M.R O. 1—77,006—8-6-37.

(1) Number of pages 34

(2) Date of repair 2[illegible]3

(3) Initials of the Referencer

# MADRAS RECORD OFFICE.

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## Government of Madras.

Public works DEPARTMENT.

G.O. No. 1834 & 1835 Press / Mis. 1

229-230

Dated 11--6— 18 66

***Not to be folded or roughly handled***

No. 229. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 28th May 1866, No. 231:—

Read the following letter from the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 17th May 1866, No. 278.

1. I have the honor to forward, for the sanction of Government, two drawings, a schedule,* summary and estimate, amounting to Rupees 14,396, the cost of the proposed arrangements for the junction of the Great Southern and Madras Railways, at Erode.

* No. II.

2. The Acting Chief Engineer reports† that, as a special case, he submits this estimate in the middle of the month.

† No. 212, 15th May.

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From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 21st May 1866, No. 286.

1. Adverting to your letter of the 10th instant, No. 267, in which you state, that it is desirable the whole of the arrangements for working the junction at Erode, &c, should be laid before Government, to enable them to decide upon the expediency of the additional outlay now proposed to be incurred, I have the honor to submit, for the information of the Right Honorable the Governor in Council, a copy of paragraph 8 of a letter from the Secretary of this Company, No. 372, as also of the documents therein referred to, and of a correspondence, as noted in the margin,‡ which has passed between Mr Elwin and the Agent of the Great Southern of India Railway.

‡ From Mr. Betts, 1st March 1866
Do. „ Elwin, No 267, 2nd do.
Do. „ Betts, „ 2,263-2,114, 13th April 1866.
Do. „ Elwin, „ 489, 30th do
Do „ Betts, „ 2,666-2,466, 5th May 1866.
Do. „ Elwin, „ 526, 8th do.
Do. „ Betts, „ 2,863-2550, 10th do.

2. I intend, in accordance with the wish expressed by the Board, to report by the outgoing Mail the result of the correspondence with Mr. Betts.

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Extract of a letter from the Secretary, Madras Railway Company, No. 372, dated London, 26th January 1866.

Paragraph 8. I am directed to transmit for your information the accompanying copy of correspondence between the Board of the Great Southern of India Railway Company, relative to the establishment of a joint station at Erode for the two Railways. You will observe that the proposal of the former, to make the Erode station a joint one, leaving the working of it in our hands, has been favorably viewed by the Board, and that it has been agreed that the Agents of the two Companies in India should arrange together terms and conditions for carrying these objects into effect, which they can recommend for the adoption of their Boards respectively. With this view you will be so good as to put yourself into communication with the Agent of the Great Southern on the subject, and report to the Board the joint conclusion arrived at.

H W Notman, Esq, to James Walker, Esq, 19th July 1865
James Walker, Esq, in reply, 4th August 1865.

From the Secretary, Great Southern of India Railway Company, to the Managing Director, Madras Railway Company, dated 2, Leadenhall Street, London, 19th July 1865.

1 The Directors of this Company at their meeting yesterday had brought under their consideration the necessity which will shortly arise for making arrangements for the junction of this line with the South-West Line of your Company at Erode, and for the working of the traffic at that station. Without formally recording their opinion to that effect my Directors appeared to be agreed that it would be for the mutual advantage of the two Companies that the station at Erode should be a *joint* one, and that the working of it should be in the hands of your Company. With regard to the details of the arrangement to be entered into they consider that it would be advisable, in place of the initiative being taken here, that the Agents should communicate together and agree upon such terms and conditions as they would be prepared to recommend for the adoption of their respective Boards

2. Should your Directors concur in these views it would be well that your Agent should be authorized to enter into negotiations with Mr. Betts, the Agent of this Company at Negapatam, in order that no delay may occur in the necessary arrangements being carried out, and on hearing from you I will communicate with Mr Betts on the subject.

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From the Managing Director, Madras Railway Company, to the Secretary, Great Southern of India Railway, dated 23, New Broad Street, London, 4th August 1865.

1. Having brought the subject of your letter to me of the 19th ultimo under the consideration of the Board of Directors, I am desired to state that your suggestion of making the station at Erode a joint station for the two Companies when the junction of your line with ours has been effected at that point, and leaving the working of it in the hands of this Company, appears to them a very good one

2 They also concur in the proposal you have made to leave it to the Agents in India to take the initiative in proposing such an arrangement, and with that view our Agent shall be instructed, as suggested, to communicate with yours and arrange together such terms and conditions as they may agree upon, recommending to their respective Boards for carrying out this object.

