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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1451	Press Mis.
32223	
Dated 14 5	1867.

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*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

No. 322. Read the following Circular from the Government of India, Public Works Department, (Railway,) dated Fort William, 17th April 1867, No. 4:—

Interchange of Traffic at Junctions of Railways.

Read the following papers:—

From the Secretary to the Government of Madras, in the Public Works Department, (Railway Branch,) to the Secretary to the Government of India, Public Works Department, dated 18th January 1867, No. 169.

1. In compliance with the request contained in the Circular* from the Government of India, dated the 22nd August last, I am directed to submit the accompanying papers, in which the

* No. 16 R.

views of the Agents of the guaranteed Railway Companies in this Presidency, upon the subject of the interchange of traffic, rolling-stock, &c., at junctions, are set forth.

2. The Agent of the Madras Railway Company is cordially in favour of the adoption of one uniform system, similar to that adopted at the London Clearing-House, to which, in his opinion, it should be incumbent on all Indian Railway Companies that exchange traffic to be parties. While expressing his own opinions upon the leading points connected with this important question, Mr. Elwin recommends that, with a view to its speedy disposal, the representatives of the several Companies should hold a preliminary Meeting in Bombay as soon as possible to discuss the various rules, and draw up a joint report on the subject.

3. Upon the other hand, the Agent of the Great Southern of India Railway Company sees no necessity for the adoption of any uniform system by the various Indian Railway Companies. He states that, considering the unlikelihood of any "through service" being required from the Great Southern to any place beyond the Madras Railway Company's system, a traffic arrangement between those two Companies will, as far as the interests of the Great Southern are concerned, be sufficient for the present, and he proposes to communicate independently with the Agent of the Madras Railway Company upon the subject. Mr. Betts is opposed to a division of receipts, whether for passenger fares or for "through goods," according to mileage. He considers that in both cases the "through rates" should be formed by the sum of the local charges, and that each Company, in the division of receipts, should receive its full local rate.

4. I am directed to state that this Government concur generally in the remarks made on this subject by the Agent of the Madras Railway Company. They consider it essential that the interchange of traffic upon Indian Railways should be regulated upon one uniform system, and whether the interests of the Companies concerned, or the convenience of the public at large be regarded, they think it highly desirable that it should be incumbent upon all those Companies to be parties to the system.

5. In the opinion of this Government, the rules of the London Clearing-House may, with comparatively slight modifications, be rendered applicable to the circumstances of Indian Railways; and looking to the fact that some of the Indian lines are expected to be brought into connection with each other during the current year. His Excellency in Council thinks that no time should be lost in inviting

the Agents of the various Companies, and the Consulting Engineers to the several Governments, to attend a general meeting for the purpose of discussing the question in all its bearings, and of drawing up a Code of Rules to regulate the practice throughout India.

6. As the only line of unguaranteed Railway in this Presidency, that between Arcotum and Conjeeveram, is constructed upon a gauge narrower than has been generally adopted in India, it has not been thought necessary, in considering this question, to make any reference to it.

From the Agent, Great Southern of India Railway, to the Consulting Engineer for Railways, Madras, dated 29th October 1866, No 2,190

1 I have the honour to inform you, in reply to your letter No. 249 of the 26th ultimo, in which you ask me to state my views upon the subject of the interchange of traffic, rolling-stock, &c., at junctions, that I consider it will be to the interest of those Railway Companies between whose systems a constant interchange of traffic in both directions is obtainable, to arrange for a through service of vehicles and rates, and thereby save the cost and risk of damage and loss which generally follows upon the breaking of bulk at junctions

2 With regard to the division of through rates, I have to remark that I am averse to a *mileage* division of receipts. I consider that through goods rates, like to passenger fares, should be formed by the sum of the local charges, and that each Company ought, in the division of receipts, to receive its full local rate

3 Mileage and demurrage charges upon the scale shown in the London Railway Clearing-House Rules might be adopted in India

4 It is unlikely that public interests will call for a through service from this line to any places beyond the Madras Railway Company's system, and therefore a traffic arrangement between that Company and the Great Southern will, for the present, be sufficient. I will communicate with the Agent of the Madras Railway Company on this subject, and the arrangement arrived at will be submitted for the sanction of the Directors and of Government

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, Madras, dated 8th January 1867, No 6.

1. Owing to my absence in England on furlough, I have only recently seen Major Shaw Stewart's communication of the 26th September, No 454, applying for my views upon the important question of the interchange of traffic, rolling-stock, &c., &c., at junctions

2 The rules applicable to the English Railway Clearing-House may safely be taken as a basis for the regulations which it will be necessary to introduce into India when the several Railways shall be linked together, I have therefore the honour to offer the following observations upon the clauses which appear to me to be suitable for our purposes after having undergone slight modifications

3 I would suggest that the title of the Book of Rules be "Regulations of the Indian Railway Clearing-House"

4 I am of opinion that it should be incumbent upon all Railway Companies in India exchanging traffic, to be parties to the Railway Clearing system

5 The Committee of Management should be formed of the Agents of the several Railway Companies, who should hold quarterly Meetings in the months of January, April July, and October, and at such other times as may be deemed necessary for the transaction of business, upon the requisition of the representatives of two Companies

6. Periodical Meetings should be held between the Traffic Managers of the Companies, when questions of rates, fares, &c., would be discussed, and reports of their deliberations communicated to the next quarterly Meeting of the Agents for disposal.

7 Monthly settlements of account should be made between the several Companies interchanging traffic.

8 *Division of expenses.*—The expenses of maintaining the Clearing-House Establishment should be debited to the respective Companies in shares proportionate to the number of entries to the credit of each in the accounts

9. *Division of receipts.*—The receipts should be divided in accordance with the provisions of the English Railway Clearing-House, as indicated in paragraphs 20 to 32.

10. *Classifications and Rates*—It is desirable, as far as is practical, that uniformity should exist in the classification and rates applicable to the various Railways, but for "through goods," uniformity should be a *sine qua non*.

11. Alterations in, or additions to, the general classification must be first of all considered by the Traffic Managers, and dealt with by the Agents, such alterations being brought into operation on the 1st January of the ensuing year.

12. The adoption of through rates must, first of all, have the consent of all the Companies concerned in the traffic to which the rates refer.

13. *Terminal allowances, demurrage, &c., &c.*—These are all very important questions, and can only be dealt with after considering the various local circumstances, &c., &c. The rules of the English Railway Clearing-House will, however, form a guide to the settlement of these questions, but it appears to me that the quickest way to dispose of the whole subject would be for the representatives of the several Railway Companies to hold a Preliminary Meeting, discuss the various rules, &c., &c., and draw up a joint-report

14. Taking all the circumstances into consideration, I am of opinion that Bombay should be the Head Quarters of the Indian Railway Clearing-House

Endorsed by Consulting Engineer for Railways, Madras, dated 11th January 1867, No 9

1. Submitted to Government, with reference to G O, dated 15th September 1866, No 2,955.

2 I agree with the Agent and Manager of the Madras Railway, that the quickest way to dispose of the subject of Clearing-House Rules for the Indian Railways would be for the representatives of the various Companies to holding a Meeting. It is evidently a subject which cannot be properly dealt with, unless there is a free discussion and explanation of the peculiarities of each line of Railway in the first instance

3. The junction of the Great Southern of India Railway and the South-West Line is likely to be effected between nine and twelve months hence; and the junction of the North-West Line with the Great Indian Peninsula some time in 1869.

From the Acting Secretary to the Government of Bombay, in the Public Works Department, (Railway Branch,) to the Secretary to the Government of India, Public Works Department, dated 29th January 1867, No. 167.

