevadi Náka.
- (3) by Castle Rock Náka.
- (4) by Diggi Náka.
- (5) by Májali Náka.

(Signed) STEPHEN JACOB,
Offg. Secretary to the Govt. of India.”

By order of His Excellency the Right Honourable the Governor in Council,
J. NUGENT,
Chief Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 2nd April 1895.

No. 1410.—The following telegram from the Political Resident, Aden, dated 2nd April 1895, is published for general information:—

“Following telegram received from British Consul, Jedda: ‘Cholera appeared Camaran; please inform India.’”

By order of His Excellency the Right Honourable the Governor in Council,

J. DE C. ATKINS,
for Secretary to Government.

GENERAL ORDERS

By the Right Honourable the
Governor in Council.

MILITARY DEPARTMENT.

Bombay Castle, 30th March 1895.

No. 186.—The undermentioned officers have been permitted by the Secretary of State for India to return to duty:—

Surgeon-Major J. P. Greany, M.D., Indian Medical Service.

Lieutenant C. F. Harold, Indian Staff Corps.

No. 187.—The undermentioned officer has been granted by the Secretary of State for India an extension of leave for the period specified:—

Lieutenant M. R. Hunter, Indian Staff Corps, till 10th October 1895, medical certificate.

No. 188.—The following extract from the *London Gazette* dated 12th March 1895, page 1471, is republished:—

“INDIAN STAFF CORPS.

The undermentioned officers are transferred to the Unemployed Supernumerary List:

* * * *

Colonel Edward Walter Trevor. Dated 26th February 1895.

* * * *

No. 189.—The services of Lieutenant R. A. E. Benn, 5th Bombay Cavalry, are replaced at the disposal of His Excellency the Commander-in-Chief.

By order of His Excellency the Right Honourable the Governor in Council,

C. A. CUNINGHAM, Brig-General,
Secretary to Government.

MARINE DEPARTMENT.

Bombay Castle, 30th March 1895.

No. 21.—Under the provisions of Section 12, clause 2, and Section 14 of Act VI of 1886 (The Karachi Port Trust Act, 1886), the Governor in Council is pleased to appoint the following gentlemen members of the Board of Trustees of the Port of Karachi, viz. :—

R. N. Coghlan, Esq. (Vice-Chairman).
Colonel A. Currie (Assistant Adjutant General, Sind District).

Under the provisions of Section 12, clause 2, of the said Act, the Karachi Municipality have elected Mr. Hormusji Jamsetji Rustomji and Mr. Jehangir Hormusji Kothari members of the Board of Trustees.

Under the provisions of Section 12, clause 2, of the said Act, the Karachi Chamber of Commerce have elected Mr. August Thöle a member of the Board of Trustees.

By order of His Excellency the Right Honourable the Governor in Council,

C. A. CUNINGHAM, Brigadier-General,
Secretary to Government.

CIVIL APPOINTMENTS, &c.

POLITICAL DEPARTMENT.

Bombay Castle, 2nd April 1895.

No. 2254.—His Excellency the Governor in Council is pleased to appoint Mr. W. Doderet, I. C. S., on completion of his examination duty, to act as Political Agent, Camlay, pending further orders.

No. 2256.—His Excellency the Governor in Council is pleased to appoint Mr. E. H. E. Leggatt, I. C. S., to act as Political Agent, Cambay, until relieved by Mr. W. Doderet, I. C. S.

By order of His Excellency the Right Honourable the Governor in Council,

G. W. VIDAL,
Secretary to Government.

JUDICIAL DEPARTMENT.

Bombay Castle, 25th March 1895.

No. 2025.—His Excellency the Governor in Council is pleased to appoint Mr. J. W. S. Dracup to be City Magistrate, Surat, vice Khán Bahádúr Darasha Dosabhai, retiring.

Bombay Castle, 29th March 1895.

No. 2101.—A'zam Kallangauda Fakirgauda Kelgeri, officiating Head Kárkún, taluka Hubli in the district of Dhárwár, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district.

No. 2103.—A'zam Yeshwant Balapa Borkar, B.A., Head Kárkún, taluka Siddápur in the district of Kánara, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district, and is invested with the following additional powers specified in the fourth schedule to the said Code :—

Power to make orders prohibiting repetitions of nuisances (Section 143).

Power to make orders under Section 144.

Power to hold inquests (Section 174).

Power to take cognizance of offences upon complaint and upon police reports (Section 191).

Bombay Castle, 30th March 1895.

No. 2134.—Ráo Sáheb Anant Gopal Bhawe assumed charge of the Joint Second Class Subordinate Judge's Court at Sholápur on the 16th instant, in the forenoon.

Bombay Castle, 2nd April 1895.

No. 2184.—Ráo Bahádúr Vaman Mahadev Bodas assumed charge of the First Class Subordinate Judge's Court at Ratnágiri on the 9th ultimo, in the forenoon.

No. 2185.—Ráo Sáheb Vishwanath Vinayak Paranjpe and Ráo Sáheb Venkatrav Vaikunth Wagh respectively delivered over and received charge of the Second Class Subordinate Judge's Courts of Haveli and Vadgaon on the 1st ultimo, in the afternoon.

No. 2187.—A'zam Hari Pandurang Deshmukh, B.A., Head Kárkún, taluka Mával in the district of Poona, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district, and is invested with the following additional powers specified in the fourth schedule to the said Code :—

Power to make orders prohibiting repetitions of nuisances (Section 143).

Power to make orders under Section 144.

Power to hold inquests (Section 174).

Power to take cognizance of offences upon complaint and upon police reports (Section 191).

No. 2188.—Mr. M. H. W. Hayward, LL.B., I. C. S., relinquished charge of the office of Assistant Judge and Sessions Judge of Belgaum on the 19th ultimo, in the afternoon.

No. 2189.—Ráo Sáheb Dwarkanath Narayan Randive and Ráo Sáheb Govind Narayan Kelkar respectively delivered over and received charge of the Second Class Subordinate Judge's Court at Yeola on the 15th ultimo, in the forenoon.

No. 2190.—Ráo Sáheb Hari Vinayak Kane and Ráo Sáheb Narayan Gopal Phatak respectively delivered over and received charge of the Second Class Subordinate Judge's Court at Islámpur on the 2nd ultimo, in the forenoon.

No. 2208.—A'zam Motumul Lekhraj, acting Head Munshi, taluka Karachi in the district of Karachi, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district.

No. 2210.—His Excellency the Governor in Council is pleased to confirm the following appointments made by the Honourable the Chief Justice

of Her Majesty's High Court of Judicature at Bombay during the absence of Mr. E. Wilkin or pending further orders:—

Ráo Bahádur Ranchodlal Kapurchand Desai to act as Deputy Registrar and Sealer, High Court, Appellate Side.

Mr. C. W. D'Gama to act as Assistant Registrar, High Court, Appellate Side, and Superintendent of the High Court Press.