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From the Agent, Great Southern of India Railway, to the Agent, Madras Railway, dated Madras, 1st March 1866

1 Instead of the Great Southern of India Railway Company constructing a station of their own at Erode, I propose that the Great Southern of India Railway trains should run into the Madras Railway Company's station at that place, and that, in consideration of certain terms to be hereafter agreed upon, the Madras Railway Company do undertake to provide station accommodation for, and staff to handle the traffic of the Great Southern of India Railway Company; and further, that the Madras Railway Company do provide the Great Southern of India Railway Company with the use of the Erode locomotive shed water tank, &c, for our engines, Great Southern of India Railway Company finding their own locomotive stores and staff.

2 By this arrangement I anticipate that both Companies will be saved expense, as but little extra outlay will be needed to accommodate both Companies, and as nearly all the traffic will be "through" traffic only a slight increase of staff will be called for.

3. If you agree to the principle of my suggestion, will you please let me know at your convenience what terms would be required by your Company, and if you would also favor me with a draft of the agreement you would propose to adopt for the carrying out of this arrangement, I shall feel obliged.

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From the Agent and Manager, Madras Railway, to the Agent, Great Southern of India Railway, dated Madras, 2nd March 1866, No 267.

In reply to your letter of the 1st instant, I beg to state that it appears to me from the correspondence which has passed between the Boards of the Great Southern of India, and the Madras Railways, that the principle upon which the traffic is to be conducted at Erode has been established and that it now only remains for you to state the amount of accommodation which you are likely to require On learning this, I shall be prepared to name the terms upon which this Company would be willing to undertake the conduct of your traffic at that station.

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From the Agent, Great Southern of India Railway, to the Agent, Madras Railway, dated Negapatam, 13th April 1866, No 2268-2,114.

Your No 267, 2nd ult mo

1. I am of opinion that the Erode station arrangements proposed by your Chief Engineer (as shown on the tracing which accompanied his letter to me of the 8th ultimo, No 236), will sufficiently meet our joint requirements at that place Adding thereto our locomotive requirements (pointed out in my letter to you of the 1st idem,) I shall feel obliged by your naming the terms upon which the Madras Railway Company will be willing to provide the necessary accommodation; and also by your sending me a draft of the agreement you would propose for adoption.

2 I have thus long delayed replying to your letter, in the hope of being able to send with my reply a copy of my Chief Engineer's plan showing the point of junction, but this plan is not yet ready, and as I understand you are likely soon to leave Madras for a time, I am anxious to get this station arrangement business settled before your departure, and therefore have determined to wait no longer

3. Mr Logan was under the impression that Mr. Smart saw no objection to the adoption of his (Mr Logan's) proposed mode of forming the junction, and plans and schedules were sent in accordingly to the Consulting Engineer Amended plans and schedules (adopting the point of junction required by your Company) are now in course of preparation, and the Collector of Combatore has been instructed to withhold purchase of land till such plans have been approved by Government

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From the Agent and Manager of the Madras Railway, to the Agent, Great Southern of India Railway, dated Madras, 30th April 1866, No 489.

1 I have been away on the Western Coast with Major Shaw Stewart, or your letter of the 13th instant, No. 2,268-2,114, would have been replied to earlier.

2 Our Chief Engineer reports that the cost of the works at the Erode station, including the station house, goods' shed, engine shed, engine turn-table, and other buildings and erections necessary to complete the arrangements at the junction, as shown upon the plan approved of by you, as well as the permanent way, signals, &c, &c., will amount to Rupees 1,74,473-15-4.

3 I am therefore prepared to recommend my Board to conduct the traffic of your Company at our station, at Erode, finding all the necessary staff of booking clerks, ticket collectors, porters, signal men, stabling for three engines, and water, so far as our supply will permit, upon an annual payment by your Company of £900.

4. This amount is arrived at by dividing the total cost of the station, and charging

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| interest upon half, say Rupees 87,236, which at 7½ per cent per annum gives ... | £ 654 |
| Half the cost of working station, estimated at Rupees 5,000 per annum .. ... ... ... | ,, 250 |
| | £ 904 |

5. If, as I imagine you will, you consider this is a fair and liberal offer, I shall be prepared on receiving your acquiescence, to request the permission of my Board finally to settle all details with you, limiting this arrangement to a period of five years, after which a fresh agreement to be entered into.

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From the Agent, Great Southern of India Railway, to the Agent, Madras Railway, dated Negapatam, 5th May 1866, No. 2,066-2,466.

