



# Bombay Government Gazette.

Published by Authority.

THURSDAY, 27<sup>TH</sup> FEBRUARY 1868.

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

## PART III.—Supplements.

### General Rules and Regulations for the Scinde, Great Indian Peninsula, and Bombay, Baroda, and Central India Railways.

The following Rules and Regulations for the conduct of their Officers and Servants were made by the Scinde Railway Company, under Section 29 of Act XVIII. of 1854, and were on the 11th June 1867 allowed by the Governor General in Council. They are now republished as so allowed by order of the Government for the information of all persons concerned:—

*General Rules and Regulations for the Scinde Railway made in conformity with Section 29 of Act XVIII. of 1854, entitled "An Act relating to Railways in India," and approved of by the Governor General of India in Council.*

#### SECTION I.

##### GENERAL REGULATIONS RELATING TO CONSTRUCTION AND MANAGEMENT.

1. Every Line of Railway intended to be worked by Engine power, for the conveyance of Passengers, shall be provided with an Electric Telegraph.

2. Trains moving in opposite directions shall invariably pass each other at the Stations, and no Engine, with or without a Train, shall be permitted to leave one Station for another until it shall have been ascertained, by means of the Electric Telegraph, that the Line between those two Stations is clear of Engines and Trains, and of all impediments, so far as can be known.

This Rule is not intended to prevent an Engine being sent cautiously along the Line, to assist a Train disabled by accident.

NOTE.—The first two lines of Rule 2 are applicable only to the single Line of Railway.

III.—100

3. No Special Train, or Pilot Engine, shall leave a Station or pass along a Railway unless previous notice shall have been sent by Electric Telegraph, and shall have been acknowledged at every Station throughout the distance to which such Engine or Train is intended to proceed. Special Trains shall be subject to the Rules prescribed in the preceding Clause, and the utmost caution shall be used whenever such Trains are run.

4. No Train shall be allowed to move from any Station unless it be provided with efficient means of communication, whilst in motion, between the Engine-driver and the Guard, or other Officer in charge of the Train, reciprocally.

5. To enable the Driver to draw the attention of the Guard, each Engine, in addition to the usual shrill Steam Whistle, shall be furnished with a deep-toned Guard's Whistle, and this Guard's Whistle shall never be sounded except for the purpose of attracting the attention of the Guard.

6. To enable the Guard to call the attention of the Driver, on some convenient part of each Tender shall be suspended a Bell, with a lever arm, to which shall be attached a cord, passing through spring brackets fixed on the top or along the sides of all the carriages in the Train, and terminating in the Guard's Van. No Carriage, Truck, or Horse-box shall be attached to a Passenger Train unless it be provided with brackets to carry the cord abovementioned. When the Guard may have occasion to call the attention of the Engine-driver, he will pull the cord and sound the Bell.

7. No Passenger Train shall be allowed to move from any Station unless it be provided with an apparatus by which the Guard in charge can communicate with, and make his way to, any and every

Carriage in the Train; to afford the means of such communication, every Carriage, Van, or Horse-box, forming part of a Passenger Train, shall be provided with foot-boards, and with hand-rails or hold-fasts, attached to the sides of the Carriages, for the security of persons passing along the foot-boards. The foot-boards shall be not less than eight (8) inches broad, and shall extend the whole length of the frame of the Carriage, terminating evenly with the ends of the Buffers when pressed home.

8. Gates at Level Crossings shall be constructed to close across the public roads, and shall not close across the Line of Railway, except on great thoroughfares, or under special sanction of Government.

9. In part of every Train for the conveyance of Passengers, there shall be a loaded Van or Truck interposed between the Tender of the Engine and the first Passenger Carriage.

10. No Locomotive Engine shall, on any account, be employed to push a Train from behind, except in "shunting" from a Main Line to a Siding, or in the event of an accidental obstruction obliging a Train to return to the nearest Station.

11. No Train shall be despatched from any Station without a Break-carriage, and one or more Guards, and all the necessary Lamps; and in addition to these a Native Travelling Porter shall be attached to each Passenger Train.

12. The Station Lamps shall be lighted as soon as it becomes dusk, and during the twilight both the Day and Night Signals shall be used. The Signal Lamps shall not be put out in the morning until broad daylight.

13. No Engine shall be driven Tender foremost on the Main Line (unless when shunting) into a Siding, without the written order of the Locomotive Superintendent, for which he will be held responsible, or from unavoidable necessity which the Engine-driver will be required to establish.

14. No Engine, Carriage, or Waggon shall cross or "shunt" on or from the Main Line until the proper Signal has been sent back or exhibited both up and down the Line.

15. The Statistics of Traffic shall be recorded in the fullest detail, and on a uniform system. A complete set of Forms will hereafter be prescribed for general adoption.

## SECTION II.

### REGULATIONS GENERALLY APPLICABLE TO THE SERVANTS OF THE COMPANY.

1. Each person is to devote himself exclusively to the Company's service, attending at such hours as may be appointed, and residing wherever he may be required.

2. He is to obey promptly all instructions he may receive from persons placed in authority over him by the Directors, and must strictly conform to all their orders, in addition to the General Rules and Regulations which may be furnished.

3. He must not quit the service without having given one month's previous notice in writing of his intention, excepting such servants as have special agreements to the contrary. In case of his quitting without such notice, all claim for pay due will be forfeited, and in addition to the forfeiture of his pay, he will be liable to punishment at the discretion of the Magistrate of the District for a breach of his contract as a Servant. Salaries and wages of the

Railway Establishments will be kept in arrears not less than fifteen days.

4. He will be subject to immediate dismissal for disobedience of orders, negligence, misconduct, or incompetency, or for any neglect of these Regulations, and will be held liable for all damages occasioned by misconduct or negligence. The pay of each man will always include his services during all such hours, whether early or late, as may be determined from time to time by his Foreman, and which hours will be so arranged as to give each man a fair average day's work.

5. No instance of intoxication on duty will ever be overlooked; and besides being dismissed, the offender will be liable to fine or imprisonment by the Magistrates of the Districts.

6. The first and most important duty of all the Company's Officers and Servants is to provide for the public safety; to prevent any obstruction on the Main Line which can be avoided, and to remove it instantly should it occur; to take special care at all times that the "Danger" Signals, as hereafter denoted, are properly worked; to protect Trains standing on the Line, and that Signals are shown in sufficient time to warn all parties of the obstruction before any Engine, Carriage, Waggon, Truck, Horse-box, or other vehicle or other obstruction, be placed on or crossed over the Main Line, and also during the time that impediments (of any description) to the safe passage of Trains may exist.

7. In order to secure the observance of this Rule, it is required that the Clerk or person in charge of any Station or Siding, as well as the Signal-man, shall be first apprized verbally by any servant of the Company whose duty it may be to remove any Engine, Carriage, Waggon, Truck, or any thing which may obstruct the passage of the Trains into or across the Main Line, that he is about to do so; and the person in charge of such Station or place shall thereupon personally attend to that business in order to see that the proper Signals of Danger have been shown; and he shall attend to this duty until the Line shall again be quite clear or unobstructed.

8. The responsibility of any other servant of the Company than those specified in the last Rule is no way lessened by it, and all persons whose duty calls them to assist, or who are present on any such occasion as those specified above, will be held individually responsible for the protection of the Engine or Train from interruption or Danger, and for keeping the Line clear and the Signals properly shown.

9. The conduct of all the servants of the Company is to be regulated by a prompt, civil, courteous, and obliging attention to every person with whom they may have intercourse. They must at all times make full and satisfactory answers to all inquiries, and invariably give their names and occupations to persons who may require to know them; and any rudeness, incivility, or want of proper attention to passengers will meet with instant dismissal.

10. Every person, except such as are properly authorised, is strictly forbidden to receive money on the Company's account, and no money or gratuity in the shape of fee, reward, or remuneration is allowed to be taken from the passengers or other persons by any servant of the Company, under any pretence whatever, even though the regulated hours of duty shall have expired. Any servant receiving any gratuity will be immediately dismissed from the service.

11. Swearing and immoral and indecorous language are strictly prohibited, and also violent altercation and threats.

12. The Company reserve the right to deduct from the pay of their servants such sums as may be awarded as fines for neglect of duty, which will be appropriated to a Sick Fund, or to such other purpose as the Directors may think fit.

13. No person is allowed, under any circumstances, to absent himself from his duty, without permission from the head of his department.

14. Smoking is strictly prohibited in the Carriages and in all parts of the Company's premises; the use of Beer and Spirituous Liquors is in like manner forbidden, except in the Refreshment Rooms or other places set apart for that purpose.

15. No person, except he be in the service of the Company, is allowed to walk along any part of the Railway, without a written license from the Resident Engineer or the head of the Executive Department.

16. Any person having occasion to walk along the Railway is to walk clear of the Rails altogether, unless his duty should require him to pass between them. Any person who may be obliged to walk through a Tunnel is to keep close to the wall on his right hand.

17. In case of accident or obstruction to the Train, the safety of the passengers must be deemed of the greatest importance. The most prompt mode of communicating the circumstance to the next Station and to Head Quarters must be adopted, and all possible assistance may be demanded from, and must be promptly rendered by any Servant of the Company whose services may be of use under such circumstances.

18. Every person receiving uniform must wear it on duty clean and neat, and if any article of dress, tools, or other things provided by the Company, shall have been improperly used or damaged, the person receiving it will be required to make it good. On leaving the Company's service each article of dress, tools, or other things which have been supplied, must be delivered up.

19. Every Servant of the Company is required to report immediately to his superior Officer any infringement of the Rules and Regulations which may come to his knowledge.

20. The Book of Rules in English is to be kept in the possession of every Engineman, Fireman, Guard, Switchman, Policeman, Platelayer, Gauger, and Foreman, and such other Servants understanding English to whom it may be delivered; and any such Servant found without one will be fined by the head of his department such a sum as he may think proper. It must be produced when required, and if defaced or torn, a new one will be supplied at the cost of the owner; and any person who may have lost his copy of the Rules is required immediately to apply to the head of his department for another. All Servants of the Company whose duty renders them in any degree responsible for the safety of the passengers, the Company's property, or that of their fellow-servants, must be thoroughly and perfectly conversant with all the Rules contained in this Book, their special attention being directed to those which refer their own particular duties; and in every case, where the assistant is required of persons who are not conversant with all such Rules, these persons must be strictly prohibited from doing any act or work on or within ten feet of the Main Line except

in the presence of, and under the immediate directions of, some Officer or Servant who is perfectly conversant with all the Rules and Regulations of the Company.

21. Each Native subordinate who may be unacquainted with the English language will be provided with a translation into his own tongue of these Rules, or of the Section relating to his peculiar duties. He will be required to make himself thoroughly acquainted with its contents, to carry it about with him, to produce it when called upon to do so, and if lost, to take the measures for replacing it prescribed in the foregoing Clause.

22. Any articles found by any of the Company's Servants in any of the Carriages, or at a Station, or on any other part of the Company's property must be immediately sent to the person in charge of the nearest Station, by whom it is to be forwarded to the Traffic Manager's Office for registration; any breach of this Rule will be visited with severe punishment.

23. Should any servant think himself aggrieved, he may memorialize the Board, or their Agent in India, but in every such case the Memorandum must be sent through the head of his department.

24. When any accident occurs on any part of the Line, it must be immediately reported to the nearest Station Master or Station Clerk, and as soon as possible to the Locomotive Superintendent.

25. Every Servant of the Company is specially invited to communicate to his superior Officer any thing calculated to promote the interests of the Company or the safety and convenience of the public.

26. Reports or other communications are, if practicable, to be made in writing; verbal messages are strictly prohibited, except in cases where writing materials are not procurable.

### SECTION III.

#### SIGNALS.

**Red** is a Signal of **Danger**—'Stop.'

**Green** is a Signal of **Caution**—'Proceed Slowly.'

**White** is a Signal of **All Right**—'Go on.'

The Signals will be made by Flags in the day-time and by Lamps at night.

In addition to this, any Signal, or the arm waved violently, denotes "Danger," and the necessity of stopping immediately.

### SECTION IV.

#### HAND SIGNALS BY DAY.

When the Line is clear, or nothing to impede the progress of any Engine or Train, the Policeman will stand erect, with his Flag in hand, thus—



2. If it is necessary to proceed with **Caution**, the **Green Flag** will be elevated, thus—



Or in absence of the Flag, one arm will be held up, thus—



3. If it be necessary to proceed with **Caution** from any defect in the Road or Rails, the **Green Flag** will be depressed, thus—



4. If required to **Stop**, the **Red Flag** will be shown, and waved to and fro, the Policeman facing the Engine.



Or in the absence of a Flag, by both arms being held up thus—



5. Engine-drivers seeing a **Red Signal**, whether it be Flag, Lamp, or any other contrivance, are required, under all circumstances, and without exception, to **Stop** their **Engines** as soon as possible.

6. As soon as the Engine passes, the Policeman will bring his flag to his shoulder.

## SECTION V.

### DETONATING SIGNALS.

1. Detonating Signals are to be used in addition to the regular Day and Night Signals, in cases of fog, obstructions, or obstacles; a supply of not less than twelve shall be kept at each Station, in a place known to all Servants, so that they may be obtainable at all times. These Signals are to be placed on the Rail (label upwards) by binding the lead clip round the upper flange of the Rail. When the Engine passes over the Signal, it explodes with a loud report, when the Engine-man must instantly stop: and the Guard or Fireman must immediately protect the Train by going back and placing one of these every 100 yards, for a distance of **one quarter of a mile**, the Train may then proceed slowly to the place of obstruction. When the occasion for using them has passed by (by the removal of any obstacle or otherwise) the Signals must be removed from the Rail.

## SECTION VI.

### SEMAPHORE SIGNALS.

1. The Signals are constructed with either one or two Semaphore Arms.

2. The Signal is invariably made on the left hand side of the Post as seen by an approaching Engine-driver.

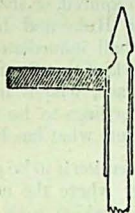
3. **All Right** is indicated by the left-hand side of the Post being clear, the arm being within the Post, thus—



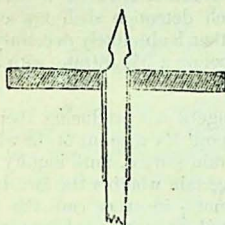
4. The **Caution** Signal, to slacken speed, is shown by the Semaphore Arm on the left-hand side being raised to an angle of 45 degrees, thus: which must always be kept up for 15 minutes after a Train or Engine has passed.



5. The **Danger Signal**, to stop, is shown by the Arm being raised to the horizontal position, thus: which must be always kept up, and only turned off to allow a Train to pass, after which it must be immediately turned on again.



6. When the two Arms are raised horizontally, both Lines are obstructed.



### SECTION VII.

#### FIXED SIGNALS BY NIGHT.

1. The **All Right Signal** is shown by the **White Light**.
2. The **Caution Signal** is shown by the **Green Light**.
3. The **Danger Signal** by the **Red Light** must always be shown, and is to be turned off only to allow an Engine or Train to pass.

### SECTION VIII.

#### TRAIN SIGNALS.

1. Every Engine with a Train between sunset and sunrise shall carry one White Head Lamp in front of the Smoke-box, and one Red Head Lamp on the Buffer Plank.

2. Every Train after sunset shall carry three Red Tail Lights, namely, one Tail and two Side Lamps.

3. An Engine travelling without a Train between sunset and sunrise must, in addition to the usual White and Red Head Lamps, carry two Red Tail Lights, namely, one Tail and one Side Lamp on the Tender.

4. A Red Board or Flag by *Day* or an *Extra* Tail Lamp by *Night*, hung at the back of an Engine or Train, denotes that an *Extra* Train is to follow, and care must be taken to attach such Board or Lamp to any Train starting from a Station where notice has been given of an *Extra* Train or Engine to follow.

5. The Guard of the Train is responsible for attaching the Tail Lamps to the last Carriage or waggon, and the Engine-driver and Firemen for placing the Lamps on the Engine. When a Carriage is detached at a junction or Station, the Guard must see that the Tail Lights are removed, and re-attached to the Train.

6. All Head or Tail Signals must be examined wherever the Train stops, and in the event of the Engine or Train being brought to a stand on the Main Line from any cause, care must be taken that no one stand before the Lamps so as to prevent their being seen.

### SECTION IX.

#### STATION SIGNALS.

1. When the Line is single, the "Danger" Signal on both sides of the Station must be always kept "on," and only turned off to allow a Train to come up to the Platform, after which it must be turned on again. Should a second Train arrive from either direction, the Pointsman having given his Signal, the "Danger" Signals shall be turned off, until the newly-arrived Train shall have passed the Points to the Main Line, where it will remain protected by the two "Danger" Signals until the Train at the Platform has moved out. The Train on the Main Line will then "shun" or back to the Points, and be passed to the Platform.

2. Every Train and Engine will stop at all the Stations, or will only be allowed to pass when the Signal "All Right" is shown.

### SECTION X.

#### JUNCTION SIGNALS.

1. At the junction of two Lines of Railway, separate Signal Posts will be provided for each.

2. All the Signals at Junctions must be kept to show "Danger," except when an Engine or Train approaches which it is not necessary to stop, in which case the Signal on the Line in which such Engine or Train is coming must be lowered to "Caution;" all the others Signals being kept at "Danger." Engines or Trains on the Main Line must have the preference of, and be allowed to proceed before any Engine or Train on the Branch Line. The Signals at Junctions must never, on any account, be lowered below "Caution," and after the passing of any Engine or Train they must be kept at "Danger," and only moved from this position to allow Engines or Trains to pass.

3. If any Signal is out of order, it must be immediately reported to the Traffic Manager.

### SECTION XI.

#### STATION MASTERS OR CLERKS IN CHARGE OF STATIONS.

1. Station Masters will receive orders from and report to the Traffic Manager. Clerks in charge of Stations will be under the immediate orders of the Traffic Manager, or under those of a neighbouring Station Master, as may be ordered in each case.

2. Every Officer in charge of a Station has control over all the Servants of the Railway Company attached to the Station, or to the Points and Signals connected with it.

3. It will be the special duty of every Officer in charge of a Station to attend to the arrival, despatch, and departure of Trains, and when he has ascertained that the work of the Station is performed, that the Passengers have entered the Carriages, and that the time as pointed in the Time Table has arrived for the departure of the Train will have the Hand Bell rung as a signal to the Guard to proceed. He will be held answerable for the Station buildings and

the Company's property attached to them. He is also to be responsible for the faithful and efficient discharge of the duties devolving upon all the Company's Servants at the Station. He will bring fully to the notice of his official superior all misconduct and inefficiency on the part of his subordinates. He is to take care that all Signals, Gates, and Points are in complete working order by day and night, and shall give notice to the Inspector of Permanent Way of the Division immediately on any repairs being required thereto; and in case any part becomes deranged or broken, he must immediately order the nearest Platelayer to get the same made perfectly safe; and he will be held responsible for the consequences of any accident that may occur from the defective state of the Signals, Gates, or Points under his charge, unless the same shall have been previously reported as hereby required.

4. He is to see that all General and other orders are duly entered and executed, and that all Books and Returns are regularly written up and kept.

5. He is to see that all the Servants obey the Rules and Regulations, and is to pay particular attention to the Signals and to the Rules respecting them, and to see that the Signal Lamps are lighted as soon as it becomes dark; and during the interval between the dusk of evening and dark, both the Day and Night Signals must be used. The Signal Lamps must not be put out until broad daylight.

6. He is to inspect daily all the Rooms, Platforms, and places connected with the Station, in order to see that they are neat and clean.

7. He is to see that all the Servants at his Station come on duty clean in their persons and clothes.

8. He must be careful that all Stores supplied for the Station are prudently and economically used, and that there is no waste of Oil, Stationery, &c.

9. He is responsible for having the name of the Station distinctly called out from end to end of every Train stopping at the Station.

10. In case of obstruction or accident, he is to obtain all necessary assistance as soon as possible, and report such occurrence to Head Quarters immediately.

11. He is to take care that the Establishment is on the alert, and that there shall be no obstruction on the Main Lane near his Station when any Train is due.

12. He is to see that all Carriages or Waggon's which may be left standing in the Sidings are securely scotched, and the brakes down.

13. Every exertion must be made for the expeditious despatch of the Station duties, and for ensuring punctuality in the Trains; and no Trains shall be started before the time stated in the Tables.

14. As a general rule, Passenger Trains are to take the precedence of Luggage Trains.

15. The Station Masters must leave to the discretion of the Enginemen to determine the load that may be sufficient for his Engine; but each case of refusal to take Freight that the Station Master may wish to forward must be reported to the Traffic Manager.

16. The Clerks at the several Stations are to deliver Tickets to all persons booking their places for conveyance by the Railway, and no person is to be allowed to pass into the Platform without producing his Ticket.

17. If a Guard or Station Clerk have reason to suspect that any passenger has been travelling on the Railway without having paid the proper fare, he may require such person to produce his Ticket; and if any passenger shall refuse to show his Ticket, or to deliver the same up when required, or shall commit any other offence against the Rules and Regulations of the Company, the case shall immediately be investigated by the Chief Clerk of the Station where the occurrence may take place, who is to exercise his discretion as to the proceedings to be taken, always reporting to Head Quarters what has been done.