No. 2211.—Mr. C. H. A. Hill, I. C. S., and Mr. M. H. W. Hayward, LL.B., I. C. S., respectively delivered over and received charge of the office of Under Secretary to Government in the Political, Judicial, Educational and Legislative Departments, and Secretary to the Council of His Excellency the Governor for making Laws and Regulations on the 25th March 1895, in the forenoon.

*By order of His Excellency the Right
Honourable the Governor in Council,*

G. W. VIDAL,

Secretary to Government.

EDUCATIONAL DEPARTMENT.

Bombay Castle, 2nd April 1895.

No. 691.—Mr. J. Griffiths, Principal, Sir J. J. School of Art, Bombay, is granted special leave on urgent private affairs for six months from such date in May 1895 as he may avail himself of it.

*By order of His Excellency the Right
Honourable the Governor in Council,*

J. DEC. ATKINS,

for Secretary to Government.

REVENUE DEPARTMENT.

Bombay Castle, 27th March 1895.

No. 2474.—His Excellency the Governor in Council is pleased to appoint Ráo Sáheb Rághvendra Pándurang Bengiri to act as Huzár Deputy Collector, Kánara, with effect from April 1st, until relieved by Ráo Bahádur Náráyan Ganesh Deshpánde or pending further orders.

No. 2481.—His Excellency the Governor in Council is pleased to appoint Mr. W. Doderet, I. C. S., on completion of his examination duty, to act as Collector and District Magistrate, Kaira, and District Registrar, Kaira, and to be Member and President of the Local Board established for the Kaira District pending further orders.

Bombay Castle, 28th March 1895.

No. 2512.—His Excellency the Governor in Council is pleased to make the following appointments:—

Mr. R. A. L. Moore, I. C. S., on relief by Mr. R. S. Tipnis, to revert to the Revenue Department, and to do duty as Assistant Collector, Surat.

Mr. P. R. Cadell, I. C. S., on relief, to do duty as Assistant Collector, Sind.

1.—117

Bombay Castle, 29th March 1895.

No. 2533.—Báláji Mahipat, late Kulkarni of the village of Karandi, táluca Párner in the Ahmednagar Collectorate, having been removed from his office on account of grave misconduct, is hereby declared incapable of serving Government again in any capacity.

Bombay Castle, 30th March 1895.

No. 2533.—In modification of so much of Government Notification No. 2230, dated 19th March 1895, as relates to the appointment of Ráo Bahádur Sakhárám Chinnáji Joshi as District Deputy Collector, Khándesh, His Excellency the Governor in Council is pleased to make the following appointments:—

Ráo Bahádur Sitáram Dámodar, on relief by Mr. W. Plunkett, to do duty as District Deputy Collector, Khándesh, vice Khán Bahádur Kázi Kamrudin, retiring.

Ráo Bahádur Sakhárám Chinnáji Joshi to continue to do duty as Daftardár to the Collector of Khándesh.

Bombay Castle, 2nd April 1895.

No. 2641.—Mr. E. C. Ozanne, I. C. S., Survey Commissioner and Director of Land Records and Agriculture, is allowed, under Article 348 of the Civil Service Regulations, special leave on urgent private affairs for six months from 18th May 1895.

No. 2651.—Mr. J. W. P. Muir-Mackenzie, I. C. S., has been allowed by Her Majesty's Secretary of State for India to return to duty within the period of his leave.

*By order of His Excellency the Right
Honourable the Governor in Council,*

J. NUGENT,

Chief Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 29th March 1895.

No. 1315.—Mr. T. Drewet, Senior Inspector of Steam Boilers and Prime Movers, is allowed leave on medical certificate for twelve months from 1st April 1895 under Article 369 of the Civil Service Regulations.

*By order of His Excellency the Right
Honourable the Governor in Council,*

J. NUGENT,

Chief Secretary to Government.

PUBLIC WORKS DEPARTMENT.

Bombay Castle, 29th March 1895.

No. 33.—Mr. G. McC. Harrison, Executive Engineer, 3rd Grade, temporary rank, is allowed furlough for eight months from 20th May 1895 under Article 340 of the Civil Service Regulations.

Bombay Castle, 30th March 1895.

No. 34.—His Excellency the Governor in Council is pleased to order the transfer of Mr. F. B. Maclaran, M.Inst.C.E., Executive Engineer, 1st Grade, from the Dhárwár Irrigation District to the Sátára District, and to appoint Mr. H. V. R. Kembhall to act as Executive Engineer, Ghár Canals, during the absence of Mr. C. N. Clifton on leave or until further orders.

No. 35.—On return from furlough, Mr. H. M. Thompson, B.A., M.Inst.C.E., Superintending

Engineer, 1st Class, should assume charge of the office of Superintending Engineer, Northern Division, to which he was appointed by Government Notification No. 49, dated 14th May 1894.

2. Mr. P. Reynolds, M.Inst.C.E., on relief of his present duties, is posted to the Poona District.

By order of His Excellency the Right Honourable the Governor in Council,

T. D. LITTLE,
Secretary to Government.

Miscellaneous Notifications, Appointments, &c.

BY HER MAJESTY'S HIGH COURT OF JUDICATURE.

APPELLATE SIDE.

The Honourable the Chief Justice and Judges have been pleased to direct that the following columns be added to Form XVII at pages 188 and 189 of the High Court Civil Circulars:—

Date of Appeal.	Date of Judgment in Appeal.
15	16

Bombay, 26th March 1895.

RULES OF PROCEDURE AND PRACTICE OF THE COURT OF SMALL CAUSES OF BOMBAY FRAMED BY THE HIGH COURT UNDER THE PRESIDENCY SMALL CAUSE COURT ACTS, 1882 AND 1895.

I. The portions of the Code of Civil Procedure specified in the first column of the schedule hereto annexed shall, subject to the additions, alterations and modifications specified in the 2nd and 3rd columns of such schedule, extend and shall be applied to the Small Cause Court and the procedure prescribed thereby shall be the procedure followed in the Court in all suits cognizable by it except where such procedure is inconsistent with the procedure prescribed by any specific provisions of the Presidency Small Cause Court Acts, 1882 and 1895.

II. All suits for sums not exceeding Rs. 1,000 shall be instituted by an application, to be made by a plaintiff or his agent duly authorised in that behalf, to the Registrar, for a summons accompanied with or containing such particulars as are specified in the two Rules next hereafter following, which particulars shall be furnished to the Registrar by such plaintiff or agent as aforesaid, and such summons shall be issued on the date of such application.

III. In all suits for sums exceeding Rs. 500 but not exceeding Rs. 1,000 the plaintiffs shall cause to be served on each defendant, together with the summons, a copy of the particulars of the claim, in writing, specifying the nature and amount of each item of such claim, and the dates whereon the same respectively became claimable,

and the particulars of any sums allowed in set-off by the plaintiffs, together with the dates whereon the same respectively became due to the defendant; and if the suit be brought on a document executed, or an entry signed, by the defendant, then a copy of such document or entry.

IV. In all suits for sums not exceeding Rs. 500 the summons to be served on each defendant shall contain a statement of the nature of the cause of action, and the date or dates on or within which the same arose, and the amount, if any, allowed by the plaintiff in set-off, together with the date or dates on or within which the same became due to the defendant.