With reference to your Circular letter No. 16, dated 26th August last, I am directed by His Excellency the Governor in Council to forward the enclosed joint Memorandum from the Agents, Great Indian Peninsula, and the Bombay, Baroda and Central India Railway Companies, dated 6th October 1866, relating to the question of the interchange of traffic or rolling-stock between the different Indian Railways, together with a letter No. 185, dated 18th instant, from the Consulting Engineer for Railways, communicating observations and suggestions thereon.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

From Captain H. F. HANCOCK, for Consulting Engineer for Railways, to the Acting Secretary to the Government of Bombay, in the Public Works Department, (Railway Branch,) dated January 1867, No 185

1. With reference to Government Resolution No 1,906 of the 14th September 1866, I have the honour to forward copies of a joint Memorandum from the Agents of the Great Indian Peninsula, and Bombay, Baroda, and Central India Railways, on the subject of interchange of traffic. No reply has yet been received from the Sindh Railway on the subject, but it does not seem necessary to wait any longer.

2 The Agents have not prepared any formal draft of rules, probably on thinking that this would be better done at the general meeting of the representatives of each Railway.

3 When each proposed rule would be discussed and adopted, modified or rejected, this will doubtless be found to be the least troublesome method in the end.

4 I see no objections to the general proposals of the two Agents, and have only one or two suggestions to offer for consideration—

1st—With regard to demurrage, there would be some danger of Companies poorly provided with rolling-stock detaining that of other Companies beyond a reasonable period to supplement their own. The demurrage rate is less than that earned by a waggon in full work, and it may therefore be desirable to introduce a proviso that, after a certain period (say three months) the value of the waggon should be charged to the detaining Company in addition to the amount of demurrage due.

Number-taking This would be facilitated in some measure if each Railway Company adopted some distinctive colour for their goods waggons. For instance, the Great Indian Peninsula Railway have painted most of their cotton waggons with yellow ochre, and might extend the same style of painting to their other waggons. This would enable the number-taker to detect at a glance any waggon belonging to another Company on arrival at a junction station. The special agreement between the Great Indian Peninsula Railway, and Bombay, Baroda, and Central India Railway, is also appended

1. Undersigned Agents of the Great Indian Peninsula, and Bombay, Baroda, and Central India Railways, have the honour to address you in reply to the reference contained in the Circular No 16 B, dated 22nd August 1866, from the Government of India, Public Works Department, to the Secretary to the Government of Bombay, on the important subject of the regulations necessary for the interchange of traffic and rolling-stock between the different Indian Railways.

2 Undersigned have carefully considered the question in conjunction with the Chief Auditors and Traffic Managers of their respective Companies, and cordially concur in the opinion that it is one of which a broad and liberal view should be taken, and that the fullest reciprocal facilities should exist for the free interchange of traffic, and for through rates, where necessary, between the several Railways

3 Undersigned consider that, without doing injustice to the interests of the various Companies, it will be quite practicable to lay down general rules for the free interchange of traffic applicable to *all* Indian Railways, and the advantages of uniformity are obvious

4. The regulations of the English Railway Clearing-House, which are the result of many years' practical experience, constitute a safe general guide, but the arrangements for the interchange of traffic in England are somewhat intricate, owing to the high state of development which internal trade has there attained, and the numerous and complex transactions of the different Companies with one another. It is, therefore, probable that, at the commencement at least, many of the detail rules which are found necessary in England will not be required in India.

5. The principle of uniform general rules for the free interchange of traffic being, in the opinion of undersigned, indispensable, the next phase of the question is whether those rules should be carried out by direct adjustment of the traffic accounts, and negotiation between the various

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

Companies; or whether, as in England, it would be more convenient to settle through the intervention of a Clearing-House.

6. Undersigned submit that it will be more convenient, not only at first, but for some time to come, for each Company to settle its own accounts for traffic interchanged with its neighbours—according to uniform general rules—and at some future date, when communication across India is more rapid, and through traffic and internal trade becomes more developed, it may simplify the adjustment of traffic accounts if a basis can be formed on which to establish a Clearing-House with proper powers, which final solution will at any time be a matter of less difficulty if uniform general rules are adopted at the outset.

7. The greatest obstacles to the establishment of a Clearing-House would probably be the difficulty of arranging for its control by those whose business it transacted, of adjusting in practice its position as regards the Supreme Government, the Local Governments, and the Companies, and of preventing the risk of its becoming in reality a source, not of despatch and simplification, but of hindrance and needless formality in business

8. Undersigned will now offer some observations on the general extent to which the rules embracing the whole question, under the different heads, in the order in which they appear in the English Railway Clearing-House Book, seem in their opinion to be applicable to the interchange of traffic and rolling-stock, without the intervention of a Clearing-House over Indian Railways

9 *Division of receipts*—The principle of the regulations of the English Railway Clearing-House seems generally fair and capable of adoption without difficulty.

10. *Goods classification and rates*—A uniform scale of classification for goods should be agreed upon by the Committee proposed by the Supreme Government, and should be adopted by all Indian Railway Companies, subject to periodical revision, as is the case in England. This however will, in practice, be found to work awkwardly under all the varying circumstances of traffic in different parts of India, unless the system of a maximum scale of goods rates, within which the Companies have powers to alter the amounts charged to the public, be also introduced on to the Railways where it does not now exist

11. *Rates for parcels for through traffic*.—There should be a uniform scale of charges for small parcels by passenger trains applicable to all Indian Railways, under which, as is the case in England, a parcel can be sent for a fixed known charge, according to distance, from any station of any consequence on one Railway to any station of any consequence on another, the amount of the carriage being divided by the Companies participating in it according to their respective mileage. The figures of the scale, which should be in English weights and Indian money, are a matter for further consideration and consultation between the various Companies, and the scale might be finally agreed upon at the Meeting of the Committee proposed by the Supreme Government. Many of the detail rules, under the foregoing heading in the English Railway Clearing-House Book are not required in India.

12. *Terminal allowances*—Two scales of maximum terminals should be fixed, within which the Companies should have power to vary them according to circumstances—

Scale A.—Applicable to a few large specified Towns, such as Calcutta and Bombay, where expenses of cartage, labour, &c, are high.

Scale B—Applicable to all stations not included in scale A

13 The maximum terminals in force in the Great Indian Peninsula, and Bombay, Baroda, and Central Indian Railways are (Scale A) Rupees 5 a ton in Bombay, and (Scale B) Rupees 2-8 a ton at all up-country stations. These might perhaps be found suitable for general adoption on other Railways

The detail rules under the foregoing heading in the English Railway Clearing-House Book, would require modifications to suit the circumstances of this country.

14. *Free empties*—The English rule should be adopted in India, but it should not be incumbent upon a Company to carry empties free at all.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

15 *Credit and bad debts. Settlement of accounts. Invoices. Delivery of trains at junctions by one Company to another. Smalls. Round Timber. Tranships. Ropes and or Damage of goods.*—The principle of the English rules in all these cases should be generally adopted, but the details require modification to suit the circumstances of Indian Railways, and the direct settlement of accounts and negotiation of questions relating to through traffic between the Companies themselves, instead of through the intervention of a Clearing-House.

16 *Dimensions of stock.*—It is unnecessary to have many rules hereon beyond that all rolling-stock should be within the standard gauge.

17 *Maximum weight of waggon loads.*—It will be well to have some maximum weight fixed, but information as to the nature of the stock of the different Companies is first required. Each waggon has, or should have, marked on it the maximum weight it is constructed to carry, but in very long journeys it is not advisable to load up to that weight.