Your No 489.

1. I consider the proposition to charge 7½ per cent per annum upon a fixed sum, representing the proportionate value of the accommodation we should require at Erode station, a fair and liberal

offer; but I must confess that the fixed sum you have arrived at is considerably higher than I expected. In April last I called upon my Chief Engineer for an estimate of the cost we should be put to in finding a station, locomotive shed, &c., for ourselves at Caroor, and his figures amount to Rupees 1,17,000. Will you kindly re-consider this part of your offer. Should the Erode station be debited with the cost of the permanent way in the main line, which is used much more by your through trains than it will be by our local trains, the cost of sidings is of course a fair charge.

2. I would propose that we should pay one-half of the cost of the *actual* staff employed, and that the strength of this staff should be jointly agreed upon. Night staff not being required by this Company should not be a part of the cost against us. The monthly cost of this Company's staff at Trichinopoly, a station doing I should think at least *double* the amount of work which Erode will have to do for nearly all the traffic will be "through" traffic), is Rupees 211, and Tanjore station costs Rupees 175.

3. Will you kindly let me hear from you soon on this subject.

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From the Agent and Manager, Madras Railway, to the Agent, Great Southern of India Railway, dated Madras, 8th May 1866, No. 526.

Your letter of the 5th instant, No. 2,663-2,466 reached me this morning.

1. With regard to your remark that the fixed sum I have arrived at, in connection with the station at Erode, is considerably higher than you had expected, I would observe that I dealt with facts and figures, not an assumed sum, and that as you consider my proposition to charge 7½ per cent per annum upon the outlay a fair and liberal one, it appears to me that our respective Boards can now easily deal with the subject.

2. The Erode station is debited with the cost of the permanent way in the main line, and although it may be perfectly true that your local trains will not use it as much as our through trains (though you appear to forget that of necessity there must be a good deal of shunting), still the sidings which we shall be called upon to lay in for your traffic will be exclusively used by you.

3. Under these circumstances I think it is only reasonable that your Company should pay its quota of the interest upon the cost of the main line, which will be common to both of us.

4. With regard to the concluding paragraph but one of your communication I cannot agree to your suggestion, that the strength of the staff necessary at Erode should be jointly agreed upon. If I understand aright the arrangement agreed to between our Boards, my Company is to be responsible for the working of the traffic at Erode. I must therefore be allowed to employ such staff as experience may prove necessary.

5. We do not desire to make anything out of your Company in the matter of the staff, and the figures which appeared in my letter of the 30th ultimo represented only an estimate of what I imagined the cost of working the traffic would amount to, so that if you agree to the principle, I will refer the matter to my Board, and recommend that your Company pay half the cost of working the station, as may be ascertained from time to time.

6. I do not quite understand what you mean, when you say "Night staff not being required by this Company should not be a part of the cost against us." How do you intend then, the traffic conveyed to Erode by our night trains, and destined to stations on your line, should be dealt with? The operation of shunting into your sidings will have to be undergone during the night, and therefore it appears to me that the cost of the establishment necessary for this work should be borne jointly.

7. I leave for England by the Steamer expected here on the 11th, and shall be glad to receive your reply before then, if practicable.

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From the Agent and Traffic Manager of the Great Southern of India Railway, to the Agent, Madras Railway, dated Negapatam, 10th May 1866, No. 2,863-2,550.

1. I have the pleasure to acknowledge receipt of your letter, No. 526 of the 8th instant.

*Proceedings of the Madras Government, Public Works Department, 11th June 1866.*

2. The figures named in your previous communications must to some extent represent assumed expenditure, inasmuch as a portion of the proposed station work has not yet been executed. If instead of your quoting a certain sum based upon this estimate, we agreed to substitute the actual expenditure as made up upon the completion of the extra work, I think it would be fairer to both Companies.

3. I was not aware that you intended to put on one side sidings for our exclusive use; however, if this be so, other sidings will be put aside for *your* exclusive use, so that point is "as broad as it is long." As you grant that our local trains will not use the main line as much as your through trains you ought not to debit us with half its cost. A fair way would be to divide it in proportion to the number of trains of each Company using the station.

4. My Directors, I believe, would not object to pay half of the cost of the *actual* staff employed in working the joint traffic. From your time-book I gather that the earliest and latest trains at Erode are respectively 7-40 A. M., and 6-50 P. M. As neither of these are goods trains no shunting would have to be performed for this Company during the night, and consequently no charge for night staff should be made against us. If we have no voice in fixing the strength of the staff to be employed, a limit of expenditure should, I think, be decided upon as representing the fair share of the cost at which this Company's work could be conducted. Rupees 175 per mensem, the cost of our Tanjore station staff, would in my opinion be a liberal allowance.