V. At the time of making such an application as is mentioned in Rule II, the plaintiff or his agent shall produce to the Registrar the original of any document, account or entry in his possession on which he sues, to be marked or initialled by the Registrar before issuing a summons in respect thereof.

VI. In the case of defendants resident within the jurisdiction of the Court, the summons, in a suit for a sum not exceeding Rs. 500 shall ordinarily be made returnable on or as soon as possible after the 14th day after the date of its issue, and served three clear days before such return date unless one of the Judges shall otherwise order.

VII. In a like case, the summons in a suit for a sum exceeding Rs. 500 shall ordinarily be made returnable on or as soon as possible after the 21st day after the date of its issue and served eight clear days before such return date unless one of the Judges shall otherwise order.

VIII. Any Judge may, on sufficient cause being shown, direct any summons to be made returnable on any such other later or earlier day as he may think fit.

IX. In the case of defendants not resident within the jurisdiction of the Court, the summons shall be made returnable on such day as shall in the opinion of the Registrar afford sufficient time for the service of the summons and for the defendants to appear in obedience thereto.

X. All applications made under Section 18 of the Presidency Small Cause Courts Act, 1882, for leave to institute a suit, shall be in writing, signed and verified on oath or solemn affirmation by the

person making the same. Such applications shall set forth exactly the facts of the case, and the grounds on which they are made, and also the names and residences of the witnesses whom the plaintiff intends to examine. Applications for arrest before judgment, or attachment before judgment, and for the issue of Distress Warrants shall also be in writing, signed and verified as aforesaid.

XI. At any time before the final disposal of a suit the Court may alter or amend any summons or particulars issued under Rules II, III, or IV, in such manner as it thinks fit; upon such terms as to adjournment, the taking of additional evidence, the payment of costs, and otherwise as may to the Court seem fit; provided that no alteration or amendment shall be made so as to convert a suit of one character into a suit of another and inconsistent character.

XII. In no suit settled by agreement before hearing shall the parties be entitled under Section 73 of the Presidency Small Cause Courts Acts, 1882, to a refund of half the fees paid by them, unless notice of such settlement shall have been given to the Clerk of the Judge before whom such suit is set down for trial before the same shall have been called on for hearing.

XIII. The Court may direct any party calling a witness to pay such sum as in the opinion of the Court is a reasonable compensation to such witness, having regard to his position and calling, for his loss of time in attending the Court; and may, in the event of such sum not being paid or secured to the satisfaction of the Court, exempt such witness from attending and giving evidence. But such sum shall not be included in the costs of the suit, nor shall execution issue in respect thereof.

XIV. No costs shall be allowed in respect of the expense of employing a legal practitioner unless the Judge trying the cause certify that he allows such costs.

XV. No such costs as last aforesaid shall be allowed in the case of a legal practitioner required by Section 39 of the Civil Procedure Code to file his appointment unless he shall have so filed the same at least one clear day before the cause is called on for hearing; provided always that this rule shall have no application in the case of a legal practitioner appearing on behalf of a defendant on whom the summons has been served less than three clear days, before the day on which the cause is called on for hearing.

XVI. Costs in respect of the expense of employing a legal practitioner when allowed, shall be on the following scale:—

In suits for sums between Rs. 20 and Rs. 100.	To any legal practitioner entitled to appear.	Not more than Rs. 5 on the conclusion of the suit.
In suits for sums between Rs. 100 and Rs. 500.	To a Barrister or Advocate of the High Court.	Not more than Rs. 45 on the conclusion of the suit.
Do. do. ...	To any other legal practitioner entitled to appear.	Not more than Rs. 30 on the conclusion of the suit.

In suits for sums between Rs. 500 and Rs. 1,000.	To a Barrister or Advocate of the High Court.	Not more than Rs. 85 on the conclusion of the suit.
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Do. do. ...	To any other legal practitioner entitled to appear.	Not more than Rs. 51 on the conclusion of the suit.
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In suits for sums exceeding Rs. 1,000.	To a Barrister or Advocate of the High Court.	Not more than Rs. 60 <i>per diem</i> or Rs. 85 if the case be disposed of on the first day.
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Do. do. ...	To any other legal practitioner entitled to appear.	Not more than Rs. 45 <i>per diem</i> or Rs. 51 if the case be disposed of on the first day.
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XVII. When a legal practitioner is prevented by sickness or engagement in another Court from appearing in any case in which he has been retained he may appoint another legal practitioner to appear on his behalf and the case shall proceed unless the Court otherwise directs.

XVIII. In suits in which no order has been made by the Judge passing the decree as to the manner or time of payment, execution shall not issue until the expiration of eight days from the date of the decree except by special order of a Judge.

XIX. In suits for sums not exceeding Rs. 1,000, warrants for the execution of the decrees shall be made returnable within two months from the date of issue. In suits for sums exceeding Rs. 1,000, such warrants shall be made returnable within four months from the date of issue.

XX. No writ shall issue for the arrest of a judgment-debtor until the decree-holder has paid into Court the amount of his subsistence allowance for one week calculated according to the scales prescribed by the Local Government under Section 338 of the Civil Procedure Code.

XXI. No sale of any goods which shall be taken in execution under a warrant issued in a suit not exceeding Rs. 1,000 in value shall be made until the end of at least fifteen days next following the day on which such goods have been so taken, unless such goods be of a perishable nature, or upon the request, in writing, of the party whose goods have been taken.

XXII. Live-stock and other moveable property taken in execution under a warrant of attachment shall either be deposited, by the bailiff by whom they were taken, in custody of the appraiser of the Court, or be kept on the premises where they were taken, in charge of peons engaged by the appraiser for that purpose.

XXIII. The Chief Judge may, from time to time, and for such time as he shall think proper, appoint such and so many persons for keeping possession, and so many of the bailiffs or other fit persons to be brokers or appraisers for the purpose of selling or valuing any live-stock or other moveable property taken in execution, as shall appear to him to be necessary.

XXIV. No goods taken in execution shall be sold for the purpose of satisfying the warrant of execution except by one of the brokers or appraisers so appointed, and all such sales, when held at the Court House, shall take place on some fixed day of each week which the Court shall cause to be generally known.

XXV. The costs to be demanded or taken for the sale and custody of goods shall be as follows:

- (a). On the sale of live-stock or other moveable property, nine pies in the rupee on the first Rs. 500 of the proceeds of the goods sold, six pies in the rupee on the second Rs. 500 of such proceeds and four pies in the rupee on all such proceeds above Rs. 1,000, and, if special peons have been kept in charge of the goods, a further sum of annas four *per diem* for each peon so kept.
- (b). For the custody of live-stock or other moveable property removed before sale,
- (i). Two pies in the rupee on the appraised value of the moveable property attached, other than live-stock, which shall have been in the custody of the Court for more than one clear day, and, if special peons have been kept in charge thereof, a further sum of annas four *per diem* for each peon so kept.
- (ii). One anna and a half *per diem* for each head of live-stock (other than sheep, goats, or calves, for which the charge shall be three pies for each head), for such time as it has been in the custody of the Court, and, if special peons have been kept in charge thereof, a further sum of annas four *per diem* for each peon so kept.
- (c). If the live-stock or other moveable property attached has been advertised for sale under Section 289 of the Code of Civil Procedure, the costs of such advertisement shall be an additional charge.