18. *Mileage.*—The principle of the English scale, and most of the regulations under which it is carried out, might be adapted to the circumstances of Indian Railways, the rate being made uniform all over India, but the amounts charged per mile would have to be increased on account of the greater expense of working, and larger first cost of rolling-stock in India than in England.

19 *Demurrage.*—The principle of the English scale, and most of the regulations under which it is carried out, might likewise be adapted to the circumstances of Indian Railways, the rate being uniform all over India; but the amounts charged per day would have to be increased for the same reasons as the mileage, the distance, table carefully considered, and longer periods before rolling-stock becomes liable for demurrage arranged, as the distances over Indian Railways are very great, and the communication neither so rapid nor so frequent as in England.

20 *Number-taking.*—A system of number-taking of all rolling-stock at the different junction would have to be arranged.

21. *Ropes.*—The principle of the English rules should be generally introduced, and for the ropes used in the Traffic Department, if not in all Departments, a distinctive mark or strand should be adopted by each Company, all supplies of new rope being ordered to bear it.

22 *Free passes.*—Each Company should be entitled, when required, to a reasonable number of free passes for Inspectors or Officers sent to search for rolling-stock, couplings, lamps, ropes, sheets, &c., over the Railways of other Companies.

23 *Forms and Returns.*—It will be highly convenient if the same Forms and Returns for through traffic and rolling-stock interchanged can be agreed upon, and adopted by all the Companies, and if the same Books and Returns are likewise in use at all the junctions, as is the case with the Railway Clearing-House system in England, in fact, many of the Railway Clearing-House Forms can be taken as models.

24 *Alteration of Rules.*—It will be necessary to have some means by which the rules agreed upon for interchange of traffic and rolling-stock, may, like those of the English Railway Clearing-House, be opened to periodical improvement and revision, and undersigned consider this might be effected by means of a Committee at which each Company shall have the right to be represented, and which might meet with defined powers and proper rules laid down for its guidance in some convenient place every cold season. This Committee might also, to a certain extent, act the part of the Arbitration Committee of the English Railway Clearing-House, and deal with any questions or claims arising out of through traffic on which there might be differences of opinion between the Companies concerned, or which Government, or all parties concerned, might agree to refer to it.

25 Undersigned submit, in conclusion, that if the recommendations herein made are accepted in principle, and taken as the basis of the arrangements for the interchange of traffic, little difficulty should arise at the Committee which the Supreme Government propose to convene in settling the details accordingly, and in adjusting the goods classification, scales of rates, forms, &c., which it is suggested should be common to all Indian Railways.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

26. Undersigned enclose, as bearing upon the question, copies of papers containing the provisional arrangements for interchange of traffic and rolling-stock at Parell Junction, including scale of mileage and demurrage charges agreed to between the Great Indian Peninsula, and Bombay, Baroda, and Central India Railway Companies.

HARRY RIVERS,
*Agent, Great Indian
Peninsula Railway Company*

CHARLES CURREY,
*Agent, Bombay, Baroda, and
Central India Railway Company.*

BOMBAY,
6th October 1866

GREAT INDIAN PENINSULA, AND BOMBAY, BARODA, AND CENTRAL
INDIA RAILWAYS

Minutes of Meeting in Bombay, 14th December 1866

PRESENT

General RIVERS, *Agent, Great Indian Peninsula Railway.*

E W KELLY, Esq., *Traffic Manager.*

C CURREY, Esq., *Agent, Bombay, Baroda, and Central India Railway.*

1 The provisional arrangements for the interchange of traffic at Parell Junction, proposed in the letter No 5,421 of 1866, from the Agent of the Bombay, Baroda, and Central India Railway, were approved, and it was decided that they should be carried out as early as possible after the completion of the new junction, and that, in the meantime, the Chief Auditors and Traffic Managers of the two Companies should make the necessary preparations.

2. It was further agreed that, in the event of any particular case occurring before the arrangements alluded to in the preceding Minute can be put in force, in which it is desirable that traffic should be transferred immediately from one Railway to the other without passing by road across Bombay, the transfer take place at the Stations in Bombay; the Great Indian Peninsula stock being brought from Parell Junction to Grant Road; or the Bombay, Baroda, and Central India stock from Parell Junction to Byculla, free of charge for the purpose; each case to be specially arranged by the Traffic Managers.

3. A joint letter from the Agents of the two Companies, to the Bombay Government, in answer to the reference from the Government of India on the subject of the regulations necessary for the permanent interchange of traffic, was agreed upon.

4. Agreed, that a small permanent Goods Office, consisting at first of three rooms, and so placed as to be capable of convenient future enlargement, a carriage and waggon gauge, and huts for the Pointsmen and Signallers, be erected at Parell Junction at the joint expense of the two Companies. The Chief Resident Engineer of the Bombay, Baroda, and Central India Company to be requested to prepare a plan and estimate to be approved of by the Great Indian Peninsula Company, and submitted to Government.

From the Agent, Bombay, Baroda, and Central India Railway, to the Acting Agent, Great Indian Peninsula Railway, dated 3rd October 1866, No 5,421.

With reference to Minute 3 of the Meeting on September 29th, I have the honour to propose to you the following provisional scale of mileage and demurrage rates to be paid for the reciprocal use of rolling-stock. I have inserted the English figures for the sake of comparison.—

2—MILEAGE—		Average English charge	Proposed Indian charge
1st class and composites	...	3d per mile	1 Anna per mile.
All other passenger stock	..	1d "	10 Pies "
Goods waggons	...	1/2d "	8 " "
Sheets	...	1/2d "	4 " "

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

3—DEMURRAGE—

1st class and composites	10s	per diem.	Rs	6	per diem
All other passenger stock	6s	"	"	5	"
Goods waggons	3s	"	"	4	"
Sheets	1s	"	"	1	"

4—Demurrage to be charged as follows.—

If carriages, waggons, or sheets are detained exclusive of the day on which they are received, and the day on which they are returned, more than ... 2 clear days, 3 clear days, 4 clear days, and so on, one clear day being added for every 150 miles that the destination of the carriage, waggon or sheet is from the junction.

Distances within 100 miles	Distances 100 to 250 miles	Distances 250 to 400 miles
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5. In calculating the period of demurrage, Sun days are to be excluded
6. In no case is a higher charge than Rupees 50 to be made for demurrage on any sheet.
7. Carriages and waggons returned empty, and sheets sent back folded, to be exempt from mileage for the homeward journey.
8. No mileage to be allowed for waggons sent through by the owning Company with loads of less than 2 tons
9. All ropes sent through from one line to the other to be accompanied by an invoice debiting Rupees 5, which sum is to be taken credit for when the rope is returned
10. With respect to liability for damages to the rolling-stock of one Company on the line of the other, I propose that the Rule of the English Railway Clearing-House be adopted, which is as under—

145—So soon as any part of the working stock of one Railway passes into the custody and possession of another Company, the Company so in possession is responsible for all and every contingency that may arise from the use of such stock while in their possession, except that, if the contingency is clearly traceable to a defect of material, of workmanship, the ordinary repair or re-placement of such stock is to be at the cost of the owners

146.—The cost of the repairs of stock, arising from ordinary wear and tear, is borne, on all occasions, by the Companies owning the stock, but cases of palpable damage or negligence (such as dropping heavy weights into the waggons, and thereby breaking the bottoms, smashing of doors, neglect of greasing, &c., &c.) and all cases of collision or accident, shall be borne by the Company in whose possession the stock may be at the time an accident happens

150—Unless the account of the cost of the repairs of damaged stock be sent to the Company responsible for the amount, within three months of the time at which the repairs are completed, the claim is forfeited

11. I also suggest that we follow the English Rule in the case of demurrage on damaged rolling-stock, which is as under—

192—Not more than six additional days are allowed, free of demurrage, in cases of waggons damaged upon foreign lines; and when the damage is such as to require a longer time for executing the repairs, the waggons must be sent home. If not so sent within the six additional days, whether repaired or not, the detaining Company will be charged demurrage, unless exemption be especially granted by the owning Company. Notice must be given to the owners, as well as to the Clearing-House, how and where the damage occurred

12. No doubt, cases will in practice occur that are not entirely met by the provisional arrangements herein suggested. These will have to be dealt with, as they arise, in a fair way, and in the spirit of the English Railway Clearing-House Rules, so far as they may be applicable to India
13. If these propositions meet with your concurrence, I would suggest that the Traffic Managers and Chief Auditors of the two Companies meet and agree upon the forms to be adopted for through traffic, the books to be kept at Parell Junction, and the staff which each Company should have there.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

14. These preliminary arrangements being made, we will see if some merchants cannot be found who will attempt to introduce the Goozerat products into the Deccan, and establish a goods traffic between the two Districts.