5. As it is not likely I shall now be able to settle the question with you before your departure to England, I will forward to the Company's Secretary a copy of the correspondence which has passed, and probably he may have an opportunity when you are in England of consulting you on the subject.

(True Copies)

(Signed) W. G. SMART,
*Acting Agent and Manager.*

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1. It will be seen from the correspondence transmitted with the Acting Agent and Manager's letter, dated the 21st instant, No. 286, that the Railway Boards of the Madras and Great Southern of India Companies have agreed to the establishment of a joint station at Erode, to be worked by the Madras Railway Company.

2. The Agents of the two Companies have been in correspondence with respect to the terms and conditions upon which the station should be worked. The Agent and Manager of the Madras Railway Company was prepared to recommend to his Board that the traffic of the Great Southern of India Railway should be conducted upon an annual payment by that Company of £900; the Madras Railway Company finding the requisite staff of station servants, stabling for three engines, and water, as far as the supply would permit. These terms to hold good for five years, after which a fresh agreement should be made.

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| £654 | |
| ,, 250 | |
| £904 | |

3. The sum of £900 was arrived at by taking a moiety of the cost of the station, &c., and charging 7½ per cent. thereon; and by taking half of the cost for working the station, estimated at Rupees 5,000 per annum.

4. The Agent of the Great Southern of India Railway considers the proposed rate of interest to be fair and liberal, but takes exception to cost of the station and to the charge for working it.

5. The whole of the correspondence between the two Agents will be sent to their respective Boards, who will no doubt soon arrive at some decision in the matter.

6. But as the Boards have already signified their approval of a joint station, it is important that no time should be lost in undertaking the several works specified in the accompanying estimate, and I recommend that the early sanction of the Government of India be solicited for the proposed outlay of Rupees 14,396.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
*Acting Consg. Engr. for Railways.*

No. 230. ORDER THEREON, 11th June 1866, No. 1,834.

RAILWAY, No. 23.

The sanction of the Government of India will be requested to the proposed outlay of Rupees 14,396 in carrying out the necessary arrangements for the junction of the Great Southern and Madras Railways at Erode.

(Here enter, No. 1,835, dated 11th June 1866.)

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
*Secretary to Government.*

To the Consulting Engineer for Railways, with five Enclosures.

Exd. J. Tulloch.

PUBLIC WORKS DEPARTMENT.
FORT SAINT GEORGE,
*11th June* 1866.

No. 1,835.

No. 231.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 24.

In forwarding the accompanying correspondence which has been laid before this Government by the Acting Consulting Engineer for Railways, regarding the establishment of a joint station at Erode for the Madras and Great Southern of India Railways, I am directed to request the sanction of the Government of India to the proposed outlay of Rupees 14,396 in carrying out the necessary works, consisting of a covered platform, buffer frame, permanent way, removing and refixing water columns and semaphores, &c.

I have the honor to be,
Sir,
Your most obedient servant,

(Signed) CHARLES A. ORR, Colonel, R. E.,
*Secretary to Government.*

Exd. J. Tulloch.

P.W. 1866 Despatch
Pro: of Govt for June —

Press No. 3850, G. M.—27-3-66—100.

1866 № 2209

RAILWAY DEPARTMENT.

From

The Consg. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 25th } May 1866.
Received 29 }

No. 231.

Enclosures, No. 1
Plans — 2
Cross Sections 1834 & 1835 — 1 — June 1866
Observations and a letter from the Agent and Manager of the So. M. Co's No 278 of 17th Instant, forwarding for the sanction of Govt, Plans & Estimate of the proposed arrangement for the junction of the Great Southern & Madras Railways at Erode —

№ 229.
dt 1st June 1866. Rd 1st June

No. 278.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, May 17th 1866.

From

W. G. Smart Esqre.
Acting Agent and Manager of the Madras Railway Company.

To

Major J. H. M. Shaw Stewart, RE.
Acting Consulting Engineer for Railways.

SIR,

I have the honor to forward, for the sanction of Government, 2 Drawings, a Schedule Summary and Estimate, amounting to Rupees 14,396-0-0, the Cost of the proposed arrangements for the Junction of the Great Southern and Madras Railways, at Erode —

№ II.

2. The Acting Chief Engineer reports, that as a special case, he submits this Estimate, in the middle of the month.

№ 242, 15th May.