XXVI. Before making any order for the attachment of live-stock, or other moveable property or at any time after any such order has been passed, the Court may require the person at whose instance the order of attachment is sought or has been made to deposit in Court such sum of money as the Court may consider necessary,

- (a). For the removal of the property to the Court premises and its maintenance, guarding and custody till arrival thereat;
- (b). For the maintenance, guarding and custody of the property at the Court premises till it is sold or otherwise disposed of;
- (c). For the maintenance, guarding and custody of the property at the place at which it was attached.

In case of failure to deposit such sum within the time required by the Court, the Court may either refuse to issue or may cancel the order of attachment as the case may be.

XXVII. An account of the expenses actually incurred shall, on demand being made on or before the date of the sale, be furnished to the attaching creditor and to the person whose property was attached, and the amount which the Court, after hearing their objections to the

account, if any, made within three days after furnishing the same, finds to be properly due, shall be deducted as a first charge from the proceeds of the sale of the property and paid to the attaching creditor together with any balance that there may be of the deposit.

XXVIII. If in consequence of the cancellation of an order of attachment, or for any other reason, the person whose property has been attached becomes entitled to receive back his live-stock or other property attached, it shall be given to him on payment of all charges found by the Court to have been properly incurred which have not been defrayed, or for the defrayal of which no money has been deposited by the attaching creditor, and in default of his paying the same within the time prescribed by the Court, the property, or so much thereof as may be necessary, shall be sold by auction, and after defraying the abovementioned charges and the expenses of the sale and advertisement thereof, the balance of the sale-proceeds of the property shall be delivered to him.

XXIX. The Chief Judge may apply the sums raised by the preceding rules towards the payment of the contingent charges and remuneration of the said brokers, appraisers, and special peons in such manner as may to him appear expedient.

XXX. Every Bailiff levying or receiving any money by virtue of any process issuing out of the Court shall not later than the first day after the receipt thereof, on which the office is open, pay the same to the Registrar.

XXXI. The office of the Registrar shall be open daily, except on Sunday, Christmas-day, Good Friday, and other authorized holidays, and the office hours shall be from 11 A.M. to 5 P.M. No money shall be paid out of Court before 11-30 A.M. nor shall any be received after 4 P.M. unless the Registrar so orders.

XXXII. The Registrar shall grant a receipt for all sums of money paid into Court by suitors and no money shall be paid out of the Court except on production of such receipt, or by special order of a Judge.

XXXIII. No correspondence relating to any proceedings before the Court shall be entered into, but parties having business with the Registrar or at his office shall transact the same in person or by an accredited agent.

XXXIV. Every process sent by any other Court for service by the Presidency Small Cause Court at Bombay, when not in the English language, shall be accompanied by an English translation, and also, when not in the vernacular character of the person on whom it is to be served, by a translation into such character, if possible.

C. SARGENT.
L. H. BAXLEY.
JOHN JARDINE.
H. J. PARSONS.
C. F. FARRAN.
E. T. CANDY.
M. G. RANADE.

THE SCHEDULE.

(See Rule 1.)

Portions of the Civil Procedure Code, extending to the Court.	Additions, Alterations and Modifications.	
	For Suits for Sums exceeding Rs. 1,000.	For Suits for Sums not exceeding Rs. 1,000.
PRELIMINARY.		
s. 2 Interpretation clause.		
CHAPTER I.		
Of the jurisdiction of the Courts and <i>res judicata</i> .	s. 11 omit the whole	s. 11 omit the whole.
CHAPTER II.		
Of the place of suing	ss. 15 to 19 (both inclusive) omit the whole. s. 20 omit para. 4 ss. 22, 23 and 24 omit the whole s. 25 omit paras. 2 and 3	s. 15 to 19 (both inclusive) omit the whole. s. 20 omit para. 4. ss. 22, 23 and 24 omit the whole. s. 25 omit paras. 2 and 3.
CHAPTER III.		
Of parties and their appearances, applications and acts.	s. 33 after the words "the plaintiff" insert the words "or summons." s. 35 omit para. 2 s. 37 cl. (a) omit the words "from parties not resident" to "act is made or done." omit cl. (b) and the last para s. 40 omit the whole	s. 32 omit the words "on or before the first hearing." s. 33 after the words "the plaintiff" insert the words "or summons." s. 34 omit the whole. s. 35 omit para. 2. s. 37 cl. (a) omit the words "from parties not resident" to "act is made or done." omit cl. (b) and the last para. s. 40 omit the whole.
CHAPTER IV.		
Of the frame of the suit	s. 45 para. 2 omit the words "before the first hearing." s. 46 omit the words "before the first hearing or where issues are settled." s. 47 omit para. 2	s. 45 para. 2 omit the words "before the first hearing." s. 46 omit the words "before the first hearing or where issues are settled." s. 47 omit para. 2.
CHAPTER V.		
Of the institution of suit	s. 49 for the words from "the language of the Court" to the end insert the word "English." s. 55 omit the whole. s. 57 omit cl. (b). ss. 58 and 62 omit the whole.	omit the whole except s. 61 down to and including the words "had produced the instrument in Court."
CHAPTER VI.		
Of the issue and service of summons.	s. 64 for the words "has been registered" insert the words "or particulars for a summons have been filed," and omit the proviso. s. 65 omit the whole s. 68 omit the first para. and the words "provided that." s. 71 omit the word "when" and the words "is for the final disposal of the suit, it,"	s. 64 for the words "has been registered" insert the words "or particulars for a summons have been filed," and omit the proviso. s. 65 omit the whole. s. 68 omit the first para. and the words "provided that." s. 71 omit the word "when" and the words "is for the final disposal of the suit, it."