15. It must be quite understood that these mileage charges and arrangements apply to all cases in which the rolling-stock of one Company is worked over the line of the other, and that you do not seek to exclude our waggons which pass with our stores between Poree Bunder and Parell

From the Joint Secretary to the Government of Bengal, in the Public Works Department, (Railway Branch,) to the Secretary to the Government of India, Public Works Department, dated 7th January 1867, No. 33 G.

1. In reply to your Circular letter No. 16 R of 22nd August 1866, on the subject of the interchange of traffic, I am instructed to forward, for the information of His Excellency the Governor General in Council, the Proceedings of a Meeting held at the Consulting Engineer's Office on the 29th December 1866, together with an explanatory Note by the Consulting Engineer.

2. The Lieutenant-Governor concurs in the opinion that there is no occasion to hold a preliminary conference of Railway Officers not directly concerned, and would defer taking any step towards establishing an Indian Clearing-House Committee until the necessity actually arises, of which at present there is no sign.

3. The principle of maximum rates having been generally accepted by the Governments concerned in the administration of Indian Railways, it becomes essential that a maximum tariff should be fixed prior to the junction of any two lines, and a uniform classification of goods for such lines appears also requisite. A communication to this effect will, therefore, be now made to the Government of the Punjab, in view of the junction of the East Indian and Delhi Railways, which is expected to take place in March next; and the views of that Government will also be sought respecting the Consulting Engineer's suggestion that all Government business in the interchange of traffic should be disposed of in one Office.

4. In my letter No. 1,217 G, dated 26th May 1866, reference was made on the subject of a maximum tariff for all India; and the application of the Agency of the East Indian Railway for authority to modify the rates below such maximum, without reference to the Consulting Engineer, was forwarded for orders.

5. The revision of the tariff does not appear to be an urgent matter, as the rates obtaining in the Punjab are believed to be identically the same as in Bengal; but the Lieutenant-Governor would be glad to receive an expression of the views of the Government of India on the subject of the amount of control to be exercised by the Consulting Engineer over rates and fares within the maximum limit sanctioned by Government.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

*Proceedings of a Meeting held at the Consulting Engineer's Office on 29th December 1866, to
consider the subject of the interchange of traffic.*

PRESENT

East Indian Railway Company

E PALMER Esq, .. }
C. STEPHENSON, Esq, ... } *Board of Agency.*
S. POWER, Esq, ... }

R ROBERTS, Esq, .. *Chief Auditor*

J. C. BATCHELOR, Esq, ... *Traffic Manager.*

Eastern Bengal Railway Company

G L CALDER, Esq, ... *Chief Accountant*

Read—

Letter from the Secretary to the Government of India, Public Works Department, to the Joint Secretary to the Government of Bengal, Public Works Department, (Railway Branch,) No. 16 R, dated 28th August 1866—(*Appendix A*).

Extract "Interchange of Traffic" from letter from D. I. NOAD, Esq., Secretary, London Board, East Indian Railway Company, to the Agent, East Indian Railway Company, Calcutta, No 55, dated London, the 14th September 1866.—(*Appendix B*).

Resolved—1.—That, in the opinion of this Meeting, the general conference proposed in paragraph 6 of Colonel Dickens' letter would be premature.

" 2.—That at present there is no necessity for a Clearing-House for Indian Railway Companies, and that all arrangements relating to the interchange of traffic, rolling-stock, &c, at junctions, can be carried on without the intervention of a Special Committee.

" 3.—That in the event of a dispute arising on any point in connexion with the clearing arrangements, the Companies concerned should be guided by the rules in force in the London Clearing-House

Resolved—4.—That as regards the interchange of traffic between the East Indian and Punjab Railway Companies, and with the concurrence of the Agent of the latter Company, the clearing arrangements be performed by the East Indian Railway Company; the Punjab Railway Company being charged an amount proportionate to the cost of the Staff engaged on the work.

" 5.—That the Traffic Managers of the East Indian and Punjab Railway Companies, meet to consider the rates for terminal charges, carriage and waggon mileages, and demurrage, for the consideration of the Agents of the two Companies, and subsequent sanction of Government.

" 6.—That arrangements similar to those proposed, between the East Indian and Punjab Railway Companies, will meet the requirements of the through traffic on the junction of the East Indian with the Great Indian Peninsula Railway, and similarly for the junction of all Railways in the Bengal Presidency

(Signed) E PALMER
(") C. STEPHENSON.
(") S POWLR
(") R ROBERTS
(") J. C BATCHELOR
(") G L CALDER.
(") A. G. PENDLETON
(") C. H. LUARD
(") F. S. TAYLOR

C. and S.-E. Railway Company.

A. G. PENDLETON, Esq, ... *Agent.*

—
Captain F. S. TAYLER, R E,
Consulting Engineer.

Captain C H LUARD, R E.,
Offg. Depy Consq Engr.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

APPENDIX A.

From the Secretary to the Government of India, Public Works Department, to the Joint Secretary to the Government of Bengal, in the Public Works Department, (Railway Branch,) dated 22nd August 1866, Circular No 16 R

In continuation of Circular No 5, Railway, of 1866, I am directed by the Governor General in Council to forward copies of the London Railway Clearing-House Rules, and to request that the Consulting Engineer and the Agent of the Railway Companies under the Government of Bengal may be called upon to submit, at an early date, an expression of their views on the subject of the interchange of traffic, rolling-stock, &c, at junctions, and to propose such drafts of Rules, or of modifications of the English Rules, as may, in their opinion, be applicable to the circumstances of Indian Railways

2 It is desirable that the prospective, as well as existing, connections of the several Railways shall be kept in view in considering the matter Thus, the Madras Railway will be in connection with both the Great Southern of India and the Great Indian Peninsula Railways, the East Indian Main Line, the Jubbulpoor Extension of the East Indian and the Great Indian Peninsula Railways will be in connection Again, the East Indian, the Eastern Bengal, and the Calcutta and South-Eastern Railways will be in connection, as also will the East Indian, the Delhi and the Punjab Railways, and lastly, the Great Indian Peninsula, and Bombay, Baroda, and Central India Railways are already in connection

3 It is an unquestionable desideratum that the practice on all Railways in India, in regard to the interchange of traffic, should be uniform, as far as may be possible with justice to the interests of the individual Companies Absolute uniformity may not be practicable, but the chief point on which variation will probably be demanded is that of rates, which are, amongst other things, affected by the distribution and different kinds of fuel in use over the large area embraced by the Indian Railway system, compared with Great Britain, and the competition of other means of communication to which some lines more than others are exposed