I have the honor to be,
Sir,
Your most obedient Servant,

W. G. Smart

Acting Agent and Manager —

P.W. 2292/66.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways

Dated 15th May 1866.

Rec'd 17th May 1866.

No 286.

Forwarding for the favorable consideration of Govt. a Memorandum & Estimate of Expenditure & Traffic Tables, & Diagram, & Estimate of the Expenditure & Traffic Returns & Estimate of the Extension of the Railway at Trichinopoly to the Pier at Dhanushkodi.

No. 286

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, 21st May 1866.

From

W. G. Stewart Esqre.,
Ag. Agent and Manager of the M. R. Co

To

Major A. N. M. Maw. Stewart, R.E.,
Ag. Consulting Engineer for Railways.

Sir,

Adverting to your letter of the 10th instant, N° 267, in which you state, that it is desirable the whole of the arrangements for working the Junction at Erode, &c., should be laid before Government, to enable them to decide upon the expediency of the additional outlay, now proposed to be incurred, I have the honor to submit for the information of the Right Honorable the Governor in Council, a copy of paragraph 8 of a letter from the Secretary of this Company, N° 372, as also of the documents therein referred to, and of a correspondence, as noted in the margin, which has passed between Mr Elwin and the Agents of the Great Southern of India Railway

I intend, in accordance with the wish expressed by the Board, to report by the outgoing Mail, the result of the correspondence with

I have the honor to be,
Sir,
Your most Obedient Servant

W. G. Stewart

Ag. Agent and Manager

X From Mr Betts, 1st March 1866.
" Mr Elwin, N° 267. 5 — Do —
" Mr Betts, N° 2276/2114, 13th April 66
" Mr Elwin, N° 489, 30 — Do —
" Mr Betts, N° 2666/2487, 5th May 66
" Mr Elwin, N° 526, 8th — Do —
" Mr Betts, N° 2863/2650, 10th — Do —

Mr. Betts.

PR/229/15

MADRAS RAILWAY.

From The Agent and Manager

To The Consulting Engineer for Railways

Dated May 2nd 1866

Recd

No 286.

Forwarding Copy of the Correspondence with the Great Southern of India Railway Co. relative to the Joint Station at Erode for the Madras Railway & the Great Southern of India Railway, and requesting to be favored with the opinion of the Consulting Engineer for Railways thereon.

3

Extract of a letter from the Secretary Madras Railway Co. to 372 dated London 26th January 1866.

Sirs I am directed to transmit for your information the accompanying Copy of Correspondence between the Board of the Great Southern of India Railway Company, relative to the establishment of a joint station at Erode for the two railways. You will observe that the proposal of the former to make the Erode station a joint one, leaving the working of it in our hands, has been favorably viewed by the Board, and that it has been agreed that the Agents of the two Companies in India should arrange together terms and Conditions for carrying these objects into effect, which they can recommend for the adoption of their Boards respectively. With this view you will be so good as to put yourself into Communication with the Agent of the Great Southern on the subject, and report to the Board the joint conclusion arrived at

H. St Nolman Esqre to James Walker Esqre 19th July 1865

James Walker Esqre in reply, 4th augt 1865.

Great Southern of India Ry. Co
2. Residential Street
London 19th July 1865.

My dear Sir,

The Directors of this Company at their meeting yesterday had brought

under their consideration the necessity which will shortly arise for making arrangements for the Junction of this Line with the South West Line of your Company at Broad. and for the working of the Traffic at that station. Without formally recording their opinion to that effect my Directors appeared to be agreed that it would be for the mutual advantage of the two Companies that the station at Broad should be a joint one. and that the working of it should be in the hands of your Company. With regard to the details of the arrangements to be entered into they consider that it would be advisable in place of the initiative being taken here, that the Agents should communicate together and agree upon such terms and conditions as they would be prepared to recommend for the adoption of their respective Boards.

Should your Directors concur in these views it would be well that your Agent should be authorised to enter into negotiations with Mr Betts, the Agent of this Company at Seyapatam, in order that no delay may occur in the necessary arrangements being carried out, and on hearing from you I will communicate with Mr. Betts on the subject.

James Walker Esqre.

Jas Walker
pro Henry W. Watman
Secretary

Madras Railway Company
33 New Broad Street
London 4th August 1865

My dear Sir,

Having brought the subject of your letter to me of the 19th ultimo under the consideration of the Board of Directors, I am desired to state that your suggestion of making the station at Broad a joint station for the two Companies when the junction of your line with ours has been effected at that point, and leaving the working of it in the hands of this Company appears to them a very good one.