Portions of the Civil Procedure Code, extending to the Court.	Additions, Alterations and Modifications.	
	For Suits for Sums exceeding Rs. 1,000.	For Suit for Sums not exceeding Rs. 1,000.
	s. 72 omit para. (2)	s. 72 omit para. (2).
	s. 82 for the words "shall" and "further" insert the words "may" and "other."	s. 82 for the words "shall" and "further" insert the words "may" and "other."
	s. 85 add the proviso "provided that in any such case the summons may be sent by registered post directed to the defendant if the Court so thinks fit."	s. 85 add the proviso "provided that in any such case the summons may be sent by registered post directed to the defendant if the Court so thinks fit."
CHAPTER VII.		
Of the appearance of the parties and consequence of non-appearance.	s. 99A omit the words "whether before or after the 1st of June 1892" and for the words "one year" insert the words "six months."	s. 99A omit the words "whether before or after 1st of June 1892" and for the words "one year" insert the words "six months."
	s. 100 cl. (b) for the words "shall" and "second" insert "may" and "renewed."	s. 100 cl. (b) for the words "shall" and "second" insert "may" and "renewed."
CHAPTER VIII.		
Of written statements and set off.	s. 116 omit second para.	s. 115 omit the whole. s. 116 omit second para.
CHAPTER IX.		
Of the examination of the parties by the Court.	s. 117 omit the whole... .. s. 119 omit the whole	s. 117 omit the whole. s. 119 omit the whole.
CHAPTER X.		
Sending for records and production of documents.	ss. 121 to 136 inclusive omit the whole. s. 137 omit para. 2. ss. 139 and 140 omit the whole s. 141 (1) (a) omit the words "and title," (b) omit the whole, and for the word "Judge" substitute the words "an officer of the Court." s. 141 (A) (3) before the word "compared" insert "and" and omit the words "and attested in manner mentioned in Section 62." s. 142 omit the whole s. 143 omit the words "Section 62."	ss. 121 to 136 inclusive omit the whole. s. 137 omit para 2. ss. 139 and 140 omit the whole. s. 141 (1) (a) omit the words "and title," (b) omit the whole, and for word "Judge" substitute the words "an officer of the Court." s. 141 (A) (3) before the word "compared" insert "and" and omit the words "and attested in manner mentioned in Section 62." s. 142 omit the whole. s. 143 omit words "Section 62."
CHAPTER XI.		
Of the settlement of issues	ss. 146 and 148 omit the whole	ss. 146 and 148 omit the whole.
CHAPTER XII.		
Disposal of the suit at the first hearing.	ss. 154 and 155 omit the whole	ss. 154 and 155 omit the whole.
CHAPTER XIII.		
Of adjournments	s. 156 omit the proviso	s. 156 omit the proviso.
CHAPTER XIV.		
Of the summoning and attendance of witnesses.	s. 159 omit the words "whether it be for.....disposal of the suit" and the words "settlement or," ss. 168, 169, and 170 omit the whole.	s. 159 omit the words "whether it be fore.....disposal of the suit" and the words "settlement or." ss. 160, 161, 162, 168, 169 and 170 omit the whole.

Portions of the Civil Procedure Code, extending to the Court.	Additions, Alterations and Modifications.	
	For Suits for Sums exceeding Rs. 1,000.	For Suits for Sums not exceeding Rs. 1,000.
	s. 174 at the end of the first para add the words "or may issue a notice to him to appear and shew cause why he should not be fined for such failure," and in the second para, after the word "brought" insert "or summoned."	s. 174 at the end of the first para add the words "or may issue a notice to him to appear and shew cause why he should not be fined for such failure," and in the second para after the word "brought" insert "or summoned" and omit the explanation.
	s. 175 omit the whole ...	s. 175 omit the whole.
CHAPTER XV.		
Of the hearing of the suit and examination of witnesses.	ss. 182 to 191 (both inclusive) omit the whole. s. 192 after the word "take" insert the words "or direct the Registrar to take" and in para. 3 for the words "so taken" substitute the words "if taken by the Registrar."	s. 182 to 191 (both inclusive) omit the whole. s. 192 after the word "take" insert the words "or direct the Registrar to take" and in para. 3 for the words "so taken" substitute the words "if taken by the Registrar."
CHAPTER XVI.		
Of affidavits.		
CHAPTER XVII.		
Of judgment and decree	ss. 200 to 204 (both inclusive) omit the whole. s. 206 para. 1 omit the words "must agree with the Judgment; it," and "and particulars of the claims as stated in the Register." para. 3 omit the words "If the decree is.....judgment, or." ss. 207 and 209 omit the whole ... s. 210 para. 1 omit the last 4 words para 2 omit the words "and with the.....decree-holder," and "on such terms.....of interest," para. 3 after "206" insert the words "and section 30 of the Presidency Small Cause Court Act XV of 1882." ss. 211 to 215 (both inclusive) omit the whole. s. 217 omit the words "judgment and."	ss. 200 to 204 (both inclusive) omit the whole. s. 206 para 1 omit the words "must agree with the Judgment; it," and "and particulars of the claims as stated in the Register." para. 3 omit the words "If the decree is... ..judgment, or." ss. 207 and 209 omit the whole. s. 210 para. 1 omit the last 4 words para. 2 omit the words "and with the.....decree-holder" and "on such terms.....of interest," para 3 after "206" insert the words "and section 30 of the Presidency Small Cause Court Act XV of 1882." ss. 211 to 215 (both inclusive) omit the whole. s. 217 omit the words "judgment and."
CHAPTER XVIII.		
Of costs	s. 220 omit the proviso ... s. 222 omit the whole ...	s. 220 omit the proviso. s. 222 omit the whole.
CHAPTER XIX.		
Of application for execution...	ss. 226, 227, 229 and 229 B omit the whole. s. 230 omit the last two paras ... s. 231 omit para 2 ... ss. 237 and 238 omit the whole ... s. 245 omit "237 and 238" ... s. 255 omit the whole... s. 256 omit the words "and the amount...of one thousand rupees." s. 259 omit the words "or for the recovery of a wife."	ss. 226, 227, 229 and 229 B omit the whole. s. 230 omit the last two paras. s. 231 omit para. 2. ss. 235, 236, 237 and 238 omit the whole. s. 245 omit the whole. s. 255 omit the whole. s. 256 omit the words "and the amount .....of one thousand rupees." s. 258 omit the whole. s. 259 omit the words "or for the recovery of a wife."

Portions of the Civil Procedure Code, extending to the Court.

Additions, Alterations and Modifications.

For Suits for Sums exceeding Rs. 1,000.

For Suits for Sums not exceeding Rs. 1,000.

ss. 260 to 265 (both inclusive) omit the whole.
 s. 266 omit such portions as relate to the attachment of immoveable property or decrees therefor.
 s. 266(j) after the word "labourers" insert "and other servants whose wages or earnings do not exceed Rs. 20 *per mensem*."
 s. 269, para. 1, for the concluding words "shall keep the property" to the end substitute "shall forthwith deposit the property in the custody of the proper officer of the Court."
 s. 273 so far only as relates to decrees for moveable property.
 s. 274 omit the whole.
 s. 289 omit the words "on the spot where the property is attached."
 s. 290 omit the words "of at least 30 days.....property and" and for the concluding words of the section from "on which the copy" to the end substitute the words "of seizure."
 s. 291 omit the words "other than a sale by the Collector."
 ss. 304 to 327 (both inclusive) ss. 334 and 335 omit the whole.
 s. 336 omit the last 3 paras ...
 s. 337 omit the words "the interest thereon."

ss. 260 to 265 (both inclusive) omit the whole.
 s. 266 omit such portions as relate to the attachment of immoveable property or decrees therefor.
 s. 266 (j) after the word "labourers" insert "and other servants whose wages or earnings do not exceed Rs. 20 *per mensem*."
 s. 269, para. 1 for the concluding words "shall keep the property" to the end substitute "shall forthwith deposit the property in the custody of the proper officer of the Court."
 s. 273 so far only as relates to decrees for moveable property.
 s. 274 omit the whole.
 ss. 287, 288 and 289 omit the whole.
 s. 290 omit the words "of at least 30 days.....property and" and for the concluding words of the section from "on which the copy" to the end substitute the words "of seizure."
 s. 291 omit the words "other than a sale by the Collector," and "whenever a sale is adjourned.....consents to waive it."
 ss. 304 to 327 (both inclusive) ss. 334 and 335 omit the whole.
 s. 336 omit the last 3 paras.
 s. 337 omit the words "the interest thereon."