18. The power of detention is to be exercised with great caution, and never where the address of the party is known, and his position such as will afford reasonable security for his appearance to answer the charge, or where adequate security is offered for such appearance. When it shall be necessary to detain any party, such detention shall not continue for a longer period than is absolutely necessary, but he shall be conveyed before a Magistrate with as little delay as possible.

19. Passengers not producing their Tickets are required to deposit the amount of the whole fare from whence the Train started, until inquiry can be made, in order to ascertain whether the fare has been actually paid or not; in every case the circumstance must be inquired into without delay, and reported to Head Quarters.

20. As it is the intention to defraud which constitutes the offence, it is very desirable that the power of detention should be exercised with caution and discretion, as cases may frequently occur of persons travelling unintentionally beyond the distance for which they have paid their fare, or even against their wish; and the rights of detention is only applicable, in cases of what is termed over-riding, to parties who knowingly and wilfully proceed beyond the place to which they are booked, and that not only without previously paying the additional fare for the original distance, but also with intent to avoid payment thereof.

21. An account of all unclaimed Luggage and any property or articles found on the Line and on the Company's premises, must be kept by the Clerk in charge; and all such articles or things must be sent to the Traffic Manager's Office at the end of each week, together with a list thereof.

22. Persons in charge of Stations must be careful in seeing that the Station Clocks are kept at the proper time and in working order.

23. No Station Master is allowed to absent himself from the duties of his Office, unless with leave from the Traffic Manager, except from illness, in which case he must immediately inform his superior, and in the meantime he must take care that some competent person is entrusted with his duties.

24. Smoking is not allowed, either in the Carriages or at the Stations. In the event of any person being drunk and disorderly, or conducting himself to the annoyance of others, the Station Master is to use all gentle means to stop the annoyance, and if the offender persists, the Station Master is to remove him from the Company's premises.

25. Each Officer in charge of a Station shall be accountable for the Tickets entrusted to him, and for the money collected in his Station, unless that responsibility shall have been separately vested in a Cashier or Booking Office Clerk.

## SECTION XII.

## GUARDS.

1. Every Guard must be in attendance at the Station at least half an hour before the time appointed for his Train to start.

2. Each Guard is to take with him the following Articles, viz:—

- 1 Time Table.
- 1 Monkey-Wrench.
- 2 Levers.
- 1 Tail Rope.
- 1 Screw-Jack.
- 2 Fire Buckets.
- 1 Red Tail-Board.
- 1 Case of Detonating or Fog Signals.
- 1 Hand Signal Lamp.
- 1 Box of Grease.
- 1 Time-piece and Bell.
- Red and White Signal Flags.
- A few spare Centre Chains and Shackles.
- A double-hooked Chain.

3. He will receive his instructions from the Clerk in charge or Station Master, to whom he is to make known whatever is wanting.

4. He is to see that his Break is in good working order; and that the Lamps of the Train are in good order, and that they are lighted between sunset and sunrise; and also that the Carriages and Waggons in his Train are in good order, and properly coupled and screwed up; that the cord to the Bell on the Tender is attached and passed along the Top of the Carriages, and the end secured to the Guard's Van; and also that the axle-bearings of the all the vehicles are greased.

5. The Trains when in motion will be under the control of the first Guard (in case there are two, the first shall ride on the Van or Carriage next to the Engine or Tender). The passengers and property in the Train will be under his charge; he will be responsible for the safety and regularity of the whole; he is to keep the time as given to him by the Station Master at the principal Terminus, by which he is to regulate his Time-piece daily, and which time he is to give to the Clerks at the intermediate Stations; he is to see every Carriage detached which may be destined for any intermediate Stations; he is to attend to the Luggage, and enter up his Waybill correctly.

6. When a second Guard goes with a Train, he is to attend to the instructions of the First Guard, and to assist him in any way that may be required.

7. Guards must regularly signal to the Engineman that all is right; but when any thing is wrong, they must give the "Caution" or "Danger" Signal, and if not observed, they must draw the cord and sound the Bell on the Tender. The Signal from the Engineman to the Guards will be by a deep toned Guard's Steam Whistle, on hearing which they must immediately apply their Breaks.

8. On arrival at a Terminus, the Guard or Guards are not to leave the Platform until they have delivered over all parcels and luggage to the persons appointed to take charge of them, and if any article is missing they are to report the same to the Officer in charge of Station.

9. The Guard is also to report any unusual circumstances which he may have observed during the journey, and any carriage, waggon, &c. which may require examination.

10. The doors of the carriages on the side furthest from the Platform are always to be locked; and the Guards are charged to request passengers to keep their seats in case of any stoppages on the road.

11. Guards are to exert themselves to prevent any breach of the By-laws by passengers or others, and to report such cases if they occur. With regard to persons intending to defraud the Company, they are referred to Rules for Station Masters, &c, paragraphs 17, 18, 19, and 20.

12. When a Train comes to a standstill or is only able to move on at a slow pace, the Guard is to see that competent persons be sent both back and forward with Signals to a distance of 600 yards. The Guard in the discharge of his duty is to use every exertion for the protection of the Train, under these circumstances; and in case of emergency, he must go with a Signal himself the required distance. He is, however, except on such an emergency, to remain with his Train.

13. When it is necessary for the Guard to make a Signal to the Engineman, he must draw the cord attached to a Bell on the Tender, and continue to ring it till the Signal is answered; but should this apparatus get out of order, the break may be applied, or a Flag or Lamp is to be waved to attract the Fireman's attention.

14. The Guards must pay strict attention to see that the fare of each passenger, and the charge on every article, is properly booked and the fare paid; if he has reason to suspect that any passenger has not paid his fare, he is to request such person to show him his Ticket, and in default thereof he is to report such case to the Clerk at the next Station, and enter it in his Report. When a passenger wishes to change from any inferior to a superior Carriage, the Guard must have this done by the Clerk at the first Station, to whom the difference is to be paid.

15. It is the Guard's duty to see that each passenger is seated in the class of Carriage corresponding to his Ticket.

16. Prisoners who are afflicted with insanity, or who from any like causes may be disagreeable to the other passengers, must be placed in a compartment by themselves.

17. When a Guard is in charge of a Train to which Goods Waggons are attached, he must carefully examine the loading, and see that it is well protected and secured, and especially that it does not overhang the sides.

18. He must see that Goods of a combustible nature, such as might possibly take fire from a spark or hot cinder, are completely sheeted and tied down.

19. He is to be careful in delivering all invoices, letters, despatches, and other things lawfully committed to his care.

20. He is to examine the Tickets on the Waggons, and compare them with the Waybill, and must have any discrepancy rectified before starting.

21. He shall not permit any person to ride in the Guard's Van or Break-Waggon without a special order.

## SECTION XIII.

## ENGINEMEN AND FIREMEN.

1. Every Engineman must be with his Engine at least 45 minutes before the time appointed for starting with the Train, to see that his Engine is in proper order, and sufficiently supplied with fuel, water, Signals, Lamps, &c., &c.; and every Fireman

must, for the same purpose, be with his Engine at least one hour before such Train is to start.

2. At five minutes before the hour of starting with any Train, and not sooner, the Engineman must place his Engine in front of the Train; after that time and until the end of the journey, he will receive his orders from the Guard in all matters affecting the starting, stopping, or movement of the Train, and he must promptly obey all orders or Signals given to him, whether by the Station Master or the Guard, so far as the safe and proper working of his Engine will permit him to do.

3. No person except the proper Engineman, his his Fireman and Assistant, will be allowed to ride on the Engine or Tender without permission of the Locomotive Superintendent, or in special cases by an order in writing from one of the Chief Officers of the Company, with a notice to the Superintendent.

4. When the Engine is in motion, the Engineman is to stand where he can keep good look-out ahead, in which the Fireman, when not otherwise engaged, is to assist; and the Assistant Fireman is to keep a good look-out for any Signals from the Guard of the Train, and see that the Carriages and other vehicles in his Train are right; and both are to obey the Engineman's instructions.

5. Every Engine-driver shall have, at all times, on his Tender or with him, the following Articles; he will be held responsible for them, and he must produce them whenever the Foreman requires him to do so:—

- 1 Case of Detonating Signals.
- 1 Set of Lamps for Engine and Tender.
- 1 Set of Screw Keys.
- 1 Large and small Monkey-Wrenches.
- 1 Screw-Jack.
- 2 Pinch Bars.
- 2 Short Chains with Hooks.
- 2 Fire Buckets.
- 2 Hammers and Chisels.
- 3 Half round Files.
- 1 Set of Oil-Cans and Fillers.
- 4 Tube-Plugs and 1 Driver.
- 1 Spare Clack.
- 2 Syphon-Cups.
- 1 Shovel Fire Iron.
- A few spare Bolts and Nuts, Cord, Flax, Snyarn and a Rope.

The Lamps are to be delivered into the Lamp-house when the journey is completed, and taken out again when required.

6. Engine-drivers are bound to observe all Signals without exception, and under all circumstances.

Attention to Signals. An Engine-driver must pay instant attention to every Signal, whether he understands its object or purpose or not, and should he fail to do so he will be liable to dismissal, and such severe punishment as is provided for under the Railway Act.

7. In addition to the Red Signal, if an Engineman passes over a Detonating Signal, he must bring his Engine to a stand as quickly as possible.

8. As a general rule, Goods Trains must in all cases give way to and assist Passenger Trains in keeping their proper time.

9. No Special or Extra Engine, with or without a Train, will be allowed to pass along a Railway without previous notice or a written order from the Locomotive Superintendent, and without strict

observance of the provisions of Clause 3, Section I. so as to provide against any risk of a collision from one Engine meeting another or overtaking a Train.

10. The particular attention of Enginemen, Firemen, and Guards is directed to the Level-Crossings on the Line, either private or public (as the inexperience of the Natives renders them liable to accidents); the Whistle is therefore to be sounded on approaching such places, and the Engine stopped, unless the Signal "All Right" be exhibited; and special orders will be issued regulating the speed of Engines or Trains over portions of the Line in which such Crossings occur.

11. Every Engine-driver, on going out, is to take with him his Time-Table, Rule Book, Table, Rule Book, and &c. to be always with Special Instructions, and Driver. while on duty to have them always with him, to be produced at any time when asked for. He must pay particular attention to the Time Bill, and so regulate the working of his Engine as to maintain a uniform speed between Stations; and when not attached to a Train, he is not to prolong his stay at any intermediate Station or place unless otherwise instructed, or except when compelled to do so by accident or necessity.

12. In the event of the Road, whether on a double or a single line, being obscured by steam or smoke (owing to a burst tube or other cause), any Engine or Train coming up shall not pass through the steam or smoke, but the Enginemen shall stop at a sufficient distance, and in all cases of doubt ascertain that the way is clear and safe before attempting to proceed.

13. Engine-drivers with Pilot Engines must be prepared, while on duty, to start immediately on receiving an order from their superior Officer. No Pilot or other Engine without a Train shall stand on the Main Line, but always in a Siding; and while the steam is up an Engine-driver must never leave his Engine without shutting the Regulator, putting the slides out of gear, screwing up the Tender Break, and placing the Fireman in charge of the Engine. The Engine-driver will be held responsible for his Engine being in working order and always ready to start.

14. Enginemen shall afford every assistance with their Engines that may be required for the arrangement and despatch of the Trains, and shall follow the instructions of the Guards in working them.

15. Guards will give Enginemen a Signal to start by blowing a Mouth whistle which the Enginemen must answer by a short whistle before starting from the Steam whistle. In every case when it is necessary for all the Breaks to be applied, he shall sound the Guard's Steam Whistle; and shall attend to any Signal made by the Guard whether by ringing the Bell attached to the side of the Tender, by waving Flags, or by application of the Break.

16. No Engineman with a Train is to start without the Signal being given; he is to start cautiously, to avoid the breakage of couplings; he is also to exercise caution in the mode of stopping, and to be careful that it is not done suddenly except in cases of emergency. He is to pay particular attention to the weight of the Train, the state of the Rails, and to sound the Whistle and use great caution in running past any Station when duly authorised to do so.



17. No Engineman shall run his Engine Tender-foremost (unless when shunting into a Siding) without the written order of the Locomotive Superintendent, or unless in cases of unavoidable necessity, to be established by the Engineman; in such cases he shall not exceed a speed of **twelve miles an hour**.

18. The speed in passing Junctions, Sidings, or Crossings should not exceed **ten miles an hour** in clear weather. In foggy weather or at night it should not be greater than **five miles**. Facing Points ought not to be passed at more than **five miles an hour** under any circumstances.

19. No Engine shall cross the Line of Railway at an intermediate Station without permission.

20. Particular caution must be used in foggy weather, or during heavy rain, by all the Company's Servants engaged on the Line.

21. The Whistle is to be sounded on approaching Stations, Level-Crossings, and Junctions, and all other places where obstructions are likely to take place.

22. Should fire be discovered in the Train, the steam must be instantly shut off, and the Train brought to a stand, the proper Signals put on, and the burning Waggon or Carriages must be detached, and every exertion used to put out the fire with the least possible delay; no attempt must be made to run even to the nearest water tank, if it is more distant than 300 yards from the place where the fire is discovered, as such a course is dangerous.

23. If any portion of a Train breaks loose when in motion, the Engineman will stop to have it re-attached, taking care not to stop the Train in front till the detached part has stopped; the Guard of such detached part must apply his Break in time to prevent a collision with the Carriages in Front in the event of their stopping.

24. The Engine-driver is to take particular notice of the state of the Permanent Way while out with his Engine, and in case any part of the road is in bad condition, he must proceed with caution at a reduced speed; and at the termination of the journey report any loss of time thereby caused, or any unusual occurrence that he may have observed. He must also, both before commencing and on terminating his journey, with a gauge try the wheels of his Engine and Tender; and with a hammer sound the Wheels and Axles, to ascertain that all is correct and sound. Any defect he must at once report to the Foreman.

25. Every Engine will, when considered desirable by the Locomotive Superintendent, carry, in addition to the Engine-driver and Fireman, an Assistant Fireman, whose duty will be strictly confined, when the Train is in motion, to watching any Signals which may be made by Guards or others, and to any irregularity in the motion of the Trains, and to act generally as an Assistant under the direction of the Engine-driver. The Fireman and Assistant Fireman may relieve each other by changing places at such periods or stages of the journey as may be determined upon by the Superintendent or his Foreman. Although the duty of this Assistant is to look out for signals, he will not relieve the Driver and Fireman from any like duties previously specified in the Rules as applicable to them.

26. When more than one Engine is attached to a Train, the Signal of one distinct Whistle will signify to go on, and two distinct Whistles to reverse and put

back. In all cases the first Engine-driver must give the signal, and the others immediately repeat and obey them, and great care must be taken that the Engines may start and stop together, to avoid any great check or breakage of couplings. Should the following Engine-driver discover any thing wrong, he must sound his whistle to warn the Engine-driver in front.

27. When the assistance of a second Engine may be required to a Passenger or Goods Train, the assistant Engine must invariably be attached in front. No Engine will be allowed under any circumstances, except with the order of the Locomotive Superintendent, to push a Train, but always to draw it. This does not refer to shunting Trains at Stations and across Points.

28. When Engine-drivers are required to shunt Trains, they and their Firemen must keep a sharp look-out either in front or behind, according to the position of the points, to see that all is right before crossing, &c.

If there be no Pointsmen on duty, the Guard must hold the points, otherwise the Driver must refuse to move his Engine, reporting the circumstances at the end of his journey.

Before putting on steam to shunt, Drivers must always receive the "All Right" Signal from the man at the Points.

29. When an accident or stoppage occurs to any Engine or Train on the Main Line, the Engine-driver must immediately see that some competent person is sent to the rear and another to the front of the Train a distance of 600 yards, each way, with Signals to stop any approaching Train or Engine, and when it is necessary for an Engine to move in the wrong direction on the Main Line, the Engine-driver must previously see that some competent person has gone 600 yards in advance of his Engine to stop any coming Train; such person must continue so in advance while the Engine is moving in the wrong direction, the person in the rear at the same time following the Train at the same distance, and the Engine must not travel at a speed greater than **four miles per hour**.

30. In case an Engine-driver may be unable to proceed with his whole Train when on the Line, he shall take part of it to the nearest Siding, returning immediately for the remainder. Before going on with any portion of such Train the Driver must see that some competent man is in charge of that portion left behind, and is properly supplied with Signals.

31. Should a stoppage occur near a Station, and the Engine-driver receive a written order from the Station Master or Guard to proceed in a contrary direction, this will be sufficient authority for so doing, at a speed not exceeding fifteen miles per hour,

32. Engine-drivers on approaching Single Line Stations must so reduce the speed of their Engines as to be able to stop before reaching the Facing Points at the Station entrance, and when passing such Facing Points they must not exceed four miles per hour. When two Engines approach a Station at the same time, both Engines must be brought to a stand before passing the Facing Points, and there remain until specially signalled to advance.

33. Firemen shall act under the direction of their respective Engine-drivers in all matters not inconsistent with the duties laid down in the Rules; at the same time they will be held jointly responsible with the Engine-drivers for their proper execution.

34. Any instance of inattention to these Rules, or to the special orders, and which on investigation shall be proved, will be at the discretion of the Locomotive Superintendent punished by Fines.

#### SECTION XIV.

##### POLICEMEN AND POINTSMEN.

1. Every Policeman on duty is to stand upon the Line clear of the Rails, and give the proper Signal on the passing of a Train.

2. The duties of Pointsmen are very simple, easily understood, and remembered, and are at the same time not heavy, but they require great care, attention, and watchfulness, for any neglect of them may cause very serious accidents; they are warned therefore always to be on the alert, and cautious in the discharge of their duty.

3. The Pointsmen is to be careful in keeping his points clear and well oiled; and whenever a Train or Engine has passed over he is to remove any particle of coke or dirt that may have dropped between the Points, so as to prevent them from closing, and must also see that they are replaced in their proper position; he is to try his Points before the passage through of a Train, that he may be thoroughly satisfied that there is no impediment to their true working; and in any case where Facing Points exist, these precautions become doubly important.

4. If the Points are out of order, he must immediately report the fact to his superior officer.

5. If he is in charge of Signals, he must pay particular attention to the Rules for working Signals, and must report immediately any derangement in the Signal Lamps or means of working them.

6. Policemen and Pointsmen are responsible for all Lamps under their charge being trimmed and showing a clear and distinct light, and also for a supply of Fog Signals and other necessaries being in their possession.

7. They are not to allow strangers to trespass on the Line without written authority, and are to be careful in carrying out the Regulations of the Company. Policemen are to take into custody persons offending against the provisions of the Railway Act.

8. Every Policeman on duty will be supplied with a Whistle, to aid him in calling the attention of the next Officer in communication with him; and such signal is not to be considered as received until answered by the person to whom it is passed,

9. The attention of Policemen is called to the Rules for Enginemmen in cases where the Line may be obstructed, and they must tender all assistance in their power under such circumstances.

10. The attention of Policemen is particularly directed to the several private crossings on the Line (not public highways); they must see that the Law for regulating such places is strictly carried out.

##### PORTERS.

1. The Station Porters to appear on duty clean.

2. To be at the Station at such hours as the Station Master shall regulate.

3. To be upon the Platform or on the outside of the Station for the purpose of carrying Luggage, &c., to close the entrance doors when a Train is due, and be upon the Platform waiting the Train, on the arrival of which they are to pronounce distinctly the name of the Station and immediately open the doors of all carriages, in which any sign be made by a passenger, as wishing to get out, and at Terminals or first class Stations *all the doors* must be opened, and every exertion made promptly to afford every assistance to persons in obtaining their Luggage.

4. Porters are required to be careful in giving out the Luggage, not to give the wrong articles, more especially at intermediate Stations, and in selecting Luggage they are distinctly to understand its destination.

5. The Porters' duty as regards Passenger Trains is to carry Luggage and Parcels to and from conveyances outside the Station to or from the Train, and this work is expected to be done with as much celerity and despatch as is consistent with the care of the articles carried, and to avoid striking against any person.

6. The Porters must keep the platforms free of goods, Parcels, or Articles of any sort at Train times.

7. No person is to be admitted to the Platform without a Ticket unless with the Station Master's permission, and any person trespassing upon it or upon any part of the Company's premises without authority is to be warned to leave, and if he refuse to do so, the Porter is to immediately report such circumstance to the Station Master or Clerk in charge.

8. The Porters are furnished with the Regulations respecting Signals, and must make themselves thoroughly acquainted therewith, and be observant whether the right signals are up and attended to, and report any errors at once to the Station Master.

9. Between the departure and arrival of Trains, the duties of Porters consist principally in loading and unloading goods, and in keeping the Station and Offices clean and in good order. They are to devote themselves entirely to the Company's service in all matters and at all times, and to implicitly obey the orders of the Station Master.

#### SECTION XV.

##### GATEMEN AT LEVEL-CROSSINGS.

1. All Level-Crossing Gates closing across the Line must be provided with Red Signal-Beads, and with Lamps showing Red up and down the Line when the Gates are closed across the Line,

2. Every Gateman will be provided with Day and Night Signals, which he must keep in proper order, and report immediately any defect he may observe to his superior Officer.