They also concur in the proposal you have made to leave it to the Agents in India to take the initiative in proposing such an arrangement, and with that view our Agent shall be instructed as suggested, to communicate with yours and arrange together such terms and conditions as they may agree upon recommending to their respective Boards for carrying out the object.

Jas. Walker
Signed Jas. Walker
Managing Director

H W. Watman Esqre.
Secretary
G. I. of India Railway

Madras, 1st March 1866.

Dear Sir,

Instead of the G. S. I. R. Company constructing a Station of their own at Egmore, I propose that the G. S. I. R. trains should run into the Madras Railway Company's Station at that place; and that in consideration of certain terms to be hereafter agreed upon, the Madras Railway Company do undertake to provide Station accommodation for, and staff to handle the traffic of the G. S. I. R. Company: and further that the Madras Railway Company do provide the G. S. I. R. Co with the use of the Goods Locomotive Shed, Water Tank, &c for overnight G. S. I. R. Company finding their own Locomotive Stores and Staff.

By this arrangement I anticipate that both Companies will be saved expense, as but little extra outlay will be needed to accommodate both Companies, and, as nearly all the traffic will be "through" traffic only a slight increase of Staff will be called for.

If you agree to the principle of my suggestion, will you please let me know at your convenience what terms would be required by your Company and if you would also favor me with a draft of the Agreement you would propose to adopt for the carrying out of this arrangement, I shall feel obliged.

Yours faithfully,
Sd/ William D. Betts,

A. B. Elwin Esqre,
Agent,
Madras Railway.

Madras

No. 267

Madras Railway,
Madras, 2d March 1866.

My dear Sir,

In reply to your letter of the 1st instant, I beg to state, that it appears to me from the Correspondence which has passed between the Boards of the Great Southern of India, and the Madras Railways, that the principle upon which the traffic is to be conducted at Trade, has been established, and that it now only remains for you to state, the amount of accommodation which you are likely to require. On receiving this, I shall be prepared to name the terms, upon which this Company would be willing to undertake the conduct of your traffic at that Station.

I am Yours,
Pp Walter L. Hooper,
for Agent & Manager.

W. L. Betts Esqre,
G. S. I. Railway
Negapatam

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No. 2268/2114

Great Southern of India Railway,
Agents Office,
Negapatam, 13th April 1866

My dear Sir,

Your No. 267 - 2? ultimo.

I am of opinion that the Trade Station arrangements proposed by your Chief Engineer (as shown on the tracing which accompanied his letter to me of the 8th ultimo No. 236) will sufficiently meet our joint requirements at that place. Adding thereto our Locomotive requirements (pointed out in my letter to you of the 1st idem) I shall feel obliged by your naming the terms upon which the Madras Railway Co. will be willing to provide the necessary accommodation, and also by your sending me a draft of the Agreement you would propose for adoption.

I have thus long delayed replying to your letter in the hope of being able to send with my reply, a copy of my Chief Engineer's plan showing the point of junction, but this plan is not yet ready, and as I understand you are likely soon to leave Madras for a time, I am anxious to get this Station arrangement business settled before your departure, and therefore have determined to wait no longer.

Mr Logan was under the impression that Mr Stuart saw no objection to the adoption of his (Mr Logan's) proposed mode of forming the junction, and plans and Schedules were sent in accordingly to the Consulting Engineer. Amended plans and Schedules (adopting the point of junction required by your Company) are now in course of preparation, and the Collector of Coimbatore has been instructed to withhold purchase of land till such plans have been approved by Government.

Yours faithfully,
Pp William L. Betts,

A. D. Elwin Esqre,
Madras Railway,
Madras.

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Madras Railway,
Madras, April 30th 1866.

No. 489.

My dear Sir,

I have been away on the Western Coast, with Major Shaw Stewart, or your letter of the 13th instant, No. 2268/2114, would have been replied to earlier.

Our Chief Engineer reports, that the cost of the Works at the Erode Station, including the Station Houses, Goods Shed, Engine Shed, Engine Turn Table, and other buildings, and erections necessary to complete the arrangements at the Junction, as shewn upon the Plan approved of by you, as well as the Permanent Way, Signals, &c. &c. will amount to Rs. 174473-15-4.

I am therefore prepared to recommend my Board to conduct the traffic of your Company, at our Station at Erode, finding all the necessary staff of booking clerks, ticket collectors, porters, Signallmen, stabling for 3 engines, and water, so far as our supply will permit, upon an annual payment by your Company, of £ 900.