CHAPTER XXI.

Of the death, marriage and insolvency of parties.

s. 370 omit the words "or the receiver appointed under Section 351."

s. 370 omit the words "or the receiver appointed under Section 351."

CHAPTER XXII.

Of the withdrawal and adjustment of suits.

CHAPTER XXIII.

Of payment into Court.

CHAPTER XXIV.

Of requiring security for costs.

CHAPTER XXV.

Of Commissions.

s. 396 omit the whole...
 s. 400 after para. 2 add "if either party against whom an order has been passed under section 397 to pay into Court any sum for expenses fails to do so within the time fixed, he shall be precluded from appearing before the Commissioner except with the special leave of the Court."

s. 356 omit the whole.
 s. 400 after para. 2 add "if either party against whom an order has been passed under section 397 to pay into Court any sum for expenses fails to do so within the time fixed, he shall be precluded from appearing before the Commissioner except with the special leave of the Court."

CHAPTER XXVII.

Suits by or against Government or Public Officers.

Portions of the Civil Procedure Code, extending to the Court.	Additions, Alterations and Modifications.	
	For Suits for Sums exceeding Rs. 1,000.	For Suits for Sums not exceeding Rs. 1,000.
CHAPTER XXVIII. Suits by aliens and by or against foreign and Native Rulers.	ss. 433 and 434 omit the whole	ss. 433 and 434 omit the whole.
CHAPTER XXIX. Suits by or against corporation and companies.		s. 435 omit the whole.
CHAPTER XXX. Suits by and against Trustees, Executors and Administrators.		
CHAPTER XXXI. Suits by and against minors and persons of unsound mind.		s. 442 omit the whole.
CHAPTER XXXII. Suits by and against Military men.		
CHAPTER XXXIII. Interpleader.		
CHAPTER XXXIV. Of arrest and attachment before judgment.	Except as regards the attachment of immoveable property.	Except as regards the attachment of immoveable property.
CHAPTER XXXV. Interlocutory orders	... ss. 492 to 497 (both inclusive) and Section 501 omit the whole.	ss. 492 to 497 (both inclusive) and Section 501 omit the whole.
CHAPTER XXXVI. Appointment of Receivers	... ss. 504 and 505 omit the whole	... ss. 504 and 505 omit the whole.
CHAPTER XXXVII. Reference to arbitration	... s. 506, para. 1, omit the words "in writing." s. 522, para. 4, omit provision as to appeals.	s. 506, para. 1, omit the words "in writing." s. 522, para. 4, omit provision as to appeals.
CHAPTER XXXVIII. Of proceedings on agreement of parties.	s. 527 (b) omit the words "or immoveable."	s. 527 (b) omit the words "or immoveable."
CHAPTER XLVI. Of reference to and revision by the High Court.		
CHAPTER XLIX. Miscellaneous.	ss. 645, 645A and 652 omit the whole.	ss. 645, 645A and 652 omit the whole.

Bombay, 1st April 1895.

R. D. SETHNA,
Registrar.

The Honourable the Chief Justice and Judges of Her Majesty's High Court of Judicature, Bombay, have been pleased to admit Messrs. Mahadev Rajaram Bodas, M.A., LL.B., and Ratanlal Ranchhoddas Doctor, B.A., LL.B., as Vakils of the High Court.

RANCHODLAL K. DESAI,
Acting Deputy Registrar.

Bombay, 21st March 1895.

JUDICIAL DEPARTMENT.

Bombay Castle, 2nd April 1895.

No. 2206.—Under the provisions of Section 40 of Act XIV of 1869 (The Bombay Civil Courts Act), the following transfers and appointments of Clerks of Subordinate Judges' Courts have been made with effect from the 1st April 1895:—

Transfers.

- (1) Mr. Balkrishna Raoji Mungikar from Rāhūrī to Sangamner vice Mr. Dagdu Kusaji, retired.
- (2) Mr. Ganesh Ramchandra Luktuke from Kopergaon to Rāhūrī.
- (3) Mr. Balkrishna Chintaman Godbole from Akola to Kopergaon.

Appointments.

- (1) Mr. Madhavrao Ramrao Chawak to be Clerk of the Second Class Subordinate Judge's Court at Pārner vice Mr. Ramchandra Moreshwar, retired.
- (2) Mr. Balkrishna Appaji Joshi to be Clerk of the Second Class Subordinate Judge's Court at Akola.

G. W. VIDAL,
Secretary to Government.

BY THE COMMISSIONERS.

NORTHERN DIVISION.

No. 220.—Mr. Anant Sadashiv Tambe delivered over and Rāo Bahādūr Harilal Lallubhai Thakur received charge of the office of District Deputy Assistant to the Political Superintendent, Pālanpur, on the 23rd instant, in the forenoon.

Camp Kevādi, 28th March 1895.

No. 1209.—Mr. J. W. S. Dracup delivered over and Khān Bahādūr Sorabsha Hormasji received charge of the office of Assistant Collector, Broach, on the 26th instant, in the forenoon.

No. 1210.—Mr. J. DeC. Atkins, I. C. S., delivered over and Mr. E. H. E. Leggatt, I. C. S., received charge of the offices of Collector, District Magistrate and Political Agent, Kaira, on the 29th instant, in the forenoon.

No. 1211.—Mr. Ramchandra Sakharam Barve is appointed to act as Māmlatdār of Bassein in the Thāna District from the 30th instant, pending the arrival of the permanent incumbent or until further orders.

Camp Kevādi, 30th March 1895.

G. B. REID,
Commissioner, N. D.

CENTRAL DIVISION.

No. R-1269.—In consequence of the retirement of Mr. Balkrishna Ramchandra Tipnis, First Grade Māmlatdār, the following arrangements are ordered:—

Rāo Sāheb Ramchandra Krishna Shahaue, substantive *pro tem.* First Grade Māmlatdār, is confirmed in that grade.

Rāo Sāheb Mahadev Trimbak Chiplunkar, substantive *pro tem.* Second Grade Māmlatdār, is confirmed in that grade.

Rāo Sāheb Annaji Ganesh Tilak, substantive *pro tem.* Third Grade Māmlatdār, is confirmed in that grade.

Rāo Sāheb Govind Sitaram Tamhane, substantive *pro tem.* Fourth Grade Māmlatdār, is appointed to be probationary Fourth Grade Māmlatdār.