3. The Gates must be kept open to the public road, except when any Engine or Train is due and expected, or is heard, or seen approaching, at which time such Gates are to be closed and fastened across the public highway; and until such Engine or Train has passed clear of such highway, the Gates are to be kept closed, and no person or thing to be allowed within them. While the Gates are open to the road, the "Danger" Signal must be exhibited both up and down the Line.

4. In all cases the Gateman when signalling is to stand in a position where he can be seen by the approaching Engineman.

5. If the Gateman observe any Gates or fastenings to be out of order, he must immediately report to his superior Officer; and in case any part becomes deranged, he must immediately report to the nearest Platelayer in order to the Gates being made perfectly safe.

6. Gatemen are to prevent as much as possible any person trespassing upon the Railway, and every case of trespass must be immediately reported to their superior Officer; and they are also to report any irregularity of Signals or other infringements of the Company's Regulations whether of Platelayers or others in the Company's service.

## SECTION XVI.

### FREE PASSES.

Servants and others connected with the Railway are required to pay their fare the same as other passengers, except such Officers or persons to whom passes may have been granted, on the proper forms, by the authority of the Directors.

## SECTION XVII.

### FORM TO SIGNED BY THE COMPANY'S SERVANTS.

I \_\_\_\_\_ being this  
engaged as  
in the service of the Scinde Railway Company, hereby declare that all the foregoing Instructions and Regulations have been read (or heard read) over by me, and duly explained to me; that I clearly understand them, and have received a copy of them; and I hereby bind myself to obey and abide by these Regulations. As witness my hand, this \_\_\_\_\_ day  
of \_\_\_\_\_ 186 \_\_\_\_\_.

Witness to signature.

## SECTION XVIII.

### REGULATIONS FOR INSPECTORS, FOREMEN, MAISTRIES, AND LABOURERS ENGAGED IN REPAIRING THE PERMANENT WAY AND WORKS.

1. Each Inspector will have a district of the Line under his charge, and will be held responsible for the condition of the Permanent Way and Works on his district. He must keep an account of all materials used, and must see that none are wasted.

2. He must take care that the Foreman and Maistries are supplied with copies of the Rules and Regulations. He shall furnish them also with proper Signals and Lamps, and accurate Gauges for the Line, and all necessary tools, which he must require

them to produce once in every month for his inspection, that he may ascertain if the Gauges are correct, the Tools and Signals in good order, and that no articles have been lost.

3. It will be his duty to see that the men employed under him are active and efficient in the discharge of their duties, and that they attend carefully to the Rules and Regulations laid down for their guidance; and to make a monthly return of each man's time.

4. He must examine frequently the Bridges, Points, Crossings, Turn-Tables, Water-Cranes, Signals, and all other Works on the Line, and report upon them to the Engineer as occasion may require.

5. He must have a list of the names and abodes of every Foreman and Maistry in his district, so that in case of accident they may be called upon to summon their labourers immediately to assist in any way that may be deemed necessary; and should any obstruction or casualty take place, each Foreman or Maistry is instantly to collect the required strength to remove the obstacle, or render other assistance.

6. He must regulate the working of the Ballast and Earth Trains, and must take care that nothing is done which involves risk to the Train, or danger to the Men employed.

7. He must report to the Engineer all cases of neglect, accident, or irregularity occurring upon his district.

8. He must promptly obey all the orders of the Engineer; and it will be his special duty to report to the Engineer any case in which these Rules have been infringed or disregarded.

9. He must thoroughly acquaint himself with the working of all these Rules and Regulations, and with the Code of Signals in use on the Railway, as he will be held responsible for any breach of them by his subordinates.

10. The Foreman and Maistries of the Platelayers and Labourers will receive their instructions from the District Inspector, and will be under his charge.

11. Each Foreman and Maistry will be supplied with a copy of these Rules and Regulations, which he is always to have with him while on duty. He must thoroughly acquaint himself with them, and especially with the working of the Signals; and must read and explain the same to the men under him, and must produce them when required to do so.

12. Each gang will be supplied with such tools as are necessary, and the foreman or Maistry will be responsible for the care of them.

13. Each Foreman or Maistry will be supplied with the following Signals:—

Two Red Flags.  
Two White Flags.  
Two Green Flags.

Two Hand Lamps for each, showing Red, Green, and White Lights, and six Detonating Signals, all of which must be used as directed in the Rules for Signals.

14. He will be held responsible for the conduct of the men under him, and for the state of the Permanent Way, the Gates, Fences, Ditches, and all other works on the portion of the Line allotted to him.

15. No Truck or Lorry is to be placed on the Line without the permission of the Inspector of the District; and notice must be given to the Station Masters at each of the nearest Stations.

16. When any Truck or Lorry is upon the Main Line, it must be preceded and followed at intervals of half a mile by a man bearing a **Red Signal**, being a **Red Flag** by Day, and a **Red Lamp** by Night or in a Tunnel.

17. Except in cases of emergency, the Platelayers are not to take out any Rail on the Main Line; or perform any other operation involving danger to the Trains, without the permission of the Inspector, under whose personal supervision the work is to be done; and notice must be given to the Station Masters at each of the nearest Stations.

18. When any repairs or alterations of the road are to be done, which render it necessary to stop or slacken the speed of any Train, men must be stationed at a distance of half a mile both up and down the Line, from the point of interruption, and must show as conspicuously as possible their **Red or Green Signal** as the case may require. They must keep a sharp look-out for Trains, and must remain at their post until the Line is again clear and safe.

19. All obstructions must be removed, and the Line made clear and safe, fifteen minutes before any Train is due.

20. No impediment or obstruction of the Line is to be permitted by him in rainy or foggy weather, or at night, except by order of the Inspector.

21. In all cases of accident or emergency, the Foreman or Maistry, with his labourers, must hasten to render all the assistance in their power, and must inform the nearest Station Masters as quickly as possible.

22. Each Foreman or Maistry must walk over the portion of the Permanent Way in his charge every day before the departure of the first Train, and more frequently if necessary, to examine carefully the state of the roads, and to tighten any loose keys or fastenings. He is to pay particular attention to the joints of the Rails, which must be kept in the middle of the Chairs and the ends of the Rails are to be kept perfectly level; where Fishing-plates are used, he must see that the Bolts are not loose; and if any are wanting, he must have them replaced.

23. The Platelayers must see that all Occupation Gates are kept shut and fastened, and must take care that cattle and other animals do not stray upon the Line.

24. Every Foreman or Maistry is required to order off all persons trespassing within the Fences on his District; and if such persons persist in remaining, he is to take them to the nearest Station, and give them into charge of the Company's Station Master or Police.

25. Foremen or Maistries are to report if any Gates, which the owners or occupiers of the land are requested to keep shut, have been left open, in order that the parties may be charged with the penalties.

26. He must take care that the Permanent Way is not raised in greater lifts than two inches, and that both Rails are lifted at the same time and to the same extent, and that Sleepers are firmly packed as the lifting proceeds, so as to leave as short a space as possible in imperfect connection.

27. On every occasion when the lifting is required, the Foreman or Maistry must send men back and forward a quarter of a mile from the place, with a **Green Signal**, to slacken the speed of any coming Engine.

28. No Sleepers, Rails, Tools, or Materials are to be laid within three feet of the Rails, and the Ballast is not to be thrown up between the Rails to a greater height than three inches above them.

29. It is strictly prohibited to lay down or make use of Facing Points, unless a written order to be given by the Engineer to do so, and a man, approved by him, be employed expressly to attend to such Points; no Siding or Switches shall be laid down at all without express permission of the Engineer, given in writing. No temporary Switches shall be used excepting of such construction as shall be approved of by the Engineer. When a Temporary Siding is used, a man, to be approved of by the Engineer shall be employed to attend to the Switches. No Siding is to be nearer than six feet to the nearest Rail.

30. On the approach of a Train the Platelayers must remove from the Line in which they are at work, soon enough to enable the Engineman to see that the Rails are clear, and they must move to the out-side of the Line.

31. Any Luggage, or Goods, or Articles of any kind, falling off the Train, are to be conveyed without delay to the nearest Station Master.

32. Each Foreman or Maistry must report to the Inspector of Permanent Way any case in which any of the Signals are disregarded by the Engineman.

33. Each Foreman or Maistry is required, in the event of a flood, to examine carefully the action of the water through the Culverts and Bridges on his length, and should he see any cause to apprehend danger to the Works, he must immediately exhibit the proper Signals for the Train to proceed cautiously or to stop, as necessity may require, and inform the Inspector thereof; and until the Inspector arrives he must take all precautionary measures for securing the stability of the Line.

34. Each Foreman or Maistry must consider himself responsible for the safety of the Line in his district; and he must not permit any person, whether employed as a Platelayer or in any other capacity, or under any pretence whatever, to commit any breach of these Rules, or to do any thing by which danger is incurred. He must report all cases of neglect or disobedience to the Inspector; or he will be dismissed.

## SECTION XIX.

### REGULATIONS FOR BALLASTING.

1. A Guard or Breaksman must accompany each Ballast or Earth Train. He will be subject to the same Rules and Regulations as the Guards of Passenger or Goods Trains, and will be held responsible for their observance.

2. He must make himself acquainted with all the Company's Regulations, and the use of the Signals.

3. The Guard or Breaksman of the Ballast Train has the authority to direct the Foreman and Maistries and others employed in repairing the Permanent Way and Works, to assist him in the proper working of the Signals.

4. No Ballasting is to be carried on except by the express permission of the Engineer.

5. Ballast Engines are prohibited from passing along the Main Line in a fog or during a heavy rain, except when authorised to do so under special circumstances, and shall not move faster than fifteen miles an hour.

6. The Ballast Trains must be moved clear of the Main Line at least fifteen minutes before any Goods or Passenger Train is due.

7. When the Ballast Waggon is left on a Siding, the Guard must lock a wheel of the Waggon nearest to the points of the Siding with the chain and lock provided for that purpose, so as to prevent the Waggon being moved on the Main Line.

8. The Guard must report to the Inspector any case in which a Platelayer or other Workman has refused to carry back a Signal, or to obey any other instructions.

*By order of the Most Noble the Governor  
General of India in Council,*

(Signed) H. YULE, Lieut. Colonel,  
Secy. to the Govt. of India, P. W. Dept.

#### No. 98.

The following Rules and Regulations for the conduct of the Officers and Servants were made by the Great Indian Peninsula Railway Company under Section 29 of Act XVIII. of 1854, and were on the 11th June 1867 allowed by the Governor General in Council. They are now re-published as so allowed by order of the Government for the information of all persons concerned:—

*General Rules and Regulations for the Great Indian Peninsula Railway Company made in conformity with Section 29 of Act XVIII. of 1854, entitled "An Act relating to Railways in India," and approved of by the Governor General of India in Council.*

### SECTION I.

#### GENERAL REGULATIONS RELATING TO CONSTRUCTION AND MANAGEMENT.

1. Every Line of Railway, intended to be worked by Engine power, for the conveyance of Passengers, shall be provided with an Electric Telegraph.

2. Trains moving in opposite directions shall invariably pass each other at the Stations, and no Engine, with or without a Train, shall be permitted to leave one Station for another until it shall have been ascertained, by means of the Electric Telegraph, that the Line between those two Stations is clear of Engines and Trains, and of all impediments, so far as can be known.

NOTE.—The first two lines of Rule 2 are applicable only to the single Line of Railway, and not to the portion of double Line between Bombay and Tanna.

This Rule is not intended to prevent an Engine being sent cautiously along the Line to assist a Train disabled by accident.

3. No Special Train, or Pilot Engine, shall leave a Station or pass along a Railway unless previous notice shall have been sent by Electric Telegraph, and shall have been acknowledged at every Station throughout the distance to which such Engine or Train is intended to proceed. Special Trains shall be subject to the Rules prescribed in the preceding Clause, and the utmost caution shall be used whenever such Trains are run.

4. No Train shall be allowed to move from any Station unless it be provided with efficient means of communication, whilst in motion, between the Engine-driver and the Guard, or other Officer in charge of the Train, reciprocally.

#### III.—103

5. To enable the Driver to draw the attention of the Guard, each Engine, in addition to the usual shrill Steam Whistle, shall be furnished with a deep-toned Guard's Whistle, and this Guard's Whistle shall never be sounded except for the purpose of attracting the attention of the Guard.

6. To enable the Guard to call the attention of the Driver, on some convenient part of each Tender shall be suspended a Bell, with a lever arm, to which shall be attached a cord, passing through spring brackets fixed on the top or along the sides of all the carriages in the Train, and terminating in the Guard's Van. No Carriage, Truck, or Horse-box shall be attached to a Passenger Train, unless it be provided with brackets to carry the cord above-mentioned. When the Guard may have occasion to call the attention of the Engine-driver, he will pull the cord and sound the Bell.

7. No Passenger Train shall be allowed to move from any Station unless it be provided with an apparatus by which the Guard in charge can communicate with, and make his way to, any and every Carriage in the Train; to afford the means of such communication, every Carriage, Van, or Horse-box, forming part of a Passenger Train, shall be provided with foot-boards, and with hand-rails or hold-fasts, attached to the sides of the Carriages, for the security of persons passing along the foot-boards. The foot-boards shall be not less than eight (8) inches broad, and shall extend the whole length of the frame of the Carriage, terminating evenly with the ends of the Buffers when pressed home.

8. Gates at Level Crossings shall be constructed to close across the public roads, and shall not close across the Line of Railway, except on great thoroughfares, or under special sanction of Government.

9. In part of every Train for the conveyance of Passengers, there shall be a loaded Van or Truck interposed between the Tender of the Engine and the first Passenger Carriage.

10. No Locomotive Engine shall on any account be employed to push a Train from behind, except in "shunting" from a Main Line to a Siding, or in the event of an accidental obstruction obliging a Train to return to the nearest Station.

11. No Train shall be despatched from any Station without a Break-carriage, and one or more Guards, and all the necessary Lamps.

12. The Station Lamps shall be lighted as soon as it becomes dusk, and during the twilight both the Day and Night Signals shall be used. The Signal Lamps shall not be put out in the morning until broad daylight.

13. No Engine shall be driven Tender foremost on the Main Line (unless when shunting) into a Siding, without the written order of the Locomotive Superintendent, for which he will be held responsible, or from unavoidable necessity, which the Engine-driver will be required to establish.

14. No Engine, Carriage, or Waggon shall cross or "shunt on" or from the Main Line until the proper Signal has been sent back or exhibited both up and down the Line.

15. The Statistics of Traffic shall be recorded in the fullest detail, and on a uniform system. A complete set of forms will hereafter be prescribed for general adoption.

## SECTION II.

REGULATIONS GENERALLY APPLICABLE TO THE  
SERVANTS OF THE COMPANY.

1. Each person is to devote himself exclusively to the Company's service, attending at such hours as may be appointed, and residing wherever he may be required.
2. He is to obey promptly all instructions he may receive from persons placed in authority over him by the Directors, and must strictly conform to all their orders, in addition to the General Rules and Regulations which may be furnished.
3. He must not quit the service without having given one month's previous notice in writing of his intention, excepting such servants as have special agreements to the contrary. In case of his quitting without such notice, all claim for pay due will be forfeited. Salaries and wages of the Railway Establishments will be kept in arrears not less than fifteen days.
4. He will be subject to immediate dismissal, for disobedience of orders, negligence, misconduct, or incompetency, or for any neglect of these Regulations, and will be held liable for all damages occasioned by misconduct or negligence. The pay of each man will always include his services during all such hours, whether early or late, as may be determined from time to time by his Foreman, and which hours will be so arranged as to give each man a fair average day's work.
5. No instance of intoxication on duty will ever be overlooked, and besides being dismissed, the offender will be liable to fine or imprisonment by the Magistrates of the District.
6. The first and most important duty of all the Company's Officers and Servants is to provide for the public safety; to prevent any obstruction on the Main Line which can be avoided, and to remove it instantly should it occur; to take special care at all times that the "Danger" Signals, as hereafter denoted, are properly worked; to protect Trains standing on the Line, and that Signals are shown in sufficient time to warn all parties of the obstruction before any Engine, Carriage, Waggon, Truck, Horse-box, or other vehicle or other obstruction be placed on or crossed over the Main Line, and also during the time that impediments (of any description) to the safe passage of Trains may exist.
7. In order to secure the observance of this Rule, it is required that the Clerk or person in charge of any Station or Siding, as well as the Signalman, shall be first apprised verbally by any servant of the Company whose duty it may be to remove any Engine, Carriage, Waggon, Truck, or anything which may obstruct the passage of the Trains into or across the Main Line, that he is about to do so, and the person in charge of such Station or place shall thereupon personally attend to that business, in order to see that the proper Signals of Danger have been shown; and he shall attend to this duty until the Line shall again be quite clear or unobstructed.
8. The responsibility of any other servant of the Company than those specified in the last Rule is no way lessened by it, and all persons whose duty calls them to assist, or who are present on any such occasion as those specified above, will be held individually responsible for the protection of the Engine or Train from interruption or danger, and for keeping the Line clear and the Signals properly shown.

9. The conduct of all the servants of the Company is to be regulated by prompt, civil, courteous, and obliging attention to every person with whom they may have intercourse. They must at all times make full and satisfactory answers to all inquiries, and invariably give their names and occupations to persons who may require to know them; and any rudeness, incivility, or want of proper attention to passengers will meet with instant dismissal.

10. No money or gratuity in the shape of fee, reward, or remuneration, is allowed to be taken from the passengers or other persons by any servant of the Company, under any pretence whatever, even though the regulated hours of duty shall have expired. Any servant receiving any gratuity will be immediately dismissed from the service.

11. Swearing and immoral and indecorous language are strictly prohibited, and also violent altercation and threats.

12. The Company reserve the right to deduct from the pay of their servants such sums as may be awarded as fines for neglect of duty, which will be appropriated to a Sick Fund, or to such other purpose as the Directors may think fit.

13. No person is allowed, under any circumstances, to absent himself from his duty, without permission from the head of his department.

14. Smoking is strictly prohibited in the Carriages and in all parts of the Company's premises; the use of Beer and Spirituous Liquors is in like manner forbidden, except in the Refreshment-rooms or other places set apart for that purpose.

15. No person, except he be in the service of the Company, is allowed to walk along any part of the Railway, without a written license from the Resident Engineer, or the Head of the Executive Department.

16. Any person having occasion to walk along the Railway, is to walk clear of the Rails altogether, unless his duty should require him to pass between them. Any person who may be obliged to walk through a Tunnel is to keep close to the wall on his right hand.

17. In case of accident or obstruction to the Train, the safety of the passengers must be deemed of the greatest importance. The most prompt mode of communicating the circumstance to the next Station and to Head Quarters must be adopted, and all possible assistance may be demanded from, and must be promptly rendered by any servant of the Company whose services may be of use under such circumstances.

18. Every person receiving uniform must wear it on duty clean and neat, and if any article of dress, tools, or other things provided by the Company shall have been improperly used or damaged, the person receiving it will be required to make it good. On leaving the Company's service, each article of dress, tools, or other things which have been supplied must be delivered up.

19. Every servant of the Company is required to report immediately to his superior Officer any infringement of the Rules and Regulations which may come to his knowledge.

20. The Book of Rules in English is to be kept in the possession of every Engineman, Fireman, Guard, Switchman, Policeman, Platelayer, Gauger, and Foreman, and such other servants understand-

ing English to whom it may be delivered; and any such servant found without one will be fined by the head of his department such a sum as he may think proper. It must be produced when required, and if defaced or torn, a new one will be supplied at the cost of the owner; and any person who may have lost his copy of the Rules, is required immediately to apply to the head of his department for another. All servants of the Company whose duty renders them in any degree responsible for the safety of the passengers, the Company's property, or that of their fellow-servants, must be thoroughly and perfectly conversant with all the Rules contained in this Book, their special attention being directed to those which refer to their own particular duties; and in every case where the assistance is required of persons who are not conversant with all such Rules, these persons must be strictly prohibited from doing any act or work on, or within ten feet of, the Main Line, except in the presence of, and under the immediate directions of some Officer or Servant who is perfectly conversant with all the Rules and Regulations of the Company.

21. Each Native subordinate, who may be unacquainted with the English language, will be provided with a translation into his own tongue of these Rules, or of the Section relating to his peculiar duties. He will be required to make himself thoroughly acquainted with its contents, to carry it about with him, to produce it when called upon to do so, and if lost, to take the measures for replacing it prescribed in the foregoing Clause.

22. Any articles found by any of the Company's servants in any of the Carriages, or at a Station, or on any other part of the Company's property, must be immediately sent to the person in charge of the nearest Station, by whom it is to be forwarded to the Traffic Manager's Office for registration; any breach of this Rule will be visited with severe punishment.

23. Should any servant think himself aggrieved, he may memorialize the Board, or their Agent in India, but in every such case the Memorial must be sent through the head of his department.

24. When any accident occurs on any part of the Line, it must be immediately reported to the nearest Station Master or Station Clerk, and as soon as possible to the Locomotive Superintendent.

25. Every servant of the Company is specially invited to communicate to his superior Officer anything calculated to promote the interests of the Company or the safety and convenience of the public.

26. Reports or other communications are, if practicable, to be made in writing; verbal messages are strictly prohibited, except in cases where writing materials are not procurable.