This amount is arrived at by dividing the total cost of the Station, and charging interest upon half, say Rs. 87,236. which at 7½ per cent per annum gives £ 654-0-0

Half the cost of working Station, estimated at Rs. 6000 per annum £ 250-0-0

£ 904-0-0

If as I imagine you will, you consider this a fair and liberal offer, I shall be prepared on receiving your acquiescence, to request the permission of my Board, finally to settle all details with you, limiting this arrangement to a period of 5 years, after which a fresh agreement to be entered into.

I am Yours
Sd/ R. B. Elwin,
Agent & Manager.

William S. Betts Esqre,
Negapatam.

Great

No. 2666
2466

Great Southern of India Railway,
Agent's Office,
Negapatam, 3rd May 1866.

My dear Sir,

Yours No 489

I consider the proposition to charge 7½ per cent per annum upon a fixed sum representing the proportionate value of the accommodation we should require at Erode Station, a fair and liberal offer; but I must confess that the fixed sum you have arrived at, is considerably higher than I expected. In April last I called upon my Chief Engineer for an estimate of the cost we should be put to in finding a Station, Locomotive Shed, &c. for ourselves at Coveor; and his figures amount to Rs. 117000. Will you kindly reconsider this part of yours offer. Should the Erode Station be debited with the cost of the permanent Way in the Main line, which is use by our local trains - the cost of sidings is of course a fair charge.

I would propose that we should pay one-half of the cost of the actual staff employed, and that the strength of this staff should be jointly agreed upon. Night Staff not being required by this Company, should not be a part of the cost against us. The monthly cost of this Company's Staff at Trichinopoly a Station doing I should think at least double the amount of work which Erode will have to do, (for nearly all the traffic will be "through" traffic) is Rs 211; and Jungive Station costs Rs. 175.

Will you kindly let me hear from you soon on this subject.

Yours &c
Sd/ William S. Betts

R. B. Elwin Esqre,
Madras Railway,
Madras.

№ 526. Madras Railway,
Madras, May 8th 1866.

My dear Sir,

Your letter of the 5th instant № 2866/2466 reached me this morning.

With regard to your remark, that the fixed sum I have arrived at, in connection with the Station at Erode, is considerably higher, than you had expected, I would observe, that I dealt with facts and figures, not an assumed sum; and that if you consider my proposition to charge 7½ per cent. per annum upon the outlay, a fair and liberal one, it appears to me, that our respective Boards can now easily deal with the subject.

The Erode Station is debited with the cost of the permanent way in the Main Line, and although it may be perfectly true, that your local trains will not use it, as much as our through trains (though you appear to forget, that of necessity there must be a good deal of shunting) still the Sidings which we shall be called upon to lay in for your traffic will be exclusively used by you.

Under these circumstances I think it is only reasonable, that your Company should pay its quota of the interest upon the cost of the Main Line, which will be common to both of us.

With regard to the concluding para but one of your communication, I cannot agree to your suggestion, that the strength of the Staff necessary at Erode should be jointly agreed upon. If I understand aright the arrangement agreed to between our Boards, my Company is to be responsible for the working of the traffic at Erode. I must therefore be allowed to employ such staff as experience may prove necessary.

We do not desire to make anything out of your Company in the matter of the Staff, and the figures which appeared in my letter of the 30th ultimo, represented only an estimate of what I imagined the cost of working the traffic would amount to, so that if you agree to the principle, I will refer the matter to my Board, and recommend, that your Company pay half the cost of working the Station, as may be ascertained from time to time.

I do not quite understand what you mean, when you say "Night Staff not being required by this Company should not be a part of the cost against us." How do you intend them, the traffic conveyed to Erode by our Night trains, and destined to Stations on your Line, should be dealt with? The operation of shunting into your Sidings, will have to be undergone during the night, and therefore it appears to me that the cost of the establishment necessary for this work, should be borne jointly.

I leave for England by the Steamer expected here on the 14th, and shall be glad to receive your reply before then, if practicable.

Believe me,
Yours faithfully
(Sd) A. B. Irwin,
Agent and Manager

W. D. Petto Esqre,
G. D. S. Railway,
Negapatam.

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2863/2550.

Great Southern of India Railway,
Agent's Office,
Negapatam, 10th May 1866.

My dear Sir,

I have the pleasure to acknowledge receipt of your letter № 526. of the 8th Instant.

H.