4 The fact that nearly all the Railway Companies in Great Britain are parties to the London Clearing-House, is greatly in favour of the practical value of one uniform system, and from that experience it may be predicted that, if such be not established in the outset, it will sooner or later inevitably be demanded: and the longer it is delayed the more difficult will be its introduction

5 The Governor General in Council trusts that the Officers of the Government and the Railway Companies will take an enlightened and liberal view of the question which is now referred for their consideration, and endeavour so to shape their proposals that there may be little difficulty in arriving at such a general recognition of fundamental principles as will make the interchange of traffic an easy and convenient matter, both in the present and the future

6 On receipt of the Reports, &c, now called for, the drafts of proposed Rules will be collated in this Department, and be submitted to a General Meeting, to be convened at a convenient place, of all interested for consideration and discussion of the points upon which there may be differences of opinion The Secretary of State has intimated his wish that the initiative in the preparation of such Rules should be taken on the spot by the Officers possessing local experience, and the result of the deliberation of the conference will be forwarded to His Lordship, in view to the matter being finally disposed of in communication with the Directors of the several Companies

7 As several of the Railways are expected to be in connection with each other by the middle of 1867, it is very necessary that the matter should receive prompt attention, and I am directed to request that the Lieutenant-Governor of Bengal will have the goodness to impress upon all concerned the desirability of submitting their views with the least delay that the importance of the subject will allow of, and to forward them at once to the Government of India with an expression of their own opinion thereon.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

APPENDIX B

Extract of a letter from Secretary, London Board E. I. Railway Company, to Agent, E. I. Railway Company, No 55, dated 11th September, 1866.

"Interchange of Traffic"—In reference to the question of an interchange of traffic between the different Railways, which is brought forward in the proposition of the Traffic Manager of the Delhi and Punjab Line, of the 13th April, the Board desire me to send you the following remarks.—The East Indian Railway will shortly be brought into connection with the Punjab Railway in one direction, and the Great Indian Peninsula in another, and the great principle of operations which we are anxious to adopt in both cases is that of mutual accommodation for the general benefit of the public. In any arrangement that may be made, the avoidance of transhipment is a cardinal point. The Board cannot understand why the waggon of the Punjab Railway should be hauled only to Allyghur. They propose to take over the waggons of the Punjab Railway at the Ghazeeabad Junction, and to haul them down to their destination. In like manner, the Punjab Railway must take over our waggons at the Ghazeeabad Junction, and haul them to any station on their line without breaking bulk. No traffic must be booked by the Punjab Railway Company at Delhi to stations south of Ghazeeabad. It must be distinctly understood that this Company does all the haulage between Ghazeeabad and Delhi, and Ghazeeabad southwards, the Punjab Company to do the haulage from Ghazeeabad upwards; mutual arrangements must of course be made for the use of waggons on the return journey, and you cannot be guided in this respect by anything better than the English Clearing-House System."

Note by CAPTAIN F. S. TAYLOR, R. F., Consulting Engineer to the Government of Bengal, Railway Department, on the subject of the interchange of traffic on Indian Guaranteed Railways, dated 2nd January 1867

1. I submit, for the orders of the Lieutenant-Governor, the Proceedings of a Meeting held at this Office on the 29th December, to consider the proposals of the Government of India for the formation of an Indian Clearing-House, as given in their Secretary's letter No 16 R, dated 22nd August 1866.
2. Under any circumstances, it would not, I submit, be expedient to commence operations by calling a general conference of Railway Officers for the despatch of business connected with through-booking arrangements, because the junction of the various lines will not be effected simultaneously, and the majority of the Railway representatives would not, therefore, be directly concerned in the discussion.
3. But apart from this, it is the conviction of the Meeting that a separate Clearing-House Committee will never be required in India, for the division of receipts from through-traffic (a very small portion of the whole earnings) can easily be effected in the Traffic Audit Offices of any two Railways concerned—disputes being settled by reference to the London Clearing-House Rules. On this understanding, all necessity for interference by Government in the affairs of rival Companies will be avoided, and the attention of the Consulting Engineer concerned will be confined to the rules for through-booking framed by the Companies concerned, on each occasion of a junction of lines.
4. The main desideratum is a maximum tariff for all Railways working towards common termini, to be fixed by Government, and a uniform classification of goods for all Railways in any way connected to be fixed with the approval of Government, and to be revised only with the consent of all the Railways concerned.
5. Special rates for through-booking below the maximum, and the rules for interchange of rolling-stock, carriage and waggon mileage charges, demurrages, &c., &c., are matters to be, in the first instance, arranged between the Companies concerned, subject to sanction by the Consulting Engineer to Government; but it is, I submit, a question for reference whether the necessary orders will be given by the Government of India, or whether, at all events until the junction of the Bombay lines, the power of final sanction may not with advantage be exercised under

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

the authority of one of the Local Governments, for it is obvious that the despatch of business will be expedited if the Railway Companies concerned are placed in direct communication with some one officer of Government empowered to deal with disputed questions, nor will it, I think, be premature to arrange now for the settlement of disputes, as it is only in event of two Companies failing to come to an understanding that action need be taken by Government, in which event the necessity for a single referee is apparent.

6. On a previous occasion, a reference was made to the Government of India on the subject of a maximum tariff for all India, and the control of rates within that limit by the Consulting Engineer, but no reply has yet been received.

Joint Secretary's No. 1,217 G of 26th May 1866.

7. The revision of the Bengal tariff does not appear urgent, as the junction with Bombay will hardly be effected within two years from this date, but an authoritative decision on the reference of the Board of Agency of the East Indian Railway Company on the subject of the Consulting Engineer's control, seems essential, and, on the present occasion, a request to this effect should, I think, be made to the Government of India.

From the Under Secretary to the Government of Punjab, in the Public Works Department, (Railway Branch,) to the Secretary to the Government of India, Public Works Department, dated 4th February 1867, No. 23-19.

1. With reference to your Circular letter No. 16 R, dated 22nd August 1866, on the subject of interchange of traffic, rolling-stock, &c., at junctions, I am directed to forward a copy of the Proceedings of a Special Meeting held on the 26th ultimo, between the Agent, Punjab and Delhi Railway Companies, and the Consulting Engineer to this Government.

2. It appears to the Lieutenant-Governor that, in Resolution No. 1, the Meeting has taken a large and liberal view of the question. It will probably not be practicable, in the first instance, to run through passenger trains, that is, without changing carriages; but that is what should be kept in mind as a gain to be secured.

3. The Lieutenant-Governor concurs with the Meeting in Resolution No. 2, in thinking that a Code of Rules suitable for Indian Railways, and founded upon the English Railway Clearing-House Rules, will be best drawn up by the General Meeting proposed to be convened.

4. In Resolution No. 3, it is stated "that the through rates of both coaching and merchandize traffic should be the sum of the local rates, and that uniform charges for coaching traffic and rules for excess luggage be adopted." It seems to the Lieutenant-Governor that the latter part should read thus,—“and that uniform charges and rules for small parcels traffic, and excess luggage by passenger trains, be adopted.” The convenience of being able to send small parcels at a uniform rate is manifest, and the necessity for having identical rules with regard to the amount of luggage allowed to be carried free, and the same charges for excess luggage on all Railways, is evident.

5. The Lieutenant-Governor is quite disposed to agree with the Meeting in Resolution No. 4, that the appointment of a Clearing Committee, as in England, is not yet necessary; and it probably will not be for some years to come. The conditions of England and India, as regards their Railway systems, are different. In the former there is a net-work of Railways belonging to many Companies, over a comparatively limited area; in the latter there are long single lines belonging

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

to few Companies, over an immense space. In England there are 104 Railway Companies, parties to the Clearing-House, and the aggregate length of their lines is 12,337 miles, over about 100,000 square miles of country. In India, there are only as yet 12 Railway Companies, with an aggregate length of 4,944 miles, over about a million square miles.