### SECTION III.

#### SIGNALS.

**Red** is a signal of **Danger**—'Stop.'  
**Green** " " **Caution**—'Proceed Slowly.'  
**White** " " **All Right**—'Go on.'

The Signals will be made by Flags in the daytime and by Lamps at night.

In addition to this, any Signal, or the Arm waved violently, denotes "Danger," and the necessity of stopping immediately.

### SECTION IV.

#### HAND SIGNALS BY DAY.

When the Line is clear, or nothing to impede the progress of any Engine or Train, the Policeman will stand erect, with his Flag in his hand, thus—



2. If it is necessary to proceed with **Caution** the **Green** Flag will be elevated, thus—



Or in absence of the Flag, one Arm will be held up, thus—



3. If it be necessary to proceed with **Caution**, from any defect in the Road or Rails, the **Green** Flag will be depressed, thus—



4. If required to **Stop**, the **Red** Flag will be shown, and waved to and fro, the Policeman facing the Engine.



Or, in the absence of a Flag, by both Arms being held up, thus—



5. Engine-drivers seeing a **Red Signal**, whether it be by Flag, Lamp, or any other contrivance, are required, under all circumstances and without exception, to **Stop their Engines as soon as possible**.

6. As soon as the Engine passes, the Policeman will bring his Flag to his shoulder.

### SECTION V.

#### DETONATING SIGNALS.

1. Detonating Signals are to be used in addition to the regular Day and Nights Signals in cases of fog, obstructions, or obstacles; a supply of not less than twelve shall be kept at each Station, in a place known to all servants, so that they may be obtainable at all times. These Signals are to be placed on the Rail (label upwards) by binding the lead clip round the upper flange of the Rail. When the Engine passes over the Signal, it explodes with a loud report, when the Engineman must instantly stop, and the Guard or Fireman must immediately protect the Train by going back and placing one of these every **100 yards**, for a distance of **one quarter of a mile**, the Train may then proceed slowly to the place of obstruction. When the occasion for using them has passed by (by the removal of any obstacle or otherwise), the Signals must be removed from the Rail.

### SECTION VI.

#### SEMAPHORE SIGNALS.

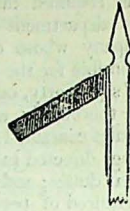
1. The Signals are constructed with either one or two Semaphore Arms.

2. The Signal is invariably made on the left-hand side of the Post, as seen by an approaching Engine-driver.

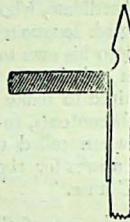
3. **All Right** is indicated by the left-hand side of the Post being clear, the Arm being within the post, thus—



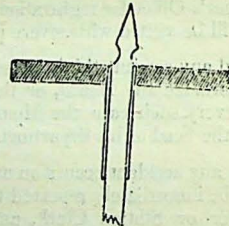
4. The **Caution** Signal, to slacken speed, is shown by the Semaphore Arm on the left-hand side being raised to an angle of 45 degrees, thus: which must always be kept up for 15 minutes after a Train or Engine has passed.



5. The **Danger** Signal, to stop, is shown by the Arm being raised to the horizontal position, thus: which must be always kept up, and only turned off to allow a Train to pass, after which it must be immediately turned on again—



6. When the two Arms are raised horizontally, both Lines are obstructed.



### SECTION VII.

#### FIXED SIGNALS BY NIGHT.

1. The **All Right** Signal is shown by the **White Light**.

2. The **Caution** Signal is shown by the **Green Light**.

3. The **Danger** Signal by the **Red Light** must always be shown, and is to be turned off only to allow an Engine or Train to pass.

### SECTION VIII.

#### TRAIN SIGNALS.

1. No Engine or Train shall start from any Station between sunset and sunrise without the Red Head and Tail Lamps being lighted, and those Lamps must be examined wherever the Train stops, to see that they are still attached and burning clearly.



## SECTION IX.

## STATION SIGNALS.

1. When the Line is single, the "Danger" Signal on both sides of the Station must be always kept "on," and only turned off to allow a Train to come up to the Platform, after which it must be turned on again. Should a second Train arrive from either direction, the Pointsman having given his Signal, the "Danger" Signals shall be turned off, until the newly-arrived Train shall have passed the Points to the Main Line, where it will remain protected by the two "Danger" Signals until the Train at the Platform has moved out. The Train on the Main Line will then "shunt" or back to the Points, and be passed to the Platform.

2. Every Train and Engine will stop at all the Stations, or will only be allowed to pass when the Signal "All Right" is shown.

## SECTION X.

## JUNCTION SIGNALS.

1. At the Junction of two Lines of Railway, separate Signal Posts will be provided for each.

2. All the Signals at Junctions must be kept to show "Danger," except when an Engine or Train approaches which it is not necessary to stop, in which case, the Signal on the Line in which such Engine or Train is coming must be lowered to "Caution," all the other Signals being kept at "Danger." Engines or Trains on the Main Line must have the preference of, and be allowed to proceed before any Engine or Train on the Branch Line. The Signals at Junctions must never, on any account, be lowered below "Caution," and after the passing of any Engine or Train, they must be kept at "Danger," and only moved from this position to allow Engines or Trains to pass.

3. A Red Board, or an additional Tail Lamp, attached to the back of an Engine or Train, denotes that a special Train is to follow; and care must be taken to attach such Board or Lamp to any Train starting from a Station where notice has been given of a Special Train to follow.

4. If any Signal is out of order, it must be immediately reported to the Traffic Manager.

## SECTION XI.

## STATION MASTERS OR CLERKS IN CHARGE OF STATIONS.

1. Station Masters will receive orders from and report to, the Traffic Manager. Clerks in charge of Stations will be under the immediate orders of the Traffic Manager, or under those of a neighbouring Station Master, as may be ordered in each case.

2. Every Officer in charge of a Station has control over all the servants of the Railway Company attached to the Station, or to the Points and Signals connected with it.

3. It will be the Special duty of every Officer in charge of a Station to attend to the arrival, despatch, and departure of Trains; and when he has ascertained that the work of the Station is performed, that the Passengers have entered the Carriages, and that the time as pointed in the Time Table has arrived for the departure of the Train, will have the Hand Bell rung as a signal to the Guard to proceed. He will be held answerable for the Station buildings and the Company's

property attached to them. He is also to be responsible for the faithful and efficient discharge of the duties devolving upon all the Company's servants at the Station. He will bring fully to the notice of his official superior all misconduct and inefficiency on the part of his subordinates. He is to take care that all Signals, Gates, and Points are in complete working order by day and night, and shall give notice to the Inspector of Permanent Way of the Division immediately on any repairs being required thereto; and in case any part becomes deranged or broken, he must immediately order the nearest Platelayer to get the same made perfectly safe; and he will be held responsible for the consequences of any accident that may occur from the defective state of the Signals, Gates, or Points under his charge, unless the same shall have been previously reported as hereby required.

4. He is to see that all general and other orders are duly entered and executed, and that all Books and Returns are regularly written up and kept.

5. He is to see that all the servants obey the Rules and Regulations, and is to pay particular attention to the Signals and to the Rules respecting them, and to see that the Signal Lamps are lighted as soon as it becomes dark; and during the interval between the dusk of evening and dark, both the Day and Night Signals must be used. The Signal Lamps must not be put out until broad day-light.

6. He is to inspect daily all the Rooms, Platforms, and places connected with the Station, in order to see that they are neat and clean.

7. He is to see that all the servants at his Station come on duty clean in their persons and clothes.

8. He must be careful that all Stores supplied for the Station are prudently and economically used, and that there is no waste of Oil, Stationery, &c.

9. He is responsible for having the name of the Station distinctly called out from end to end of every Train stopping at the Station.

10. In case of obstruction or accident, he is to obtain all necessary assistance as soon as possible, and report such occurrence to Head Quarters immediately.

11. He is to take care that the Establishment is on the alert, and that there shall be no obstruction on the Main Line near his Station when any Train is due.

12. He is to see that all Carriages or Waggon's which may be left standing in the Sidings are securely scotched, and the Brakes down.

13. Every exertion must be made for the expeditious despatch of the Station duties, and for ensuring punctuality in the Trains; and no Trains shall be started before the time stated in the Tables.

14. As a general rule, Passenger Trains are to take the precedence of Luggage Trains.

15. The Station Masters must leave to the discretion of the Engineman to determine the load that may be sufficient for his Engine; but each case of refusal to take Freight that the Station Master may wish to forward, must be reported to the Traffic Manager.

16. The Clerks at the several Stations are to deliver Tickets to all persons booking their places for conveyance by the Railway, and no person is to be allowed to pass on to the Platform without producing his Ticket.

## SECTION XII.

## GUARDS.

17. If a Guard or Station Clerk have reason to suspect that any passenger has been travelling on the Railway without having paid the proper fare, he may require such person to produce his Ticket; and if any passenger shall refuse to show his Ticket, or to deliver the same up when required, or shall commit any other offence against the Rules and Regulations of the Company, the case shall immediately be investigated by the Chief Clerk of the Station where the occurrence may take place, who is to exercise his discretion as to the proceedings to be taken, always reporting to Head Quarters what has been done.

18. The power of detention is to be exercised with great caution, and never where the address of the party is known, and his position such as will afford reasonable security for his appearance to answer the charge, or where adequate security is offered for such appearance. When it shall be necessary to detain any party, such detention shall not continue for a longer period than is absolutely necessary, but he shall be conveyed before a Magistrate with as little delay as possible.

19. Passengers not producing their Tickets are required to deposit the amount of the whole fare from whence the Train started, until inquiry can be made, in order to ascertain whether the fare has been actually paid or not; in every case the circumstances must be inquired into without delay, and reported to Head Quarters.

20. As it is the intention to defraud which constitutes the offence, it is very desirable that the power of detention should be exercised with caution and discretion, as cases may frequently occur of persons travelling unintentionally beyond the distance for which they have paid their fare, or even against their wish; and the right of detention is only applicable, in cases of what is termed over-riding, to parties who knowingly and wilfully proceed beyond the place to which they are booked, and that not only without previously paying the additional fare for the original distance, but also with intent to avoid payment thereof.

21. An account of all Unclaimed Luggage, and any property or articles found on the Line and on the Company's premises, must be kept by the Clerk in charge; and all such articles or things must be sent to the Traffic Manager's Office at the end of each week, together with a list thereof.

22. Persons in charge of Stations must be careful in seeing that the Station Clocks are kept at the proper time and in working order.

23. No Station Master is allowed to absent himself from the duties of his office, unless with leave from the Traffic Manager, except from illness, in which case, he must immediately inform his superior, and in the mean time he must take care that some competent person is entrusted with his duties.

24. Smoking is not allowed either in the Carriages or at the Stations. In the event of any person being drunk and disorderly, or conducting himself to the annoyance of others, the Station Master is to use all gentle means to stop the annoyance, and if the offender persists, the Station Master is to remove him from the Company's premises.

25. Each Officer in charge of a Station shall be accountable for the Tickets entrusted to him, and for the money collected in his Station, unless that responsibility shall have been separately vested in a Cashier or Booking Office Clerk.

1. Every Guard must be in attendance at the Station at least half an hour before the time appointed for his Train to start.

2. Each Guard is to take with him the following articles, viz. :—

- 1 Time-Table.
- 1 Monkey-Wrench.
- 2 Levers.
- 1 Tail Rope.
- 1 Screw-Jack.
- 2 Fire Buckets.
- 1 Red Tail-Board.
- 1 Case of Detonating or Fog Signals.
- 1 Hand Signal Lamp.
- 1 Box of Grease.
- 1 Time-piece and Bell.
- Red and White Signal Flags.
- A few spare Centre Chains and Shackles.
- A double-hooked Chain.

3. He will receive his instructions from the Clerk in charge or Station Master, to whom he is to make known whatever is wanting. The Clerk in charge or Station Master, when he has ascertained that the work of the Station is performed, that the passengers have entered the Carriages, and that the time, as pointed in the Time-Table, has arrived for the departure of the Train, will have the Hand Bell rung as a Signal to the Guard, and the Guard will thereupon see that all the Carriage doors are closed and secured, and that the luggage is properly sheeted, and then sound his Whistle as a Signal to the Engine-driver to proceed.

4. He is to see that his Break is in good working order, and that the Lamps of the Train are in good order, and that they are lighted between sunset and sunrise, and also that the Carriages and Waggon in his Train are in good order, and properly coupled and screwed up; that the cord to the Bell on the Tender is attached and passed along the top of the Carriages, and the end secured to the Guard's Van, and also that the axle-bearings of all the vehicles are greased.

5. The Trains when in motion will be under the control of the first Guard (in case there are two, the first shall ride on the Van or Carriage next to the Engine or Tender.) The passengers and property in the Train will be under his charge; he will be responsible for the safety and regularity of the whole; he is to keep the time as given to him by the Station Master at the principal Terminus, by which he is to regulate his Time-piece daily, and which time he is to give to the Clerks at the intermediate Stations; he is to see every Carriage detached which may be destined for any intermediate Stations; he is to attend to the Luggage, and enter up his Way Bill correctly.

6. When a second Guard goes with a Train, he is to attend to the instructions of the first Guard, and to assist him in any way that may be required.

7. Guards must regularly signal to the Engineman that all is right; but when any thing is wrong, they must give the "Caution" or "Danger" Signal; and if not observed, they must draw the cord and sound the Bell on the Tender. The Signal from the Engineman to the Guards will be by a deep-toned Guard's Steam Whistle, on hearing which they must immediately apply their Breaks.

8. On arrival at a Terminus, the Guard or Guards are not to leave the Platform until they have delivered over all parcels and luggages to the persons appointed to take charge of them; and if any article is missing, they are to report the same to the Officer in charge of the Station.

9. The Guard is also to report any unusual circumstances which he may have observed during the journey, and any Carriage, Waggon, &c., which may require examination.

10. The doors of the Carriages on the side furthest from the Platform are always to be locked; and the Guards are charged to request passengers to keep their seats in case of any stoppages on the road.

11. Guards are to exert themselves to prevent any breach of the By-laws by passengers or others, and to report such cases if they occur. With regard to persons intending to defraud the Company, they are referred to Rules for Station Masters, &c., paragraphs 17, 18, 19, and 20.

12. When a Train comes to a stand-still, or is only able to move on at a slow pace, the Guard is to see that competent persons be sent both back and forward with Signals to a distance of 600 yards. The Guard in the discharge of his duty is to use every exertion for the protection of the Train under these circumstances; and in case of emergency, he must go with a Signal himself the required distance. He is, however, except on such an emergency, to remain with his Train.

13. When it is necessary for the Guard to make a Signal to the Engineman, he must draw the cord attached to a Bell on the Tender, and continue to ring it till the Signal is answered; but should this apparatus get out of order, the Break may be applied, or a Flag or Lamp is to be waved to attract the Fireman's attention.

14. The Guard must pay strict attention to see that the fare of each passenger, and the charge on every article, is properly booked, and the fare paid; if he has reason to suspect that any passenger has not paid his fare, he is to request such person to show him his Ticket, and in default thereof, he is to report such case to the Clerk at the next Station, and enter it in his Report. When a passenger wishes to change from any inferior to a superior Carriage, the Guard must have this done by the Clerk at the first Station, to whom the difference is to be paid.

15. It is the Guard's duty to see that each passenger is seated in the class of Carriage corresponding to his Ticket.

16. Prisoners and persons who are afflicted with insanity, or who, from any like causes, may be disagreeable to the other passengers, must be placed in a compartment by themselves.

17. When a Guard is in charge of a Train to which Goods Waggons are attached, he must carefully examine the loading, and see that it is well protected and secured, and especially that it does not overhang the sides.

18. He must see that Goods of a combustible nature, such as might possibly take fire from a spark or hot cinder, are completely sheeted and tied down.

19. He is to be careful in delivering all invoices, letters, despatches, and other things lawfully committed to his care.

20. He is to examine the Tickets on the Waggons, and compare them with the Way-Bill, and must have any discrepancy rectified before starting.

21. He shall not permit any person to ride in the Guard's Van or Break-Waggon without a special order.

22. It is especially enjoined upon the Guards that they be quick and attentive in the discharge of their duties, and in getting the Trains away with as little delay as possible from the intermediate Stations; the stop at an intermediate Station ought not to exceed two minutes, unless it be necessary to wait for time, and should this be the case for more than five minutes, it is to be noted on the Way-Bill.

## SECTION XIII.

### PORTERS.

1. The Station Porters to appear on duty clean.

2. To be at the Station at such hours as the Station Master shall regulate.

3. To be upon the Platform, or on the outside of the Station for the purpose of carrying luggage, &c., to close the entrance doors when a Train is due, and be upon the Platform waiting the Train, on the arrival of which they are to pronounce distinctly the name of the Station, and immediately open the doors of all the Carriages, in which any sign be made by a passenger as wishing to get out; and at Terminals or first-class Stations, all the doors must be opened, and every exertion made promptly to afford every assistance to persons in obtaining their luggage.

4. Porters are required to be careful, in giving out the luggage, not to give the wrong articles, more especially at intermediate Stations, and in selecting luggage they are distinctly to understand its destination.

5. The Porter's duty as regards Passenger Trains, is to carry luggage and parcels to and from conveyances outside the Station to or from the Train, and this work is expected to be done with as much celerity and despatch as is consistent with the care of the articles carried, and to avoid striking against any person.

6. The Porters must keep the Platforms free of Goods, Parcels, or articles of any sort at Train times.

7. No person is to be admitted to the Platforms without a Ticket unless with the Station Master's permission, and any person trespassing upon it or upon any part of the Company's premises without authority, is to be warned to leave, and, if he refuse to do so, the Porter is to immediately report such circumstance to the Station Master or Clerk in charge.

8. Between the departure and arrival of Trains, the duties of Porters consist principally in loading and unloading goods, and in keeping the Stations and Offices clean and in good order; they are to devote themselves entirely to the Company's service in all matters and at all times, and to implicitly obey the orders of the Station Masters.

9. The Porters are furnished with the Regulations respecting Signals, and must make themselves thoroughly acquainted therewith, and be observant whether the right Signals are up and attended to, and report any errors at once to the Station Master.

## SECTION XIV.

### ENGINE-DRIVERS AND FIREMEN.

1. Every Engine-driver must be with his Engine at least 45 minutes before the time appointed for starting with the Train, to see that his Engine is in proper order and sufficiently supplied with fuel,

water, signals, lamps, &c., &c.; and every Fireman must, for the same purpose, be with his Engine at least one hour before such Train is to start.

2. At five minutes before the hour of starting with any Train, and not sooner, the Engine-driver must place his Engine in front of the Train; after that time, and until the end of the journey, he will receive his orders from the Guard in all matters affecting the starting, stopping, or movement of the Train, and he must promptly obey all orders or Signals given to him, whether by the Station Master or the Guard, so far as the safe and proper working of his Engine will permit him to do.

3. No person except the proper Engine-driver, his Firemen, and Assistant, will be allowed to ride on the Engine or Tender without permission of the Locomotive Superintendent, or, in special cases by an order in writing from one of the Chief Officers of the Company, with a notice to the Superintendent.

4. When the Engine is in motion, the Engine-driver is to stand where he can keep a good look-out ahead, in which the Fireman, when not otherwise engaged, is to assist; and the Assistant Fireman is to keep a good look-out for any Signals from the Guards of the Train, and see that the Carriages and other vehicles in his Train are right; and both are to obey the Engine-driver's instructions.

5. Every Engine-driver shall have, at all times, on his Tender or with him the following articles; he will be held responsible for them, and he must produce them whenever the Foreman requires him to do so:—

- 1 Case of Detonating Signals.
- 1 Set of Lamps for Engine and Tender.
- 1 Set of Screw-Keys.
- 1 Large and small Monkey-Wrench.
- 1 Screw-Jack.
- 2 Pinch-Bars.
- 2 Short Chains with Hooks.
- 2 Fire Buckets.
- 2 Hammers and Chisels.
- 3 Half-round Files.
- 1 Set of Oil-Cans and Fillers.
- 4 Tube Plugs and 1 Driver.
- 1 Spare Clock.
- 2 Syphon Caps.
- 1 Shovel Fire Iron.

A few spare Bolts and Nuts, Cord, Flax, Spun-yarn, and a Rope.

The Lamps are to be delivered into the Lamphouse when the journey is completed, and taken out again when required.

6. Engine-drivers are bound to observe all Signals, without exception, and under all circumstances.

Attention to Signals. An Engine-driver must pay instant attention to every Signal, whether he understands its object or purpose or not, and should he fail to do so, he will be liable to dismissal and such severe punishment as is provided for under the Railway Act. When a Red Signal is shown, he must under no circumstances pass it, but, as soon as possible after seeing such Signal, bring his Train to a stand.

7. In addition to the Red Signal, if an Engine-driver passes over a Detonating Signal, he must bring his Engine to a stand as quickly as possible.

8. As a general rule, Goods Trains must in all cases give way to, and assist, Passenger Trains in keeping their proper time.

9. No Special or Extra Engine, with or without a Train, will be allowed to pass along a Railway without previous notice, or a written order from the Locomotive Superintendent, and without strict observance of the provisions of Clause 3, Section I., so as to provide against any risk of a collision from one Engine meeting another or over-taking a Train.