Camp Chāndor, Nāsik District,
25th March 1895.

No. R-1282.—Mr. Tatyaji Govind, Head Kārkūn of tāluka Pandharpur in the Sholāpur District, was appointed to act as Māmlatdār of the same tāluka from 4th February to 13th March 1895, both days inclusive, being the period intervening between the departure of Rāo Sāheb Sakharam Chimnaji Joshi and the arrival of Rāo Sāheb Narayan Krishna Pendse.

No. R-1284.—Rāo Bahādūr Sitaram Damodar and Mr. G. W. Hatch respectively delivered over and received charge of the Jalgaon Tāluka on the 23rd November last.

Camp Chāndor, Nāsik District,
26th March 1895.

No. R-1309.—Rāo Sāheb Narayan Krishna Pendse and Rāo Bahādūr Lallubhai Ghordhandas respectively delivered over and received charge of the Huzūr Treasury, Nāsik, on the 4th instant, in the afternoon.

No. R-1314.—Mr. Ganesh Bapuji Sathe, Mahākari of petha Mulshi, is appointed to act as Māmlatdār of tāluka Bhimthadi in the Poona District during the absence of Rāo Sāheb Keshav Govind Mali on privilege leave for two months from the 27th instant or until further orders.

Camp Chāndor, Nāsik District,
27th March 1895.

No. R-1321.—Messrs. W. W. Loch and W. C. Rand respectively delivered over and received charge of the office of the Collector and Political Agent, Sātara, on the 23rd instant, in the forenoon.

No. R-1322.—Mr. Vinayak Janardan Bhatkhande, Deputy Accountant in the Sholāpur Collector's Account Office, is appointed to act as Head Accountant in the same office during the absence of Rāo Sāheb Annaji Balaji on privilege leave for one month and fifteen days from the 15th proximo or until further orders.

No. R-1323. Mr. Purushottam Vishnu Tamankar, Head Kārkūn of tāluka Sholāpur, is appointed to act as Māmlatdār of the same tāluka

during the absence of Ráo Sáheb Keshav Janardan Agashe on privilege leave for two months from 1st proximo or until further orders.

No. R-1328. Mr. Mohomedkhan Banekhan is appointed to act as Mámlatdár of táluka Kopargao in the Ahmednagar District during the absence of Ráo Sáheb Rangnath Narayan on privilege leave for two months from the 25th instant, or until further orders.

No. R-1329.—Messrs. G. W. Hatch and C. N. Seddon respectively delivered over and received charge of the Jalgaon Táluka in the Khándesh District on the 15th instant, in the afternoon.

*Camp Chándor, Násik District,
28th March 1895.*

No. R-1343.—Mr. H. W. J. Bagnell, First Assistant Collector, Poona, is granted fifteen days' privilege leave from the 17th proximo or such subsequent date as he may avail himself of it.

*Camp Chándor, Násik District,
29th March 1895.*

No. R-1355.—Ráo Bahádurs Ganesh Chinnaji Wad and Kashinath Balwant Pendse respectively delivered over and received charge of the office of the Alienation Assistant on the 26th instant, in the afternoon.

No. R-1363.—Ráo Bahádur Sitaram Damodar and Ráo Bahádur Sakharam Chinnaji Joshi respectively delivered over and received charge of the office of Daftardár to the Collector of Khándesh on the 7th ultimo, in the forenoon.

*Camp Chándor, Násik District,
30th March 1895.*

No. R-1377.—Mr. Vinayak Janardan Kshire, Head Kárkún of táluka Páchora in the Khándesh District, acted as Mámlatdár of the same táluka from the 14th to 26th February 1895, both days inclusive, during the absence of Ráo Sáheb Lakshman Narsinh on privilege leave.

No. R-1379.—Mr. R. J. C. Lord and Ráo Bahádur C. M. Thatte respectively delivered over and received charge of the Násik Táluka on the 22nd ultimo, in the afternoon.

No. R-1380.—Messrs. G. Carmichael and R. J. C. Lord respectively delivered over and received charge of the office of the Second Assistant Collector, Násik, on the 22nd ultimo, in the afternoon.

*Camp Yeola, Násik District,
1st April 1895.*

J. K. SPENCE,
Commissioner, C. D.

SOUTHERN DIVISION.

No. 945.—In consequence of the appointment of Ráo Sáheb Khrisnaji Pandurang Joshi, Mámlatdár of Athni, to act as District Deputy Collector, Belgaum, from the 1st April 1895, the following arrangements are made with effect from that date:—

Ráo Sáheb Ganesh Raghunath Sambhare, Mámlatdár of Bagevadi in the Bijápur District,

to act as Mámlatdár of Athni in the Belgaum District, with First Class Magisterial allowance.

Azam Bapuji Vinayak Khare, Mahálkari of Bilgi, to act as Mámlatdár of Bagevadi in the Bijápur District.

Belgaum, 26th March 1895.

No. P-442.—Messrs. H. C. Stokes and H. J. H. Henderson respectively delivered over and received charge of the office of Superintendent of Police, Southern Marátha Railway, on the 22nd March 1895, in the forenoon.

No. 967.—Mr. Vinayak Appaji Dabke, Head Kárkún of the Rájápur Táluka in the Ratnágiri District, is appointed to act as Mámlatdár of Rájápur during the absence on privilege leave for one month from the 14th instant of Ráo Sáheb Rangrao Krishna Bhandiwad.

Belgaum, 28th March 1895.

No. 1016.—In consequence of the appointment of Ráo Sáheb Raghavendra Pandurang Bengiri, Mámlatdár of Karjat in the Kolába District, to act as Huzúr Deputy Collector, Kánara, the following arrangement is made:—

Ráo Sáheb Bhagwandas Ramji Guzar, Mámlatdár of Pen in the Kolába District, to do duty as Mámlatdár of Karjat in the same district.

Belgaum, 30th March 1895.

No. 1029.—Mr. Swamirao Narhar Bettigivi, Deputy Chitnis, is appointed to act as Chitnis to the Collector of Kánara during the absence on privilege leave for one month from the 21st March 1895 of Ráo Sáheb Shrinivas Venkatesh Yatgiri.

Belgaum, 1st April 1895.

J. F. FLEET,
Commissioner, in charge S. D.

BY THE COMMISSIONER OF CUSTOMS, SALT, OPIUM AND A'BKA'RI.

No. 1558.—Messrs. R. J. Sharman and A. J. Wadia respectively delivered over and received charge of the office of the Fourth Assistant Collector of Customs on the 27th instant, in the afternoon.

T. D. MACKENZIE,
Commissioner of Customs, Salt,
Opium and A'bkári.

Bombay, 29th March 1895.

No. 1564.—Messrs. W. Almon and R. J. Sharman respectively delivered over and received charge of the office of the Assistant to the Collector in the A'bkári Department, Bombay, in the afternoon of the 27th instant.

Bombay, 29th March 1895.

No. 1576.—Messrs. W. E. Young and W. Almon respectively delivered over and received charge of the office of the Second Assistant Collector of Customs, Bombay, on the 27th instant, in the afternoon.
Bombay, 30th March 1895.