6. With regard to Resolution No 5 of the Meeting, I am to remark that, however perfect may be the Code of Rules that is to be drawn up, yet no doubt cases may occur which, in the opinion of different Companies, may not appear to be satisfactorily provided for; and in these cases the appointment of an Arbitrator or Arbitration Committee acceptable by all parties seems desirable.

7. With the opinion expressed in Resolution No. 6, the Lieutenant-Governor concurs, with the addition, that a maximum scale of rates for passenger traffic may also with advantage be fixed.

DELHI RAILWAY.

Proceedings of a Special Meeting held on Saturday, the 26th January 1867, between the Agent and the Consulting Engineer.

PRESENT.

Mr GEO FINCH, Assistant Agent

„ T. W KEENE, Traffic Manager

„ J J ROBINSON, Offg. Acct. and Auditor
Read—

Lieut-Col H DRUMMOND, R E., Consulting Engineer to Government

Lieut L CONWAY GORDON, Assistant Consulting Engineer.

Letter No 16 R, dated 22nd August, from the Secretary to the Government of India.—(Appendix A)
Memorandum, dated 20th December 1866, by the Traffic Manager, Punjab and Delhi Railway Companies — (Appendix B)

Resolved —1 —That, in the interest of the Companies, as well as of the public, it appears most desirable that the flow of traffic through junctions should be made as free as possible. that transshipment of passengers and goods at junctions of Trunk Lines should, if possible, be the exception rather than the rule.

„ 2.—That, with view to uniformity of system in the conduct of through traffic, this Meeting might have taken up the English Clearing-House Rules; struck out those Rules that are inapplicable to Railways in India; modified some, and added others. But in the opinion of this Meeting, the duty of preparing a Code of Rules is one that will be better done, and done once for all, at the General Meeting of all concerned which is proposed to be convened.

Resolved —3 —That the through rates of both coaching and merchandize traffic should be the sum of the local rates, and that uniform charges for coaching traffic, and Rules for excess luggage, be adopted; and the same classification of goods be likewise adopted if possible; and that, as far as practicable, having regard to the interests of the several Railways concerned, a lower special through rate may be fixed for any class of goods by, and with, the consent of the Companies interested

„ 4 —That, so long as the interchange of traffic concerns only two Companies, arrangements can be made between them for the adjustment of receipts, by returns sent to the Offices of Accounts of both Companies; but when traffic has to run over the lines of three or four or more Companies, the appointment of a Clearing Committee, as in England, will be absolutely necessary.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

- „ 5.—That in all matters connected with the interchange of traffic Companies, will be guided by the Code of Rules referred to in Resolution No 2. But should the point in dispute not be capable of settlement by such Code of Rules, then it will be referred to the Government of India, who shall appoint an Arbitrator, or themselves decide on the question in dispute
- „ 6 —That, in the opinion of this Meeting, a maximum scale of rates for goods of every description be fixed, with power to the respective Traffic Managers to make any reduction in such rates as they may deem advisable in the interest of their respective Companies, subject to the sanction of the Local Governments.

APPENDIX A.

From the Secretary to the Government of India, Public Works Department, to the Joint Secretary to the Government of Bengal, in the Public Works Department, (Railway Branch), dated 22nd August 1866, Circular No. 16 R.
(See page 10)

Memorandum by T. W KEENE, Esq., Traffic Manager, of proposed arrangements for the interchange of traffic between the Delhi and East Indian Railway Companies.
COACHING TRAFFIC.

First, second, and third class passengers to be booked through from the principal Stations of the Delhi Railway to those of the East Indian Railway, and *vice versa*.

Also parcels, horses, carriages, dogs, corpses, doolies, palanquins, &c. In both cases the local rates of each Company added together to form the through charge

Horse-boxes and carriage-trucks to go through, the Company running same to receive a fair mileage charge for use thereof

MERCHANDIZE TRAFFIC

All merchandize to be booked through, to, and from the chief stations on each line, the rate being the local rates charged by each Company added together

As at the commencement of working traffic over the Delhi line, the stock of waggons will be limited in number, and the mileage of the East Indian Railway considerably larger than that of the Delhi, it is proposed that for every loaded waggon of the Delhi Company passing Ghazeeabad, the East Indian Company should give an empty waggon in exchange.

Passengers

Horses, dogs, &c, fares

Horse boxes and trucks to go through.

Through rates

Rolling stock.

Interchange of rolling stock

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

Through booking to be limited

If an arrangement of this nature cannot be made, the East Indian Company not being able to guarantee an equal number of empty waggons for the loaded ones received, it is proposed to limit the through-booking to stations on the Delhi side of Toondla junction, as far as regards the down-traffic

To commence through-booking to all the chief stations on the East Indian Railway, with our limited supply of rolling-stock, without some such mutual arrangement as this, would cause considerable difficulty and loss to the Delhi Railway Company.

The downward traffic being greatly in excess of the up-traffic, this Company's waggons would in a short time be scattered over the length of the East Indian line, and in many instances days, probably weeks, would pass, before their return. Our local traffic may, therefore, be subject to loss for want of a due supply of rolling-stock.

It is true we should receive from the East Indian Railway Company a mileage allowance for the use of our waggons, but this would not in any way compensate the Company for the loss.

MINERAL TRAFFIC.

It is proposed to enter into arrangements with the East Indian Railway for a low special through rate for the above traffic, more particularly for coal. It is believed by the undersigned that coal, in full train loads, may be brought to Ghazeeabad by the East Indian Railway Company at such a rate as would fully compensate that Company, and at the same time enable the Delhi Company to use coal instead of wood for fuel for locomotive purposes. The waggons bringing this fuel may be applied for downwards through-traffic.

The minor arrangements for carrying the through-booking into effect to be left in the hands of the respective Traffic Managers, excepting as to the appointment of a competent Clerk, with a small staff of Assistants, to be placed at Ghazeeabad for the purpose of keeping a correct account of the rolling-stock of each Company passing Ghazeeabad, and furnishing the same as required to the Accountants of each Company. These appointments, or the chief one, should be made by a Joint Committee of the two Companies.

Minor arrangements to be carried out by Traffic Managers

Appointment of a Clearing Clerk

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

Appointment of a Through Committee.

Settlement of disputes and claims.

THROUGH TRAFFIC COMMITTEE.

For the purpose of the more efficiently carrying out these objects, and encouraging a system of through-booking on the most economical plan, the undersigned would recommend the appointment of a Through Traffic Committee, consisting of the Agents, or Assistant Agents, the Traffic Managers, or Assistant Traffic Managers, and the Locomotive Superintendents, or their Deputies, of each Company; also the Clearing Clerks to meet once in every three months at Delhi, or any more convenient station as may be previously agreed upon; and that such Committee select a Chairman and Vice-Chairman, and at their Meetings have full power to decide upon and settle the several charges for the use of each Company's rolling-stock by the other Company; and all disputes, claims, or other matters immediately connected with through-booking.

T. W. KEENE,
Traffic Manager.

TRAFFIC MANAGER'S OFFICE,
Lahore, 20th December 1866.

From the Under Secretary to the Government of Punjab, in the Public Works Department, (Railway Branch,) to the Secretary to the Government of India, Public Works Department, dated 6th February 1867, No. 27 P—22 D.

1. I am directed to forward the Proceedings of a Meeting held between the Agent, Delhi Railway, and the Consulting Engineer to this Government, on the 26th ultimo, for the purpose of discussing the proposals of the Board of Agency, East Indian Railway (*vide* page 13) for the management of the interchange of traffic between the two Companies; and also for the purpose of examining in detail the Memorandum drawn up by the Traffic Managers of the two Companies (*vide* page 14).