10. The particular attention of Engine-drivers, Firemen, and Guards is directed to the Level Crossings on the Line, either private or public (as the inexperience of the Natives renders them liable to accidents); the Whistle is therefore to be sounded on approaching such places and the Engine stopped, unless the signal "All Right" be exhibited; and special orders will be issued regulating the speed of Engines or Trains over portions of the Line in which such crossings occur.

11. Every Engine-driver, on going out, is to take with him his Time-Table, Rule Book, &c., to be always with Driver. Instructions, and while on duty to have them always with him, to be produced at any time when asked for. He must pay particular attention to the Time Bill, and so regulate the working of his Engine as to maintain a uniform speed between Stations; and when not attached to a Train, he is not to prolong his stay at any intermediate Station or place, unless otherwise instructed, or except when compelled to do so by accident or necessity.

12. Whenever an Engine, on either Line of Rails, is disabled or obscured by steam, it must be approached very cautiously, so that if necessary the Driver of the approaching Engine can stop, and the Whistle is always to be sounded, that full warning may be given. If the Driver of the approaching Engine finds it necessary to stop, he must ascertain the cause of the obstruction, and render to the disabled Engine such assistance as is in his power. He must report the obstruction and the cause of it, to the Station Master at the next Station. Should it not have been necessary for him to stop, he must still report at the next Station what he has observed.

13. Engine-drivers with Pilot Engines must be prepared, while on duty, to start immediately on receiving an order from their superior Officer. No Pilot or other Engine without a Train shall stand in the Main Line, but always in a Siding; and while the steam is up, an Engine-driver must never leave his Engine without shutting the Regulator, putting the slides out of gear, screwing up the Tender Break, and placing the Foreman in charge of the Engine. The Engine-driver will be held responsible for his Engine being in working order and always ready to start.

14. Engine-drivers shall afford every assistance with their Engines that may be required for the arrangement and despatch of the Trains, and shall follow the instructions of the Guards in working them.

15. Guards will give Engine-drivers a Signal to start by blowing a mouth Whistle, which the Engine-driver must answer by a short whistle before starting from the Steam Whistle. In every case when it is necessary for all the Breaks to be applied, he shall sound the Guard's Steam Whistle; and shall attend to any Signal made by the Guard,

whether by ringing the Bell attached to the back part of the Tender, by waving Flags, or application of the Break.

16. No Engine-driver with a Train is to start without the Signal being given; he is to start or increase the speed cautiously, to avoid the breakage of couplings; he is also to exercise caution in the mode of stopping, and to be careful that it is not done suddenly, except in cases of emergency. He is to pay particular attention to the weight of the Train, the state of the Rails, and to sound the Whistle and use great caution in running past any Station when duly authorized to do so.

17. No Engine-driver shall run his Engine Tender foremost (unless when shunting into a siding) without the written order of the Locomotive Superintendent, or unless in cases of unavoidable necessity, to be established by the Engine-driver; in such cases he shall not exceed a speed of **twelve miles an hour**.

18. The speed in passing Junctions, Sidings, or Crossings, should not exceed **ten miles an hour** in clear weather. In foggy weather or at night, it should not be greater than **five miles**. Facing Points ought not to be passed at more than **five miles an hour** under any circumstances.

19. No Engine shall cross the Line of Railway at an Intermediate Station without permission.

20. Particular caution must be used in foggy weather, or during heavy rain, by all the Company's servants engaged on the Line.

21. The Whistle is to be sounded on approaching Stations, Level Crossings, and Junctions, and all other places where obstructions are likely to take place.

22. Should fire be discovered in the Train, the steam must be instantly shut off, and the Train brought to a stand, the proper Signals put on, and the burning Waggon or Carriages must be detached, and every exertion used to put out the fire with the least possible delay; no attempt must be made to run even to the nearest water-tank if it is more distant than 300 yards from the place where the fire is discovered, as such a course is dangerous.

23. If any portion of a Train breaks loose when in motion, the Engine-driver will stop carefully to have it re-attached.

24. The Engine-driver is to take particular notice of the state of the Permanent Way while out with his Engine, and in case any part of the road is in bad condition, he must proceed with caution at a reduced speed; and at the termination of the journey report any loss of time thereby caused. He must also, both before commencing and on terminating his journey, with a gauge try the wheels of his Engine and Tender, and with a hammer sound the Wheels and Axles, to ascertain that all is correct and sound. Any defect he must at once report to the Foreman.

25. When an Engine is travelling without a Train after sun-set, it must always carry a **White Light** in front, and a **Red Light** in the rear.

26. A **Red Board or Red Flag**, or an additional lighted **Red Tail Lamp**, placed at the back of the Engine or Train, denotes that an extra Train is to follow.

27. Every Engine will, when considered desirable by the Locomotive Superintendent, carry, in addition to the Engine-driver and Fireman, an Assistant Fireman, whose duty will be strictly confined, when the Train is in motion, to watching any Signals which may be made by Guards or others, and to any irregularity in the motion of the Trains, and to act generally as an Assistant under the direction of the Engine-driver. The Fireman and Assistant Fireman may relieve each other by changing places, at such periods or stages of the journey as may be determined upon by the Superintendent or his Foreman. Although the duty of his Assistant is to look out for Signals, he will not relieve the Driver and Fireman from any like duties previously specified in the Rules as applicable to them.

28. When more than one Engine is attached to a Train, the Signal of one distinct Whistle will signify to go on, and two distinct Whistles to reverse and put back. In all cases the first Engine-driver must give the Signal, and the others immediately repeat and obey them, and great care must be taken that the Engines may start and stop together, to avoid any great check or breakage of couplings. Should the following Engine-driver discover any thing wrong, he must sound his Whistle to warn the Engine-driver in front.

29. When the assistance of a second Engine may be required to draw a Passenger or Goods Train, the assistant Engine must invariably be attached in front. No Engine will be allowed under any circumstances, except with the order of the Locomotive Superintendent, to push a Train, but always to draw it. This does not refer to shunting Trains at Stations and across Points.

30. When Engine-drivers are required to shunt Trains, they and their Firemen must keep a sharp look-out either in front or behind, according to the position of the Points, to see that all is right before crossing, &c. If there be no Pointsmen on duty, the Guard must hold the Points, otherwise the Driver must refuse to move his Engine, reporting the circumstances at the end of his journey. Before putting on steam to shunt, Drivers must always receive the "All Right" Signal from the man at the Points.

31. When an accident or stoppage occurs to any Engine or Train on the Main Line, the Engine-driver must see back immediately a distance of 600 yards, with Signals to stop any approaching Train or Engine, and when it is necessary for an Engine to move in the wrong direction on the Main Line, the Engine-driver must previously see that some competent person has gone 600 yards in advance of his Engine to stop any coming Train; such person must continue so in advance while the Engine is moving in the wrong direction, and the Engine must not follow him at a speed greater than **four miles per hour**.

32. In case an Engine-driver may be unable to proceed with his whole Train when on the Line, he shall take part of it to the nearest Siding, returning immediately for the remainder. Before going on with any portion of such Train, the Driver must see that some compe-

tent man is in charge of that portion left behind, and is properly supplied with Signals.

33. Should a stoppage occur near a Station, and the Engine-driver receive a written order from the Station Master or Guard to proceed in a contrary direction, this will be sufficient authority for so doing, at a speed not exceeding **fifteen miles per hour**.

34. Firemen shall act under the direction of their respective Engine-drivers in all matters not inconsistent with the duties laid down in the rules; at the same time, they will be held jointly responsible with the Engine-drivers for their proper execution.

35. Any instance of inattention to these Rules, or to the special orders, and which on investigation shall be proved, will be, at the discretion of the Locomotive Superintendent, punished by Fines.

#### RULES TO BE OBSERVED BY ENGINE-DRIVERS AND FIREMEN ON A SINGLE LINE OF RAILS.

36. All the previous Rules apply in this instance, and in addition thereto the following ones.

37. An Engine travelling without a Train after sun-set, must, in addition to the usual **White Head Lamp**, carry a **Red Head Lamp**, also a **Red Side Lamp** on the Tender, and a **Red Tail Lamp** in the Rear.

38. Engine-Drivers on approaching Single Line Stations must so reduce the speed of their Engines as to be able to stop before reaching the Facing Points at the Station entrance, and when passing such Facing Points they must not exceed **four miles per hour**. When two Engines approach a Station at the same time, both Engines must be brought to a stand before passing the Facing Points, and there remain until specially signalled to advance.

#### SECTION XV.

##### POLICEMEN AND POINTSMEN.

1. Every Policeman on duty is to stand upon the Line clear of the Rails, and to give the proper Signal on the passing of a Train.

2. The duties of Pointsmen are very simple, easily understood and remembered, and are at the same time not heavy; but they require great care, attention and watchfulness, for any neglect of them may cause very serious accidents; they are warned therefore always to be on the alert, and cautious in the discharge of their duty.

3. The Pointsmen is to be careful in keeping his Points clear and well oiled; and whenever a Train or Engine has passed over, he is to remove any particle of coke or dirt that may have dropped between the Points, so as to prevent them from closing, and must also see that they are replaced in their proper position; he is to try his Points before the passage through of a Train, that he may be thoroughly satisfied that there is no impediment to their true working; and in any case where Facing Points exist, these precautions become doubly important.

4. If the Points are out of order, he must immediately report the fact to his superior Officer.

5. If he is in charge of Signals, he must pay particular attention to the Rules for working Signals, and must report immediately any derangement in the Signal Lamps or means of working them.

6. Policemen and Pointsmen are responsible for all Lamps under their charge being trimmed and showing a clear and distinct light, and also for a supply of Fog Signals and other necessities being in their possession.

7. They are not to allow strangers to trespass on the Line without written authority, and are to be careful in carrying out the Regulations of the Company. Policemen are to take into custody persons offending against the provisions of the Railway Act.

8. Every Policemen on duty will be supplied with a Whistle, to aid him in calling the attention of the next Officer in communication with him; and such Signal is not to be considered as received until answered by the person to whom it is passed.

9. The attention of Policemen is called to the Rules for Enginemmen in cases where the Line may be obstructed, and they must tender all assistance in their power under such circumstances.

10. The attention of Policemen is particularly directed to the several private Crossings on the Line (not public highways); they must see that the Law for regulating such places is strictly carried out.

#### SECTION XVI.

##### GATEMEN AT LEVEL CROSSINGS.

1. All Level Crossing Gates closing across the Line must be provided with **Red** Signal-Boards, and with Lamps showing **Red** up and down the Line when the Gates are closed across the Line.

2. Every Gateman will be provided with Day and Night Signals, which he must keep in proper order, and report immediately any defect he may observe to his superior Officer.

3. The Gates must be kept open to the public road, except when any Engine or Train is due and expected, or is heard or seen approaching, at which time such Gates are to be closed and fastened across the public highway; and until such Engine or Train has passed clear of such highway, the Gates are to be kept closed, and no person or thing to be allowed within them. While the Gates are open to the road, the "Danger" Signal must be exhibited both up and down the Line.

4. In all cases the Gateman, when signalling, is to stand in a position where he can be seen by the approaching Engineman.

5. If the Gateman observe any Gates or fastenings to be out of order, he must immediately report to his superior Officer; and in case any part becomes deranged, he must immediately report to the nearest Platelayer, in order to the Gates being made perfectly safe.

6. Gate-men are to prevent as much as possible any person trespassing upon the Railway, and every case of trespass must be immediately reported to their superior Officer; and they are also to report any irregularity of Signals or other infringements of the Company's Regulations, whether of Platelayers or others in the Company's service.

## SECTION XVII.

## FREE PASSES.

Servants and others connected with the Railway are required to pay their fare the same as other passengers, except such Officers or persons to whom passes may have been granted, on the proper forms, by the authority of the Directors.

## SECTION XVIII.

## FORM TO BE SIGNED BY THE COMPANY'S SERVANTS.

I \_\_\_\_\_ being this engaged as in the service of the Great Indian Peninsula Railway Company, hereby declare that all the foregoing Instructions and Regulations have been read (or heard read) over by me, and duly explained to me; that I clearly understand them, and have received a copy of them; and I hereby bind myself to obey and abide by these Regulations. As witness my hand this day of \_\_\_\_\_ 186 \_\_\_\_\_

Witness to Signature. \_\_\_\_\_

## SECTION XIX.

## REGULATIONS FOR INSPECTORS, FOREMEN, MAISTRIES, AND LABOURERS ENGAGED IN REPAIRING THE PERMANENT WAY AND WORKS.

1. Each Inspector will have a District of the Line under his charge, and will be held responsible for the condition of the Permanent Way and Works on his District. He must keep an account of all materials used, and must see that none are wasted.

2. He must take care that the Foreman and Maistries are supplied with copies of the Rules and Regulations. He shall furnish them also with proper Signals and Lamps, and accurate Gauges for the Line, and all necessary tools, which he must require them to produce once in every month for his inspection, that he may ascertain if the Gauges are correct, the Tools and Signals in good order, and that no articles have been lost.

3. It will be his duty to see that the men employed under him are active and efficient in the discharge of their duties, and that they attend carefully to the Rules and Regulations laid down for their guidance; and to make a Monthly Return of each man's time.

3. He must examine frequently the Bridges, Points, Crossings, Turn-Tables, Water-Cranes, Signals, and all other works on the Line, and report upon them to the Engineer as occasion may require.

5. He must have a list of the names and abodes of every Foreman and Maistry in his district, so that in case of accident they may be called upon to summon their labourers immediately to assist in any way that may be deemed necessary; and should any obstruction or casualty take place, each Foreman or Maistry is instantly to collect the required strength to remove the obstacle, or render other assistance.

6. He must regulate the working of the Ballast and Earth-Trains, and must take care that nothing is done which involves risk to the Train, or danger to the men employed.

7. He must report to the Engineer all cases of neglect, accident, or irregularity occurring upon his District.

8. He must promptly obey all the orders of the Engineer; and it will be his special duty to report to the Engineer any cases in which these Rules have been infringed or disregarded.

9. He must thoroughly acquaint himself with the working of all these Rules and Regulations, and with the Code of Signals in use on the Railway, as he will be held responsible for any breach of them by his subordinates.

10. The Foremen and Maistries of the Plate-layers and Labourers will receive their instructions from the District Inspector, and will be under his charge.

11. Each Foreman and Maistry will be supplied with a copy of these Rules and Regulations, which he is always to have with him while on duty. He must thoroughly acquaint himself with them, and especially with the working of the Signals; and must read and explain them to the men under him, and must produce them when required to do so.

12. Each gang will be supplied with such tools as are necessary, and the Foreman or Maistry will be responsible for the care of them.

13. Each Foreman or Maistry will be supplied with the following Signals:—

Two Red Flags.  
Two White Flags.  
Two Green Flags.

Two Hand Lamps for each, showing Red, Green, and White Lights, and six Detonating Signals, all of which must be used as directed in the Rules for Signals.

14. He will be held responsible for the conduct of the men under him, and for the state of the Permanent Way, the Gates, Fences, Ditches, and all other works on the portion of the line allotted to him.

15. No Truck or Lorry is to be placed on the line without the permission of the Inspector of the District; and notice must be given to the Station Masters at each of the nearest Stations.

16. When any Truck or Lorry is upon the Main Line, it must be preceded and followed, at intervals of half a mile, by a man bearing a Red Signal, being a Red Flag by Day, and a Red Lamp by Night or in a Tunnel.

17. Except in cases of emergency, the Plate layers are not to take out any rail on the Main Line, or perform any other operation involving danger to the Trains, without the permission of the Inspector under whose personal supervision the work is to be done; and notice must be given to the Station Masters at each of the nearest Stations.

18. When any repairs or alterations of the road are to be done, which render it necessary to stop or slacken the speed of any Train, men must be stationed at a distance of half a mile both up and down the Line from the point of interruption, and must show as conspicuously as possible their Red or Green Signal, as the case may require. They must keep a sharp look-out for Trains, and must remain at their post until the Line is again clear and safe.

19. All obstructions must be removed, and the Line made clear and safe, fifteen minutes before any Train is due.

20. No impediment or obstruction of the Line is to be permitted by him in rainy or foggy weather, or at night, except by order of the Inspector.

21. In all cases of accident or emergency, the Foreman or Maistry, with his labourers, must hasten to render all the assistance in their power, and must inform the nearest Station Masters as quickly as possible.

22. Each Foreman or Maistry must walk over the portion of the Permanent Way in his charge every day before the departure of the first Train, and more frequently, if necessary, to examine carefully the state of the roads, and to tighten any loose keys or fastenings. He is to pay particular attention to the joints of the Rails, which must be kept in the middle of the Chairs, and the ends of the Rails are to be kept perfectly level; where Fishing-plates are used, he must see that the Bolts are not loose: and if any are wanting, he must have them replaced.

23. The Platelayers must see that all Occupation Gates are kept shut and fastened, and must take care that cattle and other animals do not stray upon the Line.

24. Every Foreman or Maistry is required to order off all persons trespassing within the Fences on his District; and if such persons persist in remaining, he is to take them to the nearest Station and give them in charge of the Company's Station Master or Police.

25. Foremen or Maistries are to report if any Gates, which the owners or occupiers of the land are requested to keep shut, have been left open, in order that the parties may be charged with the penalties.

26. He must take care that the permanent Way is not raised in greater lifts than two inches, and that both Rails are lifted at the same time and to the same extent, and that Sleepers are firmly packed as the lifting proceeds, so as to leave as short a space as possible in imperfect connection.

27. On every occasion when the lifting is required, the Foreman or Maistry must send men back and forward a quarter of a mile from the place with a Green Signal, to slacken the speed of any coming Engine.

28. No Sleepers, Rails, Tools, or Materials are to be laid within three feet of the Rails, and the Ballast is not to be thrown up between the Rails to a greater height than three inches above them.

29. It is strictly prohibited to lay down or make use of Facing Points, unless a written order be given by the Engineer to do so; and a man approved by him be employed expressly to attend to such points: no Siding or Switches shall be laid down at all without express permission of the Engineer given in writing. No temporary Switches shall be used, excepting of such construction as shall be approved of by the Engineer. When a temporary Siding is used, a man, to be approved of by the Engineer, shall be employed to attend to the Switches. No Siding is to be nearer than six feet to the nearest Rail.

30. On the approach of a Train the Platelayers must remove from the Line in which they are at work, soon enough to enable the Engineman to see that the Rails are clear, and they must move to the outside of the Line.

31. Any Luggage, or Goods, or Articles of any kind, falling off the Train, are to be conveyed without delay to the nearest Station Master.

32. Each Foreman or Maistry must report to the Inspector of Permanent Way any case in which any of the Signals are disregarded by the Engine-driver.

33. Each Foreman or Maistry is required, in the event of a flood, to examine carefully the action of the water through the Culverts and Bridges on his line; and, should he see any cause to apprehend danger to the Works he must immediately exhibit the proper Signals for the Train to proceed cautiously, or to stop, as necessity may require, and inform the Inspector thereof; and until the Inspector arrives, he must take all precautionary measures for securing the stability of the Line.

34. Each Foreman or Maistry must consider himself responsible for the safety of the Line in his District, and he must not permit any person, whether employed as a Platelayer or in any other capacity, or under any pretence whatever, to commit any breach of these Rules, or to do anything by which danger is incurred. He must report all cases of neglect or disobedience to the Inspector, or he will be dismissed.

## SECTION XX.

### REGULATIONS FOR BALLASTING.

1. No Engine or Train is to be run nor Ballasting carried on without the written authority of the Traffic Manager.

2. A Guard or Breaksman must accompany each Ballast or Earth Train. He will be subject to the same Rules and Regulations as the Guards of Passenger or Goods Trains, and will be held responsible for their observance.

3. He must make himself acquainted with all the Company's Regulations and the use of the Signals.

4. The Guard or Breaksman of the Ballast Train has the authority to direct the Foreman and Maistries and others employed in repairing the Permanent Way and Works, to assist him in the proper working of the Signals.

5. Ballast Engines are prohibited from passing along the Main Line in a fog or during a heavy rain, except when authorised to do so under special circumstances, and shall not move faster than fifteen miles an hour.

6. The Ballast Trains must be moved clear of the Main Line at least fifteen minutes before any Goods or Passenger Train is due.

7. When the Ballast Waggons are left on a Siding, the Guard must lock a wheel of the Wagon nearest to the Points of the Siding with the Chain and lock provided for that purpose, so as to prevent the Waggons being moved on the Main Line.

8. The Guard must report to the Inspector any case in which a Platelayer or other workman has refused to carry back a Signal, or to obey any other instructions.

By order,

W. LANGDON,

Secretary.

1st November 1857.



The General Rules and Regulations contained in the foregoing pages, are the Be-laws of the Great Indian Peninsula Railway Company. As witness the Common Seal of the said Company the *twenty-second* day of *February* 1867.

Seal.

(Signed) J. E. FRITH,  
Director.  
(Signed) JOHN A. WATT,  
Secretary.

Allowed by the Governor General of India in Council under the provisions of Section XXIX. of Act XVIII. of 1854.

*By order,*

(Signed) C. H. DICKENS, Colonel, R.A.,  
Secy. to the Govt. of India, P. W. Dept.