W. W. LOCH,
Acting Commissioner of Customs,
Salt, Opium and A'bkári.

BY THE SANITARY COMMISSIONER.

No. 94.—Mahadeo Babaji, First Grade Local Fund Vaccinator, Mahād Táluka, Kolába Zilla, was granted sick leave with effect from 13th February to 12th March 1895 inclusive, and Anant Ravalnath, Candidate Vaccinator, Kolába Zilla, was appointed to act for him.

No. 95.—Shridhar Ramchandra, Third Grade Local Fund Vaccinator, Bhatkal Petha, Kánara Zilla, was granted sick leave from 8th May to 16th September 1894 inclusive, and leave without pay from 17th September 1894 to 1st February 1895 inclusive, and Candidate Ramchandra Mangesh was appointed to act for him with effect from 8th May to 16th August 1894 inclusive.

No. 96.—Gopal Appaji, Candidate Vaccinator, Kánara Zilla, was appointed acting Third Grade Local Fund Vaccinator, Bhatkal Petha, Kánara Zilla, from 17th August to 16th September 1894 inclusive, and substantive *pro tem.* from 17th September 1894 to 1st February 1895 inclusive, vice Shridhar Ramchandra, Third Grade Local Fund Vaccinator, Bhatkal Petha, Kánara Zilla, on leave.

No. 97.—The leave without pay granted to Mahomed Saleh Abdul Wahid, Candidate Vaccinator, Thár and Párkár Zilla, in Notification No. 69 of 27th February 1895, is extended by three days.

C. W. MacRURY, Brig.-Surg.-Lieut.-Col.,
Sanitary Commissioner.
Bombay, 3rd April 1895.

BY THE SURVEY AND SETTLEMENT COMMISSIONER.

Mr. W. S. Cole, Assistant Superintendent, Revenue Survey, having been appointed to act as Superintendent, Land Records and Agriculture, Sind, by Government Resolution No. 1496 dated 21st February last, relinquished charge of his duties in the Konkan Revenue Survey on the 25th instant, in the forenoon.

E. C. OZANNE,
Survey Commissioner, and Director
Land Records and Agriculture.

Poona, 23th March 1895.

BY THE CONSERVATORS OF FORESTS.

CENTRAL CIRCLE.

Erratum.—In this Office Notification dated 8th December 1894, published at page 1245 of Part I

of the *Bombay Government Gazette* dated 13th December 1894, for "14th November 1894," read "15th November 1894."

A. T. SHUTTLEWORTH,
Conservator of Forests, C. C.
Camp Akola, Ahmednagar District,
26th March 1895.

SOUTHERN CIRCLE.

Mr. Dattatraya M. Bijoor, Extra Assistant Conservator of Forests, who was appointed in Government Resolution No. 1597, dated 26th February 1895, to act as Divisional Forest Officer, S. D., Kánara, was relieved of his duties in this office as Personal Assistant to the Conservator of Forests, S. C., on the afternoon of the 25th March 1895.

J. L. L. MacGREGOR,
Conservator of Forests, S. C.
Camp Pála, Kánara District,
28th March 1895.

BY THE INSPECTOR-GENERAL OF POLICE.

Mr. J. A. Guider, Inspector of Police, Násik District, held charge of the office of Inspector, Yeola Punitive Post, in addition to his own duties, from 6th to 29th April 1894, both days inclusive.

J. HUMFREY, Lieut.-Colonel,
Inspector-General of Police.
Poona, 23rd March 1895.

BY DISTRICT MAGISTRATES.

Ázam Ratanshankar Girjashankar, Head Kárkún, táluka Kúlol in the Panch Maháls District, is invested with the following additional powers, being some of the powers specified in the fourth schedule to the Code of Criminal Procedure, 1882 :—

1. Power to make orders prohibiting repetitions of nuisances (Section 143).
2. Power to make orders under Section 144.
3. Power to hold inquests (Section 174).
4. Power to take cognizance of offences upon complaint and upon police reports (Section 191).

M. C. GIBB,
District Magistrate, Panch Maháls
Camp Bhádarva, 27th March 1895.

Ráo Sáhel Gandabhai Enderji, Magistrate, Second Class, Broach, is hereby invested with the additional powers under Sections 143, 144, 174 and 191 (a) and (b) of the Code of Criminal Procedure.

A. C. LOGAN,
District Magistrate, Broach.
Camp Hásol, 28th March 1895.

BY THE SUPERINTENDING ENGINEER.

NORTHERN DIVISION.

No. 2.—Mr. Vishnu Narayan Vartak, M.A., L.C.E., Assistant Engineer, Third Grade, appointed to the Northern Division by Government Resolution No. 130 B—514 of 19th March 1895, is posted to the Ahmedabad District.

Bombay, 29th March 1895.

No. 3.—Mr. F. H. J. Gebbie, Assistant Engineer, Third Grade, is re-transferred from the Kaira to the Ahmedabad District from the date on which his duties at Godhra cease.

Bombay, 2nd April 1895.

PLAYFORD REYNOLDS, M.Inst.C.E.,
Superintending Engineer, N. D.

BY THE PRINCIPAL, COLLEGE
OF SCIENCE.

Statement showing the names of the successful candidates at the First year's course Examination of the High School Agricultural Classes held in January 1895 :—

No.	Name of Candidate.	Name of High School.	Percentage of Marks obtained.
1	Krishnaji Vithal Uplap ...	Sholapur ...	60.8
2	Luxmon Murhari Sali ...	Ahmednagar ...	58.8
3	Mahadeo Dhondo Sathé ...	Do. ...	53.8
4	Abaji Vithal Kirkiro ...	Násik... ...	52.2
5	Abdulkarim Umarbhai Shaik.	Ahmedabad ...	52.0
6	Shridhar Vishnu Phadke ...	Ahmednagar... ..	50.8
7	Ramchandra Mahadeo Sonar.	Násik... ...	46.8
8	Narayan Narhar Barve ...	Do. ...	45.4
9	Wasudeo Jairam Kandalgaokar.	Sholapur ...	43.6
10	Jayashankar Bhagwanlal Metha.	Do. ...	42.8
11	Popatlal Maganlal Metha.	Ahmedabad ...	41.4
	Banchodlal Amritlal Vasa.	Do. ...	41.4
12	Hargovind Prabhshankar Metha.	Do. ...	38.4
13	Govind Bhikaji Khare ...	Sholapur ...	37.8
14	Vadilal Bhogilal Metha ...	Ahmedabad ...	36.8
	Keshav Abaji Khatavkar.	Sholapur ...	36.0
15	Motilal Kuberdas Desai ...	Ahmedabad ...	36.0
16	Manilal Tribhuwandas Pandia.	Do. ...	35.6
17	Gulam Rasul Phakirmahomed Munshi.	Do. ...	34.6
18	Narayan Parbhudas Shah...	Do. ...	34.2

S. COOKE,

Principal, College of Science.

Poona, 12th March 1895.