The figures named in your previous Communication must to some extent represent assumed expenditure inasmuch as a portion of the proposed Station work has not yet been executed. If instead of your quoting a certain sum based upon this estimate, we agreed to substitute the actual expenditure as made up upon the completion of the extra work, I think it would be fairer to both Companies.

I was not aware that you intended to put on one side Sidings for our exclusive use, however if this be so, other Sidings will be put aside for your exclusive use, so that point is "as broad as it's long". As you grant that our local trains will not use the main line as much as your through trains you ought not to debit us with half it's cost. A fair way would be to divide it in proportion to the number of trains of each Company using the Station.

My Directors I believe would not object to pay half of the cost of the actual staff employed in working the joint traffic. From your time book I gather that the earliest and latest trains at Erode are respectively 7.40 A.M. and 6.50 P.M. As neither of these are Goods trains no shunting would have to be performed for this Company during the night, and consequently no charge for night staff should be made against us. If we have no voice in fixing the strength of the staff to be employed, a limit of expenditure should I think be decided upon as representing the fair share of the cost at which this Company's work could be conducted. Rs. 175 per mensem the cost of our Sanjore Station Staff would in my opinion be a liberal allowance.

As it is not likely I shall now be able to settle the question with you before your departure

to

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to England, I will forward to the Company's Secretary a copy of the correspondence which has passed, and probably he may have an opportunity when you are in England of consulting you on the subject.

Yours faithfully,
(Sd) William D. Betts,
Agent & Traffic Manager.

R. B. Chain Esqr.,
Cauvery Railway

(True Copies)
Wm. D. Smart
Ag Agent and Manager

Comptoir

No. 231.

It will be seen from the correspondence transmitted with the Acting Agent & Manager's letter dated the 21 instant, No. 286, that the Railway Boards of the Madras and Great Southern of India Companies have agreed to the establishment of a joint Station at Erode, to be worked by the Madras Railway Company.

The Agents of the two Companies have been in correspondence with respect to the terms and conditions upon which the Station should be worked. The Agent and Manager of the Madras Railway Company was prepared to recommend to his Board that the traffic of the Great Southern of India Railway should be conducted, upon an annual payment by that Company of £900, the Madras Railway Company finding the requisite Staff of Station Servants, stabling for three horses, and water as far as the supply would permit. These terms to hold good for 5 years, after which a fresh agreement should

should be made.

3 The Sum of £900 was arrived at by taking a moiety of the cost of the Station &c. and charging 7½ per Cent thereon; and by taking half of the cost for working the Station, Estimated at Rupees 5000 per annum. £654 £250 £904

4 The Agent of the Great Southern of India Railway considers the proposed rate of interest to be fair and liberal, but takes Exception to cost of the Station and to the charge for working it.

5 The whole of the Correspondence between the two Agents will be sent to their respective Boards, who will no doubt soon arrive at some decision in the matter.

6 But as the Boards have already signified their approval of a joint Station, it is important that no time should be lost in undertaking the Several works Specified in the accompanying Estimate, and I recommend that the early Sanction of the Government of India be solicited for the proposed outlay of Rupees 12,396.

Madras
28 May
1862

Major R.E.
Acting Consulting Engr for Railways

To

The Secretary to Government
P.W.D.
Fort Saint George

Public Works Dept

No 1834

18

Proceedings of the Madras Government

Under date the 14th June 1866

Read the following

From the Acting Consulting Engineer for Railways.

(Fore enter 28th May 1866 No 231)

The sanction of the Government of India will be requested to the proposed cutting of Rs 14,396 in carrying out the necessary arrangements for the Junction of the Great Southern and Madras Railways at Erode.

No 1835.

To Secy to Govt of India PWD

Sir,

In forwarding the accompanying correspondence which has been laid before the Govt by the Acg Consulting Engineer for Railways, regarding the establishment of a joint Station at Erode for the Madras and

To Mrs Engr with Enclos

Desp 12th June 66

14

Great Southern of India Railways, I am directed to request the sanction of the Government of India to the proposed outlay of Rupees 16396 in carrying into the necessary works connected with existing Terminal Station, buffer frame, permanent way, removing & refixing water Columns and semaphores &c.

P W. 1866. Department.

Pro. of Govt for Genl

No. 1834 to 1886

Proceedings of Government of Madras

Dated 11th June 1866

I beg to enclose correspondence submitted by the Consulting Engr. regarding sanction to an outlay of Rs. 16396 for carrying out works required for the establishment of Terminal Station at Erode for the Madras and Great Southern of India Railways

Grant St George
11th June 1866

Desp. 12th June to the G. of I. No. 1834/66

A 229 to 231.