### REGULATIONS FOR WORKING TRAINS ON THE BHORE AND THULL GHAUT INCLINES.

The traffic will be worked over the Bhore and Thull Ghaut Inclines by means of Trains formed under the following special arrangements:—

1. Passenger Trains shall not exceed 150 tons each in weight, exclusive of the Engine or Engines.
2. The weight of a descending Goods Train must not exceed 200 tons, exclusive of the Engine or Engines.
3. Special Break Vans will be provided, in addition to the ordinary Break Vans, for working the Trains over the Inclines.
4. The Traffic Manager and Locomotive Superintendent will, by mutual arrangement, from time to time fix the leads of all Passenger and Goods Trains, and also fix the maximum number of Breaks to be used with each description of Train on the Incline.
5. A Train must not be allowed to start until each vehicle has been examined and approved by the Carriage Examiner as in fit and proper state to travel. Any vehicle which he may consider unfit must be removed from the Train.
6. A Staff of Guards, Breaksmen, and Engine-men will be appointed specially to work Trains on the Ghaut inclines, and under no circumstances may a Train be allowed to pass over either of the Inclines, except in their charge.

#### INCLINE GUARDS AND BREAK-MEN.

7. An Incline Guard will travel with and be in charge of each Train over the Ghauts.
8. The Incline Guard will be held responsible to see that the Train is properly formed and coupled; that the number of Vehicles and Breaks are in accordance with the regulations to be from time to time laid down; that the maximum load fixed by these rules is not exceeded; that the proper lamps are in the carriages, and attached to the tail of the Train; that the Main Line Guards and Breaksmen are in their places, and able to efficiently perform their duties; and the Incline Guard alone will give the signal to the Engineman to start the Train.

III. — 106

9. Each special Break Van will be worked by a Breaksman. The Incline Guard will see that the Breaksmen apply their Breaks immediately, or relieve them either partially or wholly, in conformity with the signals from the Engin-driver.

10. The Incline Guard and Breaksmen must keep a constant look-out for, and promptly attend to, the signals given by the Engineman.

11. The Incline Guard must not allow any unauthorised person to travel with him, or to be in any of the Breaks. The Officers authorised to give passes for the Incline Breaks are the Managing Agent, Chief Engineer, Locomotive Superintendent, and Traffic Manager.

12. In ascending the Inclines, the Incline Breaks must be placed at the rear of the Train, and in descending must be placed in front next the Engine.

13. In case of a Train stopping on the Incline, the Breaks must be immediately applied, and a sharp look-out kept for the Engineman's starting signal, so as to ease off the Breaks before starting, to avoid jerking and liability of breaking couplings.

14. In case of Train parting by the breaking of couplings or otherwise while ascending, the Breaks must be immediately put tight on and the Train brought to a stand. On no account whatever in case of a Train parting is the Driver to take the front part onward, but must stop at once, and the Incline Guard must then signal the Engine back cautiously to hook on to the rear of the Train; in doing this great care must be used, and one or two of the last carriages of the portion of the Train attached to the Engine spragged. If a Driver cannot get up the Incline with his lead, he is on no account whatever to divide his Train and take on the front portion, but must push back very cautiously to the next Telegraph Station and reduce his lead there; before doing this, however, the Incline Guard in charge must send a man in advance of the Train 600 yards with a red flag and red hand signal lamp, who will keep that distance in front of the Train exhibiting the danger signal in front until the Train arrives at the Telegraph Station.

15. The Incline Guard must not leave the Incline Breaks except in case of accident during the journey over any part of the Inclines, and must on no account allow any of the Breaksmen to leave their Breaks when on the Incline. This is a matter of the greatest importance to ensure safe working.

16. All Waggon Breaks in Goods Trains must be pinned down moderately tight on the descending journey before leaving the top of the Incline.

17. The Incline Guard of every Train must have, with each Train, the under-mentioned stores:—

- 2 Levers.
- 1 Rail Rope.
- 1 Screw-Jack.
- 3 Fire Buckets.
- 1 Red Tail Board.
- 1 Case Distinguishing Signals.
- 1 Hand Signal Lamp.
- 1 Box Grease.
- 1 Set red, white, and green Signal Flags.
- 6 Good Sprags.
- 6 Draw bar Cotters.
- 1 Hammer.
- 1 Cold Chisel.
- 3 Couplings.
- 3 Centre Chains.
- Half inch Chain, 30 feet long.

And in his personal possession one working Time Table and one Time Piece.

18. The Incline Guards in charge of Goods Trains, before starting their Trains from the top or bottom of either of the Inclines, or any intermediate Station, must carefully examine the sheeting and roping of the Waggon, to see that the Goods are well secured and protected from sparks from the Engine. Sheets must not be allowed to hang down, so as to come in contact with the Waggon Break Blocks. The loading of the Waggon must also be carefully examined, and if the contents of any Waggon is found to overhang to a dangerous extent, it must be detached from the Train, and not taken on until it is reloaded properly.

19. All Goods Trains over the Inclines, in ascending and in descending, must pass under the loading guage at the beginning of the Ghaut journey; and should any Waggon not pass under the guage all clear, the Incline Guard must have it detached to be properly loaded.

20. In ascending the Inclines, if a Train is assisted from behind, the Incline Guard must see that any Goods, such as long timber loaded on two or more Waggon, are placed next the front Engine; and in descending, that any Waggon so loaded are placed in the rear of the Train.

21. Incline Guards must, in addition to carrying out these regulations, perform the duties required by the General Regulations of the Company, for the safety of the Passengers, in the event of any accident.

#### MAIN LINE GUARDS.

22. When a Passenger Train, complete as it has been run upon the other portion of the line, passes over either of the Inclines, the two ordinary Break Vans will be attached to the Train, and both the Main Line Guards will accompany the Train, each riding in his respective Break Van, and acting in accordance with the signal of the Engine-driver in the same way (defined in Rule No. 9) as the Special Breaksmen.

23. When a Passenger Train passes over either of the Inclines in two trips, the second Main Line Guard will accompany the first portion of the Train, and the head Main Line Guard the last portion of the Train, each riding in his respective Break Van, and acting as directed in the preceding rule.

24. While working over the Inclines, the Main Line Guards will be under the directions of the Incline Guards, in the same manner as are the Breaksmen.

#### INCLINE ENGINEMEN.

25. The Incline Engine-men will be held responsible for controlling the speed of the Trains, and for giving the necessary signals to the Incline Guards and Breaksmen, to regulate the application of the Breaks.

26. The speed of descending Trains must under no circumstances be allowed to exceed twelve miles per hour upon any part of the Inclines.

27. The Trains must be worked, as nearly as possible, at an uniform speed, and perfect control over the speed must be maintained by the Engine-drivers.

28. Descending Trains on the Inclines must stop at every Telegraph Station.

29. When two Engines are attached to a Passenger Train, both Engines must be in front of the Train, whether in ascending or descending; but if attached to a Goods Train, one must be placed behind the Train in ascending, and both Engines in front in descending.

30. The leading Engineman will always be in charge of the speed of the Train, and the Driver of the other Engine must keep a sharp look-out for and promptly obey the leading Engineman's signals.

31. Two distinct whistles will signify to reverse and put back, and one to move forward. In every case the Assistant Engineman must immediately repeat and obey the leading Engineman's signals.

32. Three sharp sounds of the whistle will be the signal for the second Engineman (if there be one), and the Incline Guard and Breaksmen to check the speed of the Train, and the usual signal of the deep-toned whistle must be used in cases of danger, when every effort must be immediately made by Guards, Breaksmen, and Enginemen to bring the Train to a stand as quickly as possible.

33. Great care and caution must be exercised by Engine-drivers in approaching the Reversing Station on the Inclines, either in ascending or descending, specially at night; they must be prepared to stop their Train in case the signals are not turned off to allow them to pass. The utmost caution is also required in shunting at night at the Reversing Station.

34. Under no circumstances must an Engine be detached from a Train while the Train is in motion.

35. Every Engineman must always carry on the Engine, which is in his charge, a spare coupling of the heavy kind.

36. Enginemen will be careful in stopping at Telegraph Stations when ascending the Inclines that the last Vehicle of the Train is past the points leading into the safety siding, so that in starting should the Train break away, it will run into the safety siding.

#### TELEGRAPH SIGNALS.

37. There will be separate wires for the Up and Down Lines, and a separate instrument to each.

38. Two signals only will be given on the instrument, viz:—

No. 1 (One beat to the left \). Train in, Line blocked.

No. 2 (Two beats to the right //). Train out, Line clear.

Each signal must be acknowledged by repeating it on the same instrument and giving the initial of the Signaller.

39. A Train must not be permitted to pass from one Station towards another until No. 2 signal (Line clear) has been received.

40. As soon as a Train has been permitted to pass a Telegraph Station, No. 1 Signal (Train in) must be sent to the next Station, and then No. 2 (Train out) to the preceding Station.

41. The time of receiving and sending each message must be entered by the Signaller in the book provided for the purpose as soon as he has sent or received the message—a message being understood not to be complete until acknowledged.

42. The Signal Instruments must not be used for any other purpose than signalling Trains.

## SEMAPHORE SIGNALS.

43. The Station Signals on the Inclines will stand at danger. They may be turned off only to allow a Train to pass, and must be immediately thereafter turned on again.

44. Particular attention must be given by Station Masters and other persons in charge of Signals to keep the Signal Lamps in good order and burning brilliantly at night.

45. Upon a Train approaching a Station on either of the Inclines at night, and the Semaphore Signal Lamp is out, the Driver must on no account run past that signal until he has been informed that there is no danger ahead, and has received a verbal order from the Station Master or Incline Guard to proceed.

46. The general regulations for the guidance of the Company's servants are to be observed by the Incline Guards and the Incline Enginemen in all cases not specially provided for in these regulations.

(Signed) E. W. KELLY, JR.,  
Acting General Manager.

(Signed) S. GLOVER,  
Acting Loc. Superintendent.

Bombay, August, 1865.

Allowed by the Governor General of India in Council under the provisions of Section XXIX. of Act XVIII. of 1854.

By order,

(Signed) C. H. DICKENS, Colonel, R.A.,  
Secy. to the Govt. of India, P. W. Dept.

## No. 99.

The following Rules and Regulations for the conduct of the Officers and Servants were made by the Bombay, Baroda, and Central India Railway Company under Section 29 of Act XVIII. of 1854, and were on the 11th June 1867 allowed by the Governor General in Council. They are now republished as so allowed by order of the Government for the information of all persons concerned:—

*General Rules and Regulations for the Bombay, Baroda, and Central India Railway in India, made in conformity with Section 29 of Act XVIII. of 1854, entitled "An Act relating to Railways in India," and approved of by the Governor General of India in Council.*

## SECTION I.

## GENERAL REGULATIONS RELATING TO CONSTRUCTION AND MANAGEMENT.

1. Every Line of Railway, intended to be worked by Engine power, for the conveyance of Passengers, shall be provided with an Electric Telegraph.

2. Trains moving in opposite directions shall invariably pass each other at the Stations, and no Engine, with or without a Train, shall be permitted to leave one Station for another until it shall have been ascertained, by means of the Electric Telegraph, that the line between those two Stations is clear of Engines and Trains, and of all impediments, so far as can be known.

This Rule is not intended to prevent an Engine being sent cautiously along the Line to assist a Train disabled by accident.

3. No Special Train, or Pilot Engine, shall leave a Station or pass along a Railway unless previous notice shall have been sent by Electric Telegraph, and shall have been acknowledged at every Station throughout the distance to which such Engine or Train is intended to proceed. Special Trains shall be subject to the Rules prescribed in the preceding Clause, and the utmost caution shall be used whenever such Trains are run.

4. No Train shall be allowed to move from any Station unless it be provided with efficient means of communication, whilst in motion, between the Engine-driver and the Guard, or other Officer in charge of the Train, reciprocally.

5. To enable the Driver to draw the attention of the Guard, each Engine, in addition to the usual shrill Steam Whistle, shall be furnished with a deep-toned Guard's Whistle, and this Guard's Whistle shall never be sounded except for the purpose of attracting the attention of the Guard.

6. To enable the Guard to call the attention of the Driver, on some convenient part of each Tender shall be suspended a Bell, with a lever arm, to which shall be attached a cord, passing through spring brackets fixed on the top or along the sides of all the carriages in the Train, and terminating in the Guard's Van. No Carriage, Truck, or Horse-box shall be attached to a Passenger Train, unless it be provided with brackets to carry the cord above-mentioned. When the Guard may have occasion to call the attention of the Engine-driver, he will pull the cord and sound the Bell.

7. No Passenger Train shall be allowed to move from any Station unless it be provided with an apparatus by which the Guard in charge can communicate with, and make his way to any and every Carriage in the Train; to afford the means of such communication, every Carriage, Van, or Horse-box, forming part of a Passenger Train, shall be provided with foot-boards, and with hand-rails or hold-fasts, attached to the sides of the Carriages, for the security of persons passing along the foot-boards. The foot-boards shall be not less than eight (8) inches broad, and shall extend the whole length of the frame of the Carriage, terminating evenly with the ends of the Buffers when pressed home.

8. Gates at Level-Crossings shall be constructed to close across the public roads, and shall not close across the Line of Railway, except on great thoroughfares, or under special sanction of Government.

9. In part of every Train for the conveyance of Passengers, there shall be a loaded Van or Truck interposed between the Tender of the Engine and the first Passenger Carriage.

10. No Locomotive Engine shall on any account be employed to push a Train from behind, except in "shunting" from a Main Line to a Sid-ing, or in the event of an accidental obstruction obliging a Train to return to the nearest Station.

11. No Train shall be despatched from any Station without a Break-carriage, and one or more Guards, and all the necessary Lamps.

12. The Station Lamps shall be lighted as soon as it becomes dusk, and during the twilight both the Day and Night Signals shall be used. The Signal Lamps shall not be put out in the morning until broad daylight.

13. No Engine shall be driven Tender foremost on the Main Line (unless when shunting) into a Siding, without the written order of the Locomotive Superintendent, for which he will be held responsible, or from unavoidable necessity, which the Engine-driver will be required to establish.

14. No Engine, Carriage, or Waggon shall cross or "shunt on" or from the Main Line until the proper Signal has been sent back or exhibited both up and down the Line.

15. The Statistics of Traffic shall be recorded in the fullest detail, and on a uniform system. A complete set of forms will hereafter be prescribed for general adoption.

## SECTION II.

### REGULATIONS GENERALLY APPLICABLE TO THE SERVANTS OF THE COMPANY.

1. Each person is to devote himself exclusively to the Company's service, attending at such hours as may be appointed, and residing wherever he may be required.

2. He is to obey promptly all instructions he may receive from persons placed in authority over him by the Directors, and must strictly conform to all their orders, in addition to the General Rules and Regulations which may be furnished.

3. He must not quit the service without having given one month's previous notice in writing of his intention, excepting such servants as have special agreements to the contrary. In case of his quitting without such notice, all claim for pay due will be forfeited. Salaries and wages of the Railway Establishments will be kept in arrears not less than fifteen days.

4. He will be subject to immediate dismissal for disobedience of orders, negligence, misconduct, or incompetency, or for any neglect of these Regulations, and will be held liable for all damages occasioned by misconduct or negligence. The pay of each man will always include his services during all such hours, whether early or late, as may be determined from time to time by his Foreman, and which hours will be so arranged as to give each man a fair average day's work.

5. No instance of intoxication on duty will ever be overlooked, and besides being dismissed, the offender will be liable to fine or imprisonment by the Magistrates of the District.

6. The first and most important duty of all the Company's Officers and Servants is to provide for the public safety; to prevent any obstruction on the Main Line which can be avoided, and to remove it instantly should it occur; to take special care at all times that the "Danger" Signals, as hereafter denoted, are properly worked; to protect Trains standing on the Line, and that Signals are shown in sufficient time to warn all parties of the obstruction before any Engine, Carriage, Waggon, Truck, Horse-box, or other vehicle or other obstruction be placed on or crossed over the Main Line, and also during the time that impediments (of any description) to the safe passage of Trains may exist.

7. In order to secure the observance of this Rule, it is required that the Clerk or person in charge of any Station or Siding, as well as the Signal-man shall be first apprised verbally by any servant of the Company whose duty it may be to

remove any Engine, Carriage, Waggon, Truck, or anything which may obstruct the passage of the Trains into or across the Main Line, that he is about to do so; and the person in charge of such Station or place shall thereupon personally attend to that business, in order to see that the proper Signals of Danger have been shown; and he shall attend to this duty until the Line shall again be quite clear or unobstructed.

8. The responsibility of any other servant of the Company than those specified in the last Rule is no way lessened by it, and all persons whose duty calls them to assist, or who are present on any such occasion as those specified above, will be held individually responsible for the protection of the Engine or Train from interruption or danger, and for keeping the Line clear and the Signals properly shown.

9. The conduct of all the servants of the Company is to be regulated by prompt, civil, courteous, and obliging attention to every person with whom they may have intercourse. They must at all times make full and satisfactory answers to all inquiries, and invariably give their names and occupations to persons who may require to know them; and any rudeness, incivility, or want of proper attention to passengers will meet with instant dismissal.

10. No money or gratuity in the shape of fee, reward, or remuneration is allowed to be taken from the passengers or other persons by any servant of the Company, under any pretence whatever, even though the regulated hours of duty shall have expired. Any servant receiving any gratuity will be immediately dismissed from the service.

11. Swearing and immoral and indecorous language are strictly prohibited, and also violent altercation and threats.

12. The Company reserve the right to deduct from the pay of their servants such sums as may be awarded as fines for neglect of duty, which will be appropriated to a Sick Fund, or to such other purpose as the Directors may think fit.

13. No person is allowed, under any circumstances, to absent himself from his duty, without permission from the head of his department.

14. Smoking is strictly prohibited in the Carriages and in all parts of the Company's premises; the use of Beer and Spirituous Liquors is in like manner forbidden, except in the Refreshment-rooms or other places set apart for that purpose.

15. No person, except he be in the service of the Company, is allowed to walk along any part of the Railway, without a written license from the Resident Engineer, or the head of the Executive Department.

16. Any person having occasion to walk along the Railway, is to walk clear of the Rails altogether, unless his duty should require him to pass between them. Any person who may be obliged to walk through a Tunnel, is to keep close to the wall on his right hand.

17. In case of accident or obstruction to the Train, the safety of the passengers must be deemed of the greatest importance. The most prompt mode of communicating the circumstance to the next Station and to Head Quarters must be adopted, and all possible assistance may be demanded

from, and must be promptly rendered by any servant of the Company whose services may of use under such circumstances.

18. Every person receiving uniform must wear it on duty clean and neat, and if any article of dress, tools, or other things provided by the Company shall have been improperly used or damaged, the person receiving it will be required to make it good. On leaving the Company's service each article of dress, tools, or other things which have been supplied must be delivered up.

19. Every servant of the Company is required to report immediately to his superior Officer any infringement of the Rules and Regulations which which may come to his knowledge.

20. The Book of Rules in English is to be kept in the possession of every Engineman, Fireman, Guard, Switchman, Policeman, Platelayer, Gauger, and Foreman, and such other servants understanding English to whom it may be delivered; and any such servant found without one will be fined by the head of his department such a sum as he may think proper. It must be produced when required, and if defaced or torn, a new one will be supplied at the cost of the owner; and any person who may have lost his copy of the Rules is required immediately to apply to the head of his department for another. All servants of the Company whose duty renders them in any degree responsible for the safety of the passengers, the Company's property, or that of their fellow-servants, must be thoroughly and perfectly conversant with all the Rules contained in this book, their special attention being directed to those which refer to their own particular duties; and in every case where the assistance is required of persons who are not conversant with all such Rules, these persons must be strictly prohibited from doing any act or work on, or within ten feet of the Main Line, except in the presence of and under the immediate directions of some Officer or Servant who is perfectly conversant with all the Rules and Regulations of the Company.

21. Each Native subordinate, who may be unacquainted with the English language, will be provided with a translation into his own tongue of these Rules, or of the Section relating to his peculiar duties. He will be required to make himself thoroughly acquainted with its contents, to carry it about with him, to produce it when called upon to do so, and if lost, to take the measures for replacing it prescribed in the foregoing Clause.

22. Any articles found by any of the Company's servants in any of the Carriages, or at a Station, or on any other part of the Company's property, must be immediately sent to the person in charge of the nearest Station, by whom it is to be forwarded to the Traffic Manager's Office for registration; any breach of this Rule will be visited with severe punishment.

23. Should any servant think himself aggrieved, he may memorialize the Board, or their Agent in India, but in every such case the Memorial must be sent through the head of his department.

24. When any accident occurs on any part of the Line, it must be immediately reported to the nearest Station Master or Station Clerk, and as soon as possible to the Locomotive Superintendent.

25. Every servant of the Company is specially invited to communicate to his superior Officer anything calculated to promote the interests of the Company, or the safety and convenience of the public.

26. Reports or other communications are, if practicable, to be made in writing; verbal messages are strictly prohibited, except in cases where writing materials are not procurable.

### SECTION III.

#### SIGNALS.

Red is a signal of Danger—'Stop.'

Green „ „ Caution—'Proceed Slowly.'

White „ „ All Right—'Go-on.'

The Signals will be made by Flags in the day-time and by Lamps at night.