2. On the general question of interchange of traffic, the Resolution of the Agent and Consulting Engineer, together with the views of this Government, were submitted with my letter No. 23—19, dated 4th February 1867.

It remained, then, only for the Meeting to consider the particular arrangements that appear to require to be made between the East Indian and Delhi Railway Companies, with a view to the probable early opening of a section of the latter from Ghazeeabad to Meerut. This opening may be effected by the 15th March, but more probably not till 1st of April.

3. As regards the through-traffic which will pass over the lines of both Companies, it will be observed that the Agent of the Delhi Railway does not agree to the proposal contained in Resolution No. 4 of the Meeting held in Calcutta on the 29th December last, *viz.*, that "the clearing arrangements be

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

performed by the East Indian Railway Company." The Lieutenant-Governor is of opinion that the arrangement proposed by the Agent, Delhi Railway Company, is the more desirable, viz., that the returns of the through-traffic should be made simultaneously to the Accounts Offices of both Companies. The forms required for this purpose are neither intricate nor difficult. They will have to be prepared in duplicate, one copy being sent to each of the Companies. In this way, both the Agencies and both the Traffic Managers will receive the earliest information of the condition of the through-traffic—a matter, no doubt, of importance.

4. The Lieutenant-Governor is of opinion that it is for the Government of India to decide whether any, and what, toll is to be paid by the Delhi Railway Company for running over the Jumna Bridge of the East Indian Railway into Delhi. The estimated cost of the bridge was £ 200,000 ; what the actual cost has been is not known, but it is probably not much in excess of the estimate.

Assuming the above figure, the cost of the bridge is equal to ten miles of Railway, at £20,000 a mile average. It should also be borne in mind that the bridge is more costly than is absolutely necessary for Railway traffic, inasmuch as it has a road-way for common traffic through it. From the toll on common traffic, an income will be realized solely by the East Indian Railway. Further, if an allowance has to be made by the Delhi Railway on account of the Jumna Bridge, it will have to be decided whether the latter Company will not be justified in recovering that allowance from the public by a corresponding increase in fares and rates. If this is not admitted, its traffic into Delhi will be a loss to the Delhi Railway Company ; and if it is admitted, the downwards traffic into Delhi will be more heavily taxed than the upwards traffic into that city, which seems anomalous. On the whole, it appears to the Lieutenant-Governor that it will be fairer to both Companies and to the public to leave out the cost of the bridge altogether from the calculation, and to rule that the ordinary fares and rates per mile between Meerut and Ghazecabad shall be in force also on the twelve miles between Ghazecabad and Delhi, as regards the traffic carried in the trains of the Delhi Railway Company.

5. With reference to the

5. With reference to the opinion expressed by the Meeting held at Lahore on the 26th ultimo, Resolution No. 17, "that a proportion equal to 80 per cent. of the gross earnings will be a fair remuneration to pay to the East Indian Railway" for hauling the trains of the Delhi Railway Company between Ghazeeabad and Delhi, I am to remark that, although at first sight the proportion may appear high, yet on closer examination it will be found not to be unreasonable, when it is remembered that the entire cost of the section between Ghazeeabad and Delhi has been defrayed from the capital of the East Indian Railway Company.

DELHI RAILWAY.

Proceedings of a Meeting held at the Agent's Office, Lahore, on Saturday the 20th January 1867, for the purpose of discussing the question of interchange of traffic, in continuation of Special Meeting held on 12th December 1866.

Mr G. FINCH, *Assistant Agent*
 „ T. W. KEENE, *Traffic Manager.*
 „ J J. ROBINSON, *Offg Acctt and Auditor.*

PRESENT :

Lieut.-Colonel H. DRUMMOND, R.E.,
Consulting Engr. to Govt. of Punjab.
Lieutenant L. CONWAY GORDON, R.E.,
Assistant Consulting Engineer.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

Read—

Letter from Consulting Engineer, No $\frac{44}{19}$, dated 18th January 1867, with annexures —
(Appendix A)

Secretary to Government of India, Public Works Department, (Railway Branch,) No. 16 R, dated 22nd August 1866, received with Consulting Engineer's No 550, dated 1st September 1866 —(Appendix B)

Letter No 20, dated 20th January 1867, from Traffic Manager, together with Memorandum of a Meeting held at Traffic Manager's Office, East Indian Railway, Jamalpoor, on 7th January 1867—(Appendix C)

1867 — (*Appendix C*)
Memorandum No 254, dated 13th August 1864, from Consulting Engineer to Government of Punjab, with annexures, being correspondence between the Secretary of State and the Boards of the East Indian and Delhi Railways, on the subject of a junction between the two Railways at Ghazeeabad (*Appendix D*)
Railways Office, Calcutta, on 29th December 1866 —

two Railways at Ghazeeabad (*Appendix E*)
 Proceedings of Meeting held at Consulting Engineer's Office, Calcutta, on 29th December 1866 —
 (*Appendix E*)

(Appendix E)
Letter No 52, dated 5th January 1867, from Board of Agency, East Indian Railway, agreeing to application for temporary loan of rolling-stock — (Appendix F)

RESOLUTION.—1 *Resolved.*—With regard to the 4th Resolution of Meeting held at Consulting Engineer's Office, Calcutta, on the 29th December, this Meeting is of opinion that the clearing arrangements therein proposed are not desirable. It appears to this Meeting that each Company should keep accounts of through-traffic. the East Indian Railway rendering accounts to the Delhi Railway of through-traffic booked by it, and the Delhi Railway to render accounts to the East Indian Railway of all through-traffic booked on the former, but passing over the latter

2 That the Table of passenger and goods rates recommended by the Traffic Manager, be experimentally adopted. (*Vide Appendix*)

3 That, with reference to first recommendation of the Meeting referred to in Appendix C (*vide* page 10), this will depend on the Report of the Chief Engineer, and also on Government inspection.

4. These arrangements (Propositions Nos. 2, 3, and 4) are agreed to as a temporary measure, until the stations and other works on the Delhi Line are sufficiently advanced to allow that Company to do the work themselves

5 Agreed to. (Proposition No 5)

6. Agreed to as a temporary measure, at England
(Proposition No. 6.)

7. Agreed to as a temporary measure. (Proposition No. 7)

8. Agreed to, and as regards the East Indian Railway, goods classification temporary measure (Proposition No. 8)

8. Agreed to, and as a temporary measure (Proposition No. 8)

9 Agreed to experimentally (Proposition No 9)
(" " 10)

10 " " " provided the Delhi Railway is in need of this temporary accom-

11 Agreed to, provided the Delhi Railway is in need of such compensation.
mediation. (Proposition No 11)

11 modification. (Proposition No 11)
12 Agreed to (" " 12)

12. Agreed to (" " 13)
13. " (" " Purposes 1-8-0 per mile for the temporary loan

13 " (" ")
14 This refers to the charge of Rupees 1-8-0 per mile for the temporary loan
 of the Indian Railway, vide Appendix. (Proposition No. 14.)