In addition to this, any Signal, or the Arm waved violently, denotes "Danger," and the necessity of stopping immediately.

### SECTION IV.

#### HAND SIGNALS BY DAY.

When the Line is clear, or nothing to impede the progress of any Engine or Train, the Policeman will stand erect, with his Flag in his hand, thus—



2. If it is necessary to proceed with Caution, the Green Flag will be elevated, thus—



Or in absence of the Flag, one Arm will be held up, thus—



3. If it be necessary to proceed with **Caution** from any defect in the Road or Rails, the **Green** Flag will be depressed, thus—



4. If required to **Stop**, the **Red** Flag will be shown, and waved to and fro, the Policeman facing the Engine.



Or, in the absence of a Flag, by both Arms being held up, thus—



5. Engine-drivers seeing a **Red Signal**, whether it be by Flag, Lamp, or any other contrivance, are required, under all circumstances and without exception, to **Stop** their Engines as soon as possible.

6. As soon as the Engine passes, the Policeman will bring his Flag to his shoulder.

## SECTION V.

### DETONATING SIGNALS.

1. Detonating Signals are to be used in addition to the Regular Day and Night Signals in cases of fog, obstructions, or obstacles; a supply of not less than twelve shall be kept at each Station, in a place known to all servants, so that they may be obtainable at all times. These signals are to be placed on the Rail (label upwards) by binding the lead clip round the upper flange of the Rail. When the Engine passes over the Signal, it explodes with a loud report when the Engine man must instantly stop, and the Guard or Fireman must immediately protect the Train by going back and placing one of these every 100 yards, for a distance of one **one quarter of a mile**, the Train may then proceed slowly to the place of obstruction. When the occasion for using them has passed by (by the removal of any obstacle or otherwise), the Signals must be removed from the Rail.

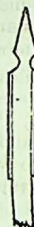
## SECTION VI.

### SEMAPHORE SIGNALS.

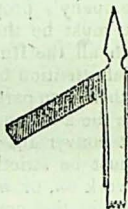
1. The Signals are constructed with either one or two Semaphore Arms.

2. The Signal is invariably made on the left-hand side of the Post, as seen by an approaching Engine-driver.

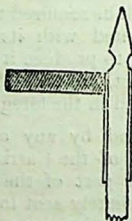
3. **All Right** is indicated by the left-hand side of the Post being clear, the Arm being within the Post, thus—



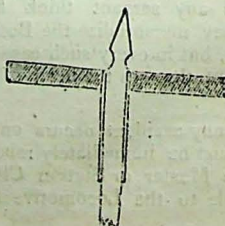
4. The **Caution** Signal, to slacken speed; is shown by the Semaphore Arm on the left-hand side being raised to an angle of 45 degrees, thus: which must always be kept up for 15 minutes after a Train or Engine has passed.



5. The **Danger** Signal, to stop, is shown by the Arm being raised to the horizontal position, thus: which must be always kept up, and only turned off to allow a Train to pass, after which it must be immediately turned on again.



6. When the two Arms are raised horizontally both Lines are obstructed.



## SECTION VII.

## FIXED SIGNALS BY NIGHT.

1. The **All Right** Signal is shown by the **White Light**.
2. The **Caution** Signal is shown by the **Green Light**.
3. The **Danger** Signal by the **Red Light**, must always be shown, and is to be turned off only to allow an Engine or Train to pass.

## SECTION VIII.

## TRAIN SIGNALS.

1. No Engine or Train shall start from any Station between sunset and sunrise without the Red Head and Tail Lamps being lighted, and those Lamps must be examined wherever the Train stops, to see that they are still attached and burning clearly.

## SECTION IX.

## STATION SIGNALS.

1. When the Line is single, the "Danger" Signal on both sides of the Station must be always kept "on," and only turned off to allow a Train to come up to the Platform, after which it must be turned on again. Should a second Train arrive from either direction, the Pointsman having given his Signal, the "Danger" Signals shall be turned off, until the newly-arrived Train shall have passed the Points to the Main Line, where it will remain protected by the two "Danger" Signals until the Train at the Platform has moved out. The Train on the Main Line will then "shunt" or back to the Points, and be passed to the Platform.
2. Every Train and Engine will stop at all the Stations, or will only be allowed to pass when the Signal "All Right" is shown.

## SECTION X.

## JUNCTION SIGNALS.

1. At the Junction of two Lines of Railway, separate Signal Posts will be provided for each.
2. All the Signals at Junctions must be kept to show "Danger," except when an Engine or Train approaches which it is not necessary to stop, in which case the Signal on the Line in which such Engine or Train is coming must be lowered to "Caution," all the other Signals being kept at "Danger." Engines or Trains on the Main Line must have the preference of, and be allowed to proceed before any Engine or Train on the Branch Line. The Signals at Junctions must never, on any account, be lowered below "Caution," and after the passing of any Engine or Train, they must be kept at "Danger," and only moved from this position to allow Engines or Trains to pass.
3. A Red Board, or an additional Tail Lamp, attached to the back of an Engine or Train, denotes that a special Train is to follow; and care must be taken to attach such Board or Lamp to any Train starting from a Station where notice has been given of a Special Train to follow.
4. If any Signal is out of order, it must be immediately reported to the Traffic Manager.

## SECTION XI.

## STATION MASTERS OR CLERKS IN CHARGE OF STATIONS.

1. Station Masters will receive orders from, and report to the Traffic Manager. Clerks in charge of Stations will be under the immediate orders of the Traffic Manager, or under those of a neighbouring Station Master, as may be ordered in each case.
2. Every Officer in charge of a Station has control over all the servants of the Railway Company attached to the Station, or to the Points and Signals connected with it.
3. It will be the special duty of every Officer in charge of a Station to attend to the arrival, despatch, and departure of Trains; and when he has ascertained that the work of the Station is performed, that the passengers have entered the Carriages, and that the time as pointed in the Time Table has arrived for the departure of the Train, will have the Hand Bell rung as a signal to the Guard to proceed. He will be held answerable for the Station buildings, and the Company's property attached to them. He is also to be responsible for the faithful and efficient discharge of the duties devolving upon all the Company's servants at the Station. He will bring fully to the notice of his official superior all misconduct and inefficiency on the part of his subordinates. He is to take care that all Signals, Gates, and Points are in complete working order by day and night, and shall give notice to the Inspector of Permanent Way of the Division immediately on any repairs being required thereto; and in case any part becomes deranged or broken, he must immediately order the nearest Platelayer to get the same made perfectly safe; and he will be held responsible for the consequences of any accident that may occur from the defective state of the Signals, Gates, or Points under his charge, unless the same shall have been previously reported as hereby required.
4. He is to see that all general and other orders are duly entered and executed, and that all Books and Returns are regularly written up and kept.
5. He is to see that all the servants obey the Rules and Regulations, and is to pay particular attention to the Signals and to the Rules respecting them, and to see that the Signal Lamps are lighted as soon as it becomes dark; and during the interval between the dusk of evening and dark, both the Day and Night Signals must be used. The Signal Lamps must not be put out until broad daylight.
6. He is to inspect daily all the Rooms, Platforms, and places connected with the Station in order to see that they are neat and clean.
7. He is to see that all the servants at his Station come on duty clean in their persons and clothes.
8. He must be careful that all Stores supplied for the Station are prudently and economically used, and that there is no waste of Oil, Stationery, &c.
9. He is responsible for having the name of the Station distinctly called out from end to end of every Train stopping at the Station.

10. In case of obstruction or accident, he is to obtain all necessary assistance as soon as possible, and report such occurrence to Head Quarters immediately.

11. He is to take care that the Establishment is on the alert, and that there shall be no obstruction on the Main Line near his Station when any Train is due.

12. He is to see that all Carriages or Waggon which may be left standing in the Sidings are securely scotched, and the Brakes down.

13. Every exertion must be made for the expeditious despatch of the Station duties, and for ensuring punctuality in the Trains; and no Trains shall be started before the time stated in the Tables.

14. As a general rule, Passenger Trains are to take the precedence of Luggage Trains.

15. The Station Masters must leave to the discretion of the Engineman to determine the load that may be sufficient for his Engine; but each case of refusal to take Freight that the Station Master may wish to forward must be reported to the Traffic Manager.

16. The Clerks at the several Stations are to deliver Tickets to all persons booking their places for conveyance by the Railway, and no person is to be allowed to pass into the Platform without producing his Ticket.

17. If a Guard or Station Clerk have reason to suspect that any Passenger has been travelling on the Railway without having paid the proper fare, he may require such person to produce his Ticket; and if any passenger shall refuse to show his Ticket, or to deliver the same up when required, or shall commit any other offence against the Rules and Regulations of the Company, the case shall immediately be investigated by the Chief Clerk of the Station where the occurrence may take place, who is to exercise his discretion as to the proceedings to be taken, always reporting to Head Quarters what has been done.

18. The power of detention is to be exercised with great caution, and never where the address of the party is known, and his position such as will afford reasonable security for his appearance to answer the charge, or where adequate security is offered for such appearance. When it shall be necessary to detain any party, such detention shall not continue for a longer period than is absolutely necessary, but he shall be conveyed before a Magistrate with as little delay as possible.

19. Passengers not producing their Tickets are required to deposit the amount of the whole fare from whence the Train started, until inquiry can be made, in order to ascertain whether the fare has been actually paid or not; in every case the circumstances must be inquired into without delay, and reported to Head Quarters.

20. As it is the intention to defraud which constitutes the offence, it is very desirable that the power of detention should be exercised with caution and discretion, as cases may frequently occur of persons travelling unintentionally beyond the distance for which they have paid their fare, or even against their wish; and the right of detention is only applicable, in cases of what is termed over-riding, to parties who knowingly and wilfully proceed beyond the place to which they are booked,

and that not only without previously paying the additional fare for the original distance, but also with intent to avoid payment thereof.

21. An account of all Unclaimed Luggage and any property or articles found on the Line and on the Company's premises, must be kept by the Clerk in charge; and all such articles or things must be sent to the Traffic Manager's Office at the end of each week, together with a list thereof.

22. Persons in charge of Stations must be careful in seeing that the Station Clocks are kept at the proper time, and in working order.

23. No Station Master is allowed to absent himself from the duties of his office, unless with leave from the Traffic Manager, except from illness, in which case he must immediately inform his superior, and in the meantime he must take care that some competent person is entrusted with his duties.

24. Smoking is not allowed either in the Carriages or at the Stations. In the event of any person being drunk and disorderly, or conducting himself to the annoyance of others, the Station Master is to use all gentle means to stop the annoyance, and if the offender persists, the Station Master is to remove him from the Company's premises.

25. Each Officer in charge of a Station shall be accountable for the Tickets entrusted to him, and for the money collected in his Station, unless that responsibility shall have been separately vested in a Cashier or Booking Office Clerk.

## SECTION XII.

### GUARDS.

1. Every Guard must be in attendance at the Station at least half an hour before the time appointed for his Train to start.

2. Each Guard is to take with him the following articles, viz:—

- 1 Time Table.
- 1 Monkey-Wrench.
- 2 Levers.
- 1 Tail Rope.
- 1 Screw-Jack.
- 2 Fire Buckets.
- 1 Red Tail-Board.
- 1 Case of Detonating or Fog Signals.
- 1 Hand Signal Lamb.
- 1 Box of Grease.
- 1 Time-piece and Bell.
- Red and White Signal Flags.
- A few spare Centre Chains and Shackles.
- A double-hooked Chain.

3. He will receive his instructions from the Clerk in charge or Station Master, to whom he is to make known whatever is wanting. The Clerk in charge or Station Master, when he has ascertained that the work of the Station is performed, that the passengers have entered the Carriages, and that the time, as pointed in the Time Table, has arrived for the departure of the Train, will have the hand Bell rung as a Signal to the Guard, and the Guard will thereupon see that all the Carriage doors are closed and secured, and that the luggage is properly sheeted, and then sound his Whistle as a Signal to the Engine-driver to proceed.



4. He is to see that his Break is in good working order, and that the Lamps of the Train are in good order, and that they are lighted between sunset and sunrise, and also that the Carriages and Waggon in his Train are in good order, and properly coupled and screwed up; that the cord to the Bell on the Tender is attached and passed along the top of the Carriages, and the end secured to the Guard's Van, and also that the axle bearings of all the vehicles are greased.

5. The Trains when in motion will be under the control of the first Guard (in case there are two, the first shall ride on the Van or Carriage next to the Engine or Tender). The passengers and property in the Train will be under his charge; he will be responsible for the safety and regularity of the whole; he is to enter on his Way-Bill the time of running with the arrival and departure from each station; he is to keep the time as given to him by the Station Master at the principal Terminus, by which he is to regulate his Time-piece daily, and which time he is to give to the Clerks at the intermediate Stations; he is to see every Carriage detached which may be destined for any intermediate Stations; he is to attend to the Luggage, and enter up his Way-Bill correctly.

6. When a second Guard goes with a Train, he is to attend to the instructions of the first Guard, and to assist him in any way that may be required.

7. Guards must regularly signal to the Engineman that all is right; but when any thing is wrong, they must give the "Caution" or "Danger" Signal; and if not observed, they must draw the cord and sound the Bell on the Tender. The Signal from the Engineman to the Guards will be by a deep-toned Guard's Steam Whistle, on hearing which they must immediately apply their Breaks.

8. On arrival at a Terminus, the Guard or Guards are not to leave the Platform until they have delivered over all parcels and luggages to the persons appointed to take charge of them; and if any article is missing, they are to report the same to the Officer in charge of the Station.

9. The Guard is also to report any unusual circumstances which he may have observed during the journey, and any Carriage, Waggon, &c. which may require examination.

10. The doors of the Carriages on the side furthest from the Platform are always to be locked; and the Guards are charged to request passengers to keep their seats in case of any stoppages on the road.

11. Guards are to exert themselves to prevent any breach of the By-Laws by passengers or others, and to report such cases if they occur. With regard to persons intending to defraud the Company, they are referred to Rules for Station Masters, &c., paragraphs 17, 18, 19, and 20.

12. When a Train comes to a stand-still, or is only able to move on at a slow pace, the Guard is to see that competent persons be sent both back and forward with Signals to a distance of 600 yards. The Guard in the discharge of his duty is to use every exertion for the protection of the Train under these circumstances; and in case of emergency, he must go with a Signal himself the required distance. He is, however, except on such an emergency, to remain with his Train.

13. When it is necessary for the Guard to make a Signal to the Engineman, he must draw the cord attached to a Bell on the Tender, and continue to ring it till the Signal is answered; but should this apparatus get out of order, the Break may be applied, or a Flag or Lamp is to be waved to attract the Fireman's attention.

14. The Guards must pay strict attention to see that the fare of each passenger, and the charge on every article, is properly booked, and the fare paid; if he has reason to suspect that any passenger has not paid his fare, he is to request such person to show him his Ticket, and in default thereof, he is to report such case to the Clerk at the next Station, and enter it in his Report. When a passenger wishes to change from any inferior to a superior Carriage, the Guard must have this done by the Clerk at the first Station, to whom the difference is to be paid.

15. It is the Guard's duty to see that each passenger is seated in the class of Carriage corresponding to his Ticket.

16. Prisoners, and persons who are afflicted with insanity, or who, from any like causes, may be disagreeable to the other passengers, must be placed in a compartment by themselves.

17. When a Guard is in charge of a Train to which Goods Waggon are attached, he must carefully examine the loading and see that it is well protected and secured, and specially that it does not overhang the sides.

18. He must see that Goods of a combustible nature, such as might possible take fire from a spark or hot cinder, are completely sheeted and tied down.

19. He is to be careful in delivering all invoices, letters, despatches, and other things lawfully committed to his care.

20. He is to examine the Tickets on the Waggon, and compare them with the Way-Bill, and must have any discrepancy rectified before starting.

21. He shall not permit any person to ride in the Guards' Van or Break-Waggon without a special order.

22. It is especially enjoined upon the Guards that they be quick and attentive in the discharge of their duties, and in getting the Trains away with as little delay as possible from the intermediate Stations; the stop at an intermediate Station ought not to exceed two minutes, unless it be necessary to wait for time, and should this be the case for more than five minutes, it is to be noted on the Way-Bill.

### SECTION XIII.

#### PORTERS.

1. The Station Porters to appear on duty clean.

2. To be at the Station at such hours as the Station Master shall regulate.

3. To be upon the Platform, or on the outside of the Station, for the purpose of carrying luggage, &c., to close the entrance doors when a Train is due, and be upon the Platform waiting the Train, on the arrival of which they are to pronounce distinctly the name of the Station, and immediately open the doors of all Carriages in which any sign

be made by a passenger as wishing to get out; and at Terminals or first-class Stations, *all the doors* must be opened, and every exertion made promptly to afford every assistance to persons in obtaining their luggage.

4. Porters are required to be careful, in giving out the luggage, not to give the wrong articles, more especially at intermediate Stations, and in selecting luggage they are distinctly to understand its destination.

5. The Porter's duty as regards Passenger Trains, is to carry luggage and parcels to and from conveyances outside the Station to or from the Train, and this work is expected to be done with as much celerity and despatch as is consistent with the care of the articles carried, and to avoid striking against any person.

6. The Porters must keep the Platforms free of Goods, Parcels, or articles of any sort at Train times.

7. No person is to be admitted to the Platforms without a Ticket, unless with the Station Master's permission, and any person trespassing upon it or upon any part of the Company's premises without authority, is to be warned to leave, and if he refuse to do so, the Porter is to immediately report such circumstance to the Station Master or Clerk in charge.

8. Between the departure and arrival of Trains, the duties of Porters consist principally in loading and unloading Goods, and in keeping the Stations and Offices clean and in good order; they are to devote themselves entirely to the Company's service in all matters and at all times, and to implicitly obey the orders of the Station Masters.

9. The Porters are furnished with the Regulations respecting *Signals*, and must make themselves thoroughly acquainted therewith, and be observant whether the right *Signals* are up and attended to, and report any errors at once to the Station Master.

#### SECTION XIV.

##### ENGINE-DRIVERS AND FIREMEN.

1. Every Engine-driver must be with his Engine at least 45 minutes before the time appointed for starting with the Train, to see that his Engine is in proper order, and sufficiently supplied with fuel, water, signals, lamps, &c., &c.; and every Fireman must for the same purpose be with his Engine at least one hour before such Train is to start.

2. At five minutes before the hour of starting with any Train, and not sooner, the Engine-driver must place his Engine in front of the Train; after that time, and until the end of the journey, he will receive his orders from the Guard in all matters affecting the starting, stopping, or movement of the Train, and he must promptly obey all orders or *Signals* given to him, whether by the Station Master or the Guard, so far as the safe and proper working of his Engine will permit him to do.

3. No person except the proper Engine-driver, his Firemen, and Assistant, will be allowed to ride on the Engine or Tender without permission of the Locomotive Superintendent, or, in special cases, by an order in writing, from one of the Chief Officers of the Company, with a notice to the Superintendent.

4. When the Engine is in motion, the Engine-driver is to stand where he can keep a good look-out ahead, in which the Fireman, when not otherwise engaged, is to assist; and the Assistant Fireman is to keep a good look-out for any *Signals* from the Guards of the Train, and see that the Carriages and other vehicles in his Train are right; and both are to obey the Engine-driver's instructions.

5. Every Engine-driver shall have, at all times, on his Tender or with him the following Engine Tools. Articles; he must be held responsible for them, and he must produce them whenever the Foreman requires to do so:—

- 1 Case of Detonating Signals.
- 1 Set of Lamps for Engine and Tender.
- 1 Set of Screw-Keys.
- 1 Large and small Monkey-Wrench.
- 1 Screw Jack.
- 2 Pinch-Bars.
- 2 Short Chains with Hooks.
- 2 Fire Buckets.
- 2 Hammers and Chisels.
- 3 Half-round Files.
- 1 Set of Oil-Cans and Fillers.
- 4 Tube Plugs and 1 Driver.
- 1 Spare Clock.
- 2 Syphon Cups.
- 1 Shovel Fire Iron.

A few spare Bolts and Nuts, Cord, Flax, Spun yarn, and a Rope.

The Lamps are to be delivered into the Lamp-house when the journey is completed, and taken out again when required.

6. Engine-drivers are bound to observe all Attention to *Signals*. Signals, without exception, and under all circumstances. An Engine-driver must pay instant attention to every Signal, whether he understands its object or purpose or not, and should he fail to do so, he will be liable to dismissal and such severe punishment as is provided for under the Railway Act. When a Red Signal is shown, he must under no circumstances pass it, but, as soon as possible after seeing such Signal, bring his Train to a stand.

7. In addition to the Red Signal, if an Engine-driver passes over a Detonating Signal, he must bring his Engine to a stand as quickly as possible.

8. As a general rule, Goods Trains must in all cases give way to, and assist, Passenger Trains in keeping their proper time.

9. No Special or Extra Engine, with or without a Train, will be allowed to pass along a Railway without previous notice, or a written order from the Locomotive Superintendent, and without strict observance of the provisions of Clause 3, Section I, so as to provide against any risk of a collision from one Engine meeting another or overtaking a Train.

10. The particular attention of Engine-drivers, Firemen, and Guards is directed to the Level-Crossings on the Line, either private or public (as the inexperience of the Natives renders them liable to accidents); the Whistle is therefore to be sounded on approaching such places, and the Engine stopped, unless the Signal "All Right" be exhibited; and special orders will be issued

regulating the speed of Engines or Trains over portions of the Line in which such Crossings occur.

11. Every Engine-driver, on going out, is to take with him his Time-Table, Rule Book, and Special Instructions, and while on duty to have them always with him, to be produced at any time when asked for. He must pay particular attention to the Time Bill, and so regulate the working of his Engine, as to maintain a uniform speed between Stations; and when not attached to a Train, he is not to prolong his stay at intermediate Station or place, unless otherwise instructed, or except when compelled to do so by accident or necessity.

12. Whenever an Engine, on either Line of Rails, is disabled or obscured by steam, it must be approached very cautiously, so that if necessary the Driver of the approaching Engine can stop, and the Whistle is always to be sounded, that full warning may be given. If the Driver of the approaching Engine finds of necessary to stop, he must ascertain the cause of the obstruction, and render to the disabled Engine such assistance as is in his power. He must report the obstruction and the cause of it to the Station Master at the next Station. Should it not have been necessary for him to stop, he must still report at the next Station what he has observed.

13. Engine-drivers, with Pilot Engines, must be prepared, while on duty, to start immediately on receiving an order from their superior Officer. No Pilot or other Engine without a Train shall stand in the Main Line, but always in a Siding; and while the steam is up, an Engine-driver must never leave his Engine without shutting the Regulator, putting the slides out of gear, screwing up the Tender Break, and placing the Foreman in charge of the Engine. The Engine-driver will be held responsible for his Engine being in working order and always ready to start.

14. Engine-drivers shall afford every assistance with their Engines that may be required for the arrangement and despatch of the Trains, and shall follow the instructions of the Guards in working them.

15. Guards will give Engine-drivers a Signal to start by blowing a mouth Whistle, which the Engine-driver must answer by a short whistle before starting from the Steam Whistle. In every case when it is necessary for all the Breaks to be applied, he shall sound the Guard's Steam Whistle and shall attend to any Signal made by the Guard, whether by ringing the Bell attached to the back part of the Tender, by waving Flags, or by application of the Break.

16. No Engine-driver with a Train is to start without the Signal being given; he is to start or increase the speed cautiously, to avoid the breakage of couplings; he is also to exercise caution in the mode of stopping, and to be careful that it is not done suddenly, except in cases of emergency. He is to pay particular attention to the

weight of the Train, the state of the Rails, and to sound the Whistle and use great caution in running past any Station when duly authorized to do so.

17. No Engine driver shall run his Engine Tender foremost (unless when shunting into a siding) without the written order of the Locomotive Superintendent, or unless in cases of unavoidable necessity, to be established by the Engine-driver; in such cases he shall not exceed a speed of **twelve miles an hour**.

18. The speed in passing Junctions, Sidings, or Crossings should not exceed **ten miles an hour** in clear weather.

In foggy weather or at night, it should not be greater than **five miles**. Facing Points ought not to be passed at more than **five miles an hour** under any circumstances.

19. No Engine shall cross the Line of Railway at an intermediate Station without permission.

20. Particular caution must be used in foggy weather, or during heavy rain, by all the Company's servants engaged on the Line.

21. The Whistle is to be sounded on approaching Stations, Level-Crossings, and Junctions, and all other places where obstructions are likely to take place.

22. Should fire be discovered in the Train, the steam must be instantly shut off, and the Train brought to a stand, the proper Signals put on, and the burning Waggon or Carriages must be detached, and every exertion used to put out the fire with the least possible delay; no attempt must be made to run even to the nearest water-tank if it is more distant than 300 yards from the place where the fire is discovered, as such a course is dangerous.

23. If any portion of a Train breaks loose when in motion, the Engine-driver will stop carefully to have it re-attached.

24. The Engine-driver is to take particular notice of the state of the Permanent Way while out with his Engine, and in case any part of the road is in bad condition, he must proceed with caution at a reduced speed; and at the termination of the journey report any loss of time thereby caused. He must also, both before commencing and on terminating his journey, with a gauge try the wheels of his Engine and Tender, and with a hammer sound the Wheels and Axles, to ascertain that all is correct and sound. Any defect he must at once report to the Foreman.

25. When an Engine is travelling without a Train after sunset, it must always carry a **White Light** in front, and a **Red Light** in the rear.

26. A **Red Board or Red Flag**, or an additional lighted **Red Tail Lamp**, placed at the back of the Engine or Train denotes that an extra Train is to follow.

27. Every Engine will, when considered desirable by the Locomotive Superintendent, carry, in addition to the Engine-driver and Fireman, an Assistant Fireman, whose duty will be strictly confined, when the Train is in motion, to watching any Signals which may be made by Guards or others, and to any irregularity

in the motion of the Trains and to act generally as an Assistant under the direction of the Engine-driver. The Fireman and Assistant Fireman may relieve each other by changing places, at such periods or stages of the journey as may be determined upon by the Superintendent or his Foreman. Although the duty of this Assistant is to look out for Signals, he will not relieve the Driver and Fireman from any like duties previously specified in the Rules as applicable to them.

28. When more than one Engine is attached to a Train, the Signal of one distinct Whistle will signify to go on, and two distinct Whistles to reverse and put back. In all cases the first Engine-driver must give the Signal, and the others immediately repeat and obey them, and great care must be taken that the Engines may start and stop together, to avoid any great check or breakage of couplings. Should the following Engine-driver discover any thing wrong, he must sound his Whistle to warn the Engine-driver in front.

Signals to be given when more than one Engine attached to a Train.

29. When the assistance of a second Engine may be required to a Passenger or Goods Train, the assistant Engine must invariably be attached in front. No Engine will be allowed, under any circumstances, except with the order of the Locomotive Superintendent, to push a Train, but always to draw it. This does not refer to shunting Trains at Stations and across Points.

Engine always to draw a Train.

30. When Engine-drivers are required to shunt Trains, they and their Firemen must keep a sharp look-out either in front or behind, according to the position of the Points, to see that all is right before crossing, &c. If there be no Pointsmen on duty, the Guard must hold the Points, otherwise the Driver must refuse to move his Engine, reporting the circumstances at the end of his journey. Before putting on steam to shunt, Drivers must always receive the "All Right" Signal from the man at the Points.

31. When an accident or stoppage occurs to any Engine or Train on the Main Line, the Engine-driver must see that some competent person is sent back immediately a distance of 600 yards, with Signals to stop any approaching Train or Engine, and when it is necessary for an Engine to move in the wrong direction on the Main Line, the Engine-driver must previously see that some competent person has gone 600 yards in advance of his Engine to stop any coming Train; such person must continue so in advance while the Engine is moving in the wrong direction, and the Engine must not follow him at a speed greater than four miles per hour.

32. In case an Engine-driver may be unable to proceed with his whole Train when on the Line, he shall take part of it to the nearest Siding, returning immediately for the remainder. Before going on with any portion of such Train, the Driver must see that some competent man is in charge of that portion left behind, and is properly supplied with Signals.

33. Should a stoppage occur near a Station, and the Engine-driver receive a written order from the Station Master or Guard to proceed in a contrary direction, this will be sufficient authority for so doing, at a speed not exceeding fifteen miles per hour.

Precautions to be taken when a Train has to be divided.

34. Firemen shall act under the direction of their respective Engine-drivers in all matters not inconsistent with the duties laid down in the rules; at the same time they will be held jointly responsible with the Engine-drivers for their proper execution.

35. Any instance of inattention to these Rules or to the special orders and which on investigation shall be proved, will be, at the discretion of the Locomotive Superintendent, punished by Fines.

Duties of Firemen in reference to Rules.

#### RULES TO BE OBSERVED BY ENGINE-DRIVERS AND FIREMEN ON A SINGLE LINE OF RAILS.

36. All the previous Rules apply in this instance, and in addition thereto the following ones.

37. An Engine travelling without a Train after sunset must, in addition to the usual White Head Lamp, carry a Red Head Lamp, also a Red Side Lamp on the tender and a Red Tail Lamp in the rear.

Lamps for Single Engine at night.

38. Engine-drivers on approaching Single Line Stations must so reduce the speed of their Engines as to be able to stop before reaching the Facing Point at the Station entrance, and when passing such Facing Points they must not exceed four miles per hour. When two Engines approach a Station at the same time, both Engines must be brought to a stand before passing the Facing Points, and there remain until specially signalled to advance.

Speed when coming to Stations and when two Trains meet at a Station.

#### SECTION XV.

##### POLICEMEN AND POINTSMEN.

1. Every Policeman on duty is to stand upon the Line clear of the Rails, and give the proper Signal on the passing of a Train.

2. The duties of Pointsmen are very simple easily understood, and remembered, and are at the same time not heavy; but they require great care, attention, and watchfulness, for any neglect of them may cause very serious accidents; they are warned therefore always to be on the alert, and cautious in the discharge of their duty.

3. The Pointsmen is to be careful in keeping his Points clear and well oiled; and whenever a Train or Engine has passed over, he is to remove any particle of coke or dirt that may have dropped between the Points, so as to prevent them from closing, and must also see that they are replaced in their proper position; he is to try his Points before the passage through of a Train,

In case of Accident or Stoppage how to act.

Train when on the Line, he shall take part of it to the nearest Siding, returning immediately for the remainder. Before going on with any portion of such Train, the Driver must see that some competent man is in charge of that portion left behind, and is properly supplied with Signals.

that he may be thoroughly satisfied that there is no impediment to their true working; and in any case where Facing Points exist, these precautions become doubly important.

4. If the Points are out of order, he must immediately report the fact to his superior Officer.

5. If he is in charge of Signals, he must pay particular attention to the Rules for working Signals, and must report immediately any derangement in the Signal Lamps or means of working them.

6. Policemen and Pointsmen are responsible for all Lamps under their charge being trimmed and showing a clear and distinct light, and also for a supply of Fog Signals and other necessaries being in their possession.

7. They are not to allow strangers to trespass on the Line without written authority, and are to be careful in carrying out the Regulations of the Company. Policemen are to take into custody persons offending against the provisions of the Railway Act.

8. Every Policeman on duty will be supplied with a Whistle, to aid him in calling the attention of the next Officer in communication with him; and such signal is not to be considered as received until answered by the person to whom it is passed.

9. The attention of Policemen is called to the Rules for Enginemmen in cases where the Line may be obstructed, and they must tender all assistance in their power under such circumstances.

10. The attention of Policemen is particularly directed to the several private Crossings on the Line (not public highways); they must see that the Law for regulating such places is strictly carried out.

## SECTION XVI.

### GATEMEN AT LEVEL-CROSSINGS.

1. All Level-Crossing Gates closing across the Line must be provided with Red Signal-Boards, and with Lamps showing Red up and down the Line when the Gates are closed across the Line.

2. Every Gateman will be provided with Day and Night Signals, which he must keep in proper order, and report immediately any defect he may observe to his superior Officer.

3. The Gates must be kept open to the public road, except when any Engine or Train is due and expected, or is heard or seen approaching, at which time such Gates are to be closed and fastened across the public highway; and until such Engine or Train has passed clear of such highway, the Gates are to be kept closed, and no person or thing to be allowed within them. While the Gates are open to the road, the "Danger" Signal must be exhibited both up and down the Line.

4. In all cases the Gateman, when signalling, is to stand in a position where he can be seen by the approaching Enginemman.

5. If the Gateman observe any Gate or fastenings to be out of order, he must immediately report to his superior Officer; and in case any part becomes deranged, he must immediately report to the nearest Platelayer, in order to the Gates being made perfectly safe.

6. Gatemen are to prevent as much as possible any person trespassing upon the Railway, and every case of trespass must be immediately reported to their superior Officer; and they are also to report any irregularity of signals or other infringements of the Company's Regulations, whether of Platelayers or others in the Company's service.

## SECTION XVII.

### FREE PASSES.

Servants and others connected with the Railway are required to pay their fare the same as other passengers, except such Officers or persons to whom passes may have been granted, on the proper forms, by the authority of the Directors.

## SECTION XVIII.

### FORM TO BE SIGNED BY THE COMPANY'S SERVANTS.

I \_\_\_\_\_ being this  
engaged as  
in the service of the Bombay, Baroda, and Central India Railway Company, hereby declare that all the foregoing Instructions and Regulations have been read (or heard read) over by me, and duly explained to me; that I clearly understand them, and have received a copy of them; and I hereby bind myself to obey and abide by these Regulations. As witness my hand this \_\_\_\_\_ day of

186 .

Witness to Signature.

## SECTION XIX.

### REGULATIONS FOR INSPECTORS, FOREMEN, MAISTRIES, AND LABOURERS ENGAGED IN REPAIRING THE PERMANENT WAY AND WORKS.

1. Each Inspector will have a District of the Line under his charge, and will be held responsible for the condition of the Permanent Way and Works on his District. He must keep an account of all Materials used, and must see that none are wasted.

2. He must take care that the Foreman and Maistries are supplied with copies of the Rules and Regulations. He shall furnish them also with proper Signals and Lamps, and accurate Gauges for the Line, and all necessary tools, which he must require them to produce once in every month for his inspection, that he may ascertain if the Gauges are correct, the Tools and Signals in good order, and that no articles have been lost.

3. It will be his duty to see that the men employed under him are active and efficient in the discharge of their duties, and that they attend carefully to the Rules and Regulations laid down for their guidance; and to make a Monthly Return of each man's time.

4. He must examine frequently the Bridges, Points, Crossings, Turn-Tables, Water-Cranes, Signals, and all other Works on the Line, and report upon them to the Engineer as occasion may require.

5. He must have a list of the names and abodes of every Foreman and Maistry in his District, so that in case of accident, they may be called upon to summon their labourers immediately to

assist in any way that may be deemed necessary; and should any obstruction or casualty take place, each Foreman or Maistry is instantly to collect the required strength to remove the obstacle, or render other assistance.

6. He must regulate the working of the Ballast and Earth Trains, and must take care that nothing is done which involves risk to the Train, or danger to the men employed.

7. He must report to the Engineer all cases of neglect, accident, or irregularity occurring upon his District.

8. He must promptly obey all the orders of the Engineer; and it will be his special duty to report to the Engineer any case in which these Rules have been infringed or disregarded.

9. He must thoroughly acquaint himself with the working of all these Rules and Regulations, and with the Code of Signals in use on the Railway, as he will be held responsible for any breach of them by his subordinates.

10. The Foremen and Maistries of the Platelayers and Labourers will receive their instructions from the District Inspector, and will be under his charge.

11. Each Foreman and Maistry will be supplied with a copy of these Rules and Regulations, which he is always to have with him while on duty. He must thoroughly acquaint himself with them, and especially with the working of the Signals; and must read and explain them to the men under him, and must produce them when required to do so.

12. Each gang will be supplied with such tools as are necessary, and the Foreman or Maistry will be responsible for the care of them.

13. Each Foreman or Maistry will be supplied with the following Signals:—

Two Red Flags.

Two White Flags.

Two Green Flags.

Two Hand Lamps for each, showing Red, Green, and White Lights, and six Detonating Signals, all of which must be used as directed in the Rules for Signals.

14. He will be held responsible for the conduct of the men under him, and for the state of the Permanent Way, the Gates, Fences, Ditches, and all other works on the portion of the Line allotted to him.

15. No Truck or Lorry is to be placed on the line without the permission of the Inspector of the District; and notice must be given to the Station Masters at each of the nearest Stations.

16. When any Truck or Lorry is upon the Main Line, it must be preceded and followed, at intervals of half a mile, by a man bearing a Red Signal, being a Red Flag by Day, and a Red Lamp by Night or in a Tunnel.

17. Except in cases of emergency, the Platelayers are not to take out any Rail on the Main Line, or perform any other operation involving danger to the Trains, without the permission of the Inspector under whose personal supervision the work is to be done; and notice must be given to the Station Masters at each of the nearest Stations.

18. When any repairs or alterations of the road are to be done, which render it necessary to stop or slacken the speed of any Train, men must be stationed at a distance of half a mile both up and down the Line from the point of interruption, and must show as conspicuously as possible their Red or Green Signals, as the case may require. They must keep a sharp look-out for Trains, and must remain at their post until the Line is again clear and safe.

19. All obstructions must be removed and the Line made clear and safe, fifteen minutes before any Train is due.

20. No impediment or obstruction of the Line is to be permitted by him in rainy or foggy weather, or at night, except by order of the Inspector.

21. In all cases of accident or emergency, the Foreman or Maistry, with his labourers, must hasten to render all the assistance in their power, and must inform the nearest Station Masters as quickly as possible.

22. Each Foreman or Maistry must walk over the portion of the Permanent Way in his charge every day before departure of the first Train, and more frequently, if necessary, to examine carefully the state of the roads, and tighten any loose keys or fastenings. He is to pay particular attention to the joints of the Rails, which must be kept in the middle of the Chairs, and the ends of the Rails are to be kept perfectly level; where Fishing-plates are used, he must see that the Bolts are not loose; and if any are wanting, he must have them replaced.

23. The Platelayers must see that all Occupation Gates are kept shut and fastened, and must take care that cattle and other animals do not stray upon the Line.

24. Every Foreman or Maistry is required to order off all persons trespassing within the Fences on his District; and if such persons persist in remaining, he is to take them to the nearest Station and give them in charge of the Company's Station Master or Police.

25. Foremen or Maistries are to report if any Gates, which the owners or occupiers of the land are requested to keep shut, have been left open, in order that the parties may be charged with the penalties.

26. He must take care that the Permanent Way is not raised in greater lifts than two inches, and that both Rails are lifted at the same time and to the same extent, and that Sleepers are firmly packed as the lifting proceeds, so as to leave as short a space as possible in imperfect connection.

27. On every occasion when the lifting is required, the Foreman or Maistry must send men back and forward a quarter of a mile from the place with a Green Signal, to slacken the speed of any coming Engine.

28. No Sleepers, Rails, Tools, or Materials are to be laid within three feet of the Rails, and the Ballast is not to be thrown up between the Rails to a greater height than three inches above them.

29. It is strictly prohibited to lay down or make use of Facing Points, unless a written order be given by the Engineer to do so; and a man approved by him, be employed expressly to attend

to such Points; no Siding or Switches shall be laid down at all without express permission of the Engineer given in writing. No Temporary Switches shall be used, excepting of such construction as shall be approved of by the Engineer. When a temporary Siding is used, a man, to be approved of by the Engineer, shall be employed to attend to the Switches. No Siding is to be nearer than six feet to the nearest Rail.

30. On the approach of the Train, the Platelayers must remove from the Line in which they are at work, soon enough to enable the Engine-driver to see that the Rails are clear, and they must move to the outside of the Line.

31. Any Luggage, or Goods, or Articles of any kind, falling off the Train, are to be conveyed without delay to the nearest Station Master.

32. Each Foreman or Maistry must report to the Inspector of Permanent Way any case in which any of the Signals are disregarded by the Engine-driver.

33. Each Foreman or Maistry is required, in the event of a flood, to examine carefully the action of the water through the Culverts and Bridges on his length; and should he see any cause to apprehend danger to the Works he must immediately exhibit the proper Signals for the train to proceed cautiously, or to stop, as necessity may require, and inform the Inspector thereof; and until the Inspector arrives, he must take all precautionary measures for securing the stability of the Line.

34. Each Foreman or Maistry must consider himself responsible for the safety of the Line in his District, and he must not permit any person, whether employed as a Platelayer or in any other capacity, or under any pretence whatever, to commit any breach of these Rules, or to do anything by which danger is incurred. He must report all cases of neglect or disobedience to the Inspector, or he will be dismissed.

## SECTION XX.

### REGULATIONS FOR BALLASTING.

1. No Engine or Train is to be run, nor Ballasting carried on, without the written authority of the Traffic Manager.

2. A Guard or Breaksman must accompany each Ballast or Earth-Train. He will be subject to the same Rules and Regulations as the Guards of Passenger or Goods Trains, and will be held responsible for their observance.

3. He must make himself acquainted with all the Company's Regulations, and the use of the Signals.

4. The Guard or Breaksman of the Ballast Train has the authority to direct the Foreman and Maistries and others employed in repairing the Permanent Way and Works, to assist him in the proper working of the Signals.

5. Ballast Engines are prohibited from passing along the Main Line in a fog or during a heavy rain, except when authorized to do so under special circumstances, and shall not move faster than fifteen miles an hour.

6. The Ballast Trains must be moved clear of the Main Line at least fifteen minutes before any Goods or Passenger Train is due.

7. When the Ballast Waggon is left on a Siding, the Guard must Lock a wheel of the Waggon nearest to the Points of the Siding with the chain and lock provided for that purpose, so as to prevent the Waggon being moved on the Main Line.

8. The Guard must report to the Inspector any case in which a Platelayer or other workman has refused to carry back a Signal, or to obey any other instructions.

Sealed by order of the Board,

(Signed) J. A. BAYNES,  
Secretary.



By order,

(Sd.) JOHN B. LANE,  
Managing Agent.

Allowed by the Governor General of India in Council under the provisions of Section XXIX. of Act XVIII. of 1854.

By order,

(Signed) C. H. DICKENS, Colonel, R.A.,  
Secy. to the Govt. of India, P. W. Dept.