14 This refers to the charge of engine by East Indian Railway, *vide* Appendix. (Proposition No. 14.)
(Propositions Nos 15 and 16)

15 Agreed to (Propositions Nos 15 and 16)
 16 Agreed to as a temporary measure. (Propositions Nos. 17, 18, and 19.)

16 Agreed to as a temporary measure. (Propositions Nos. 11, 12, and 13.)

17. The decision of the London Board of the two Companies, approved by the Secretary of State for India, provides that all haulage between Ghazeeabad and Delhi be done by the East Indian Railway at a fair per-centage of the receipts (See Appendix) Whether this haulage charge be calculated at per train mile hauled, or at so much per mile for each description of vehicle, or at a fixed toll for each class of passengers and each ton of goods, or by a portion of the gross earnings by the Delhi Railway over the line between Ghazeeabad and Delhi, is for the two Companies to determine But this Meeting is of opinion that a proportion, equal to 80 per cent of the gross earnings, will be fair remuneration to pay to the East Indian Railway. (Proposition No. 20)
18. Agreed to (Propositions Nos. 21 and 22)
19. Agreed to, and Rupees 5 per diem for coaching stock demurrage (Proposition No 23)
20. Agreed to (Proposition No 24)
- That Propositions Nos. 11 to 19, inclusive, have reference to the temporary loan of carriages by East Indian Railway, and will only come into force provided the accommodation is needed.

DELHI RAILWAY.
Table of Ordinary and Special Rates and Fares for the conveyance of Passengers, Merchandise, &c, sanctioned 1st March 1867

COACHING TRAFFIC.				MERCHANDIZE TRAFFIC.			
PASSENGER FARES.				Minerals and special class goods, as per agreement with the Traffic Manager, &c.			
1st Class	...	...	Eighteen pie per mile.	1st Class...	...	...	One-third of a Pie per maund per mile.
2nd "	...	...	Nine Pie per mile.	2nd "	...	...	Half a Pie per maund per mile.
3rd "	...	...	Three Pie per mile	3rd "	...	...	Two-thirds of a Pie per maund per mile.
1st "	Return	...	Two Annas per mile	4th "	...	...	One Pie per maund per mile.
2nd "	"	...	One Anna per mile	5th "	...	...	Two Pie per maund per mile
SPECIAL TRAINS —Rupees 5 per mile, and 1st and 2nd class fares				TERMINAL CHARGES —Upon all consignments to or from Delhi Terminus, a charge of 6 Pie per maund			
TELEGRAPH MESSAGES				DEMURRAGE —On all goods ware-housed, or lying on the Company's premises, and not duly removed within 48 hours of arrival, a charge of 3 Pie per maund per day			
For every group of 20 words, ... " " additional 1/2 group of 10 words ...				On cotton, if not removed after 48 hours, a charge of 8 Annas per bale per diem ; after the expiration of a week, one Rupee per bale per week, or any portion of a week Demurrage on waggons ordered and not loaded within 24 hours, or received loaded and not discharged within 24 hours, a charge of Rs. 4 per diem (Sundays excepted)			
A booking-fee of 8 Annas will, in addition, be charged for each message to cover the expenses of delivery (including registration and postage when necessary).				INSURANCE RATES —An insurance rate of 1 per cent on excepted articles for each consignment under Rs 500 in value, and for every consignment above this amount in value, the Traffic Manager to be authorized to enter into, or agree to, such special rate as he may deem sufficient to cover the risk			
PARCELS				ARTICLES OF A DANGEROUS NATURE —Gun-powder; lucifer matches; sulphuric or other acids; explosive oils, and all articles of a dangerous nature, to be carried at owner's risk only; to be loaded only in non-vans specially provided for this purpose, and to be charged at a rate of 1 1/2 Pie per maund per mile. No less quantity than 20 maunds to be charged for			
50 miles.				TREASURE RATES —Two Pie per maund per mile for silver coin, and one Pie per maund per mile for copper coin, the Railway Company taking no responsibility Guard in charge to pay third class fares No less quantity than 20 maunds to be charged for			
Weight under	50 miles.	RS. A. P.	Every additional 50 miles 2 Annas.	RATES FOR LIVE STOCK			
5 seers.	...	0 4 0		FOR CATTLE, CATVES, SHEEP, PIGS, GOATS, &c			
10 "	...	0 6 0		Cattle			
20 "	...	0 8 0		Full loads, 5 to 8	...	...	three Annas per mile
40 "	...	0 12 0		Half "	1 to 4	...	one Anna nine Pie per mile
HORSES AND CARRIAGES				Full loads, 13 to 24	...	...	three Annas per mile
One horse	...	...	Two Annas per mile	Half "	4 to 12	...	one Anna nine Pie per mile
Two horses	...	...	Three Annas per mile	The minimum charge for a truck load, or half a truck load, will be Rs. 5.			
Three "	...	...	Four Annas per mile				
Carriages and palanquins	...	...	Three Annas per mile				
4-wheeled carriages, or two carriages in same truck, (same owner)	...	...	Four and a half Annas per mile				
Dogs —Under 50 miles, 8 Annas. Under 100 miles, 1 Rupee—and 4 Annas for each additional 50 miles	...	...					

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

APPENDIX A.

From the Consulting Engineer to Government of Punjab, Railway Department, to the Agent and Manager, Punjab and Delhi Railways, dated 18th January 1867, No 44—19

In forwarding papers, in original, as per margin, I have the honour to request that, after perusal, you will be so good as to circulate them to Heads of Departments, in order that the proposals therein made for the Regulation of the interchange of traffic between the Delhi and East Indian Railway Companies may be fully discussed at the Official Meeting on Wednesday next. Or perhaps it would be better to call a Special Meeting for the occasion, as the subject is a most important one, and requiring early and careful decision.

No 55 G, dated 8th January 1861, from the Joint Secretary to Government of Bengal, (Railway Branch,) to the Under Secretary to Punjab Government, (Railway Branch,) and accompaniments

APPENDIX B

From the Secretary to the Government of India, Public Works Department, to the Joint Secretary to the Government of Bengal in the Public Works Department, (Railway Branch,) dated 22nd August 1866, Circular No. 16 R

[See page 10]

APPENDIX C.

From the Traffic Manager, to the Agent, Delhi Railway, dated 29th January 1867, No 20

In conformity with your verbal instructions received at Calcutta on 5th instant, I have the honour to inform you that I proceeded to Jamalpoor on the following day, and had an interview with the Traffic Manager of the East Indian Railway, and I beg herewith to forward you a proof copy of the arrangements proposed by us for the working of the traffic on the Delhi Railway until we are in a position to perform the work with our rolling-stock

You will observe that we are unanimous on every Clause, except the 20th, and this is a most important point for your consideration

Mr Batchelor contends that, for the privilege of running over the Jumna Bridge, we should pay, for every description of traffic, a rate equal to 15 miles of Railway; whilst, on the other hand, I contend that a fair and reasonable rate for the same should be as for 6 miles of line, or 18 miles from Delhi to Ghazeeabad

If we accede to Mr Batchelor's terms, all traffic booked at Begumabad Station would be carried at an absolute loss to the Delhi Railway Company, as in effect we should be paying to the East Indian Railway Company for 40 miles of carriage, while we should only be receiving from the public as for 20 miles

The rule in force in England is, that any Railway Company passing over the line of a foreign Railway should pay to such foreign Railway as for 6 miles of line, and this rule is generally adopted, no matter what the cost of the line may be, or whether any expensive structures are passed over, such as the Jumna Bridge, or otherwise

There are several cases on English lines I could point out where the toll payable for running over expensive viaducts is even less than a 6 miles' toll: but I am not aware of any case where a larger mileage is charged; and in bringing the matter to your notice, I would respectfully point out to you that, if a larger mileage than what I have named is conceded to the East Indian Railway Company, such rates, instead of developing the traffic on the Delhi line, will act in a prohibitory manner, and encourage competition by bullock cart between Meerut and Delhi

APPENDIX D.

Memorandum from the Consulting Engineer to Government of Punjab, Railway Department, to the Agent, Delhi Railway, dated 13th August 1864, No. 254.

Copy of the Government of India, Public Works Department, Despatch No. 3113, dated 25th July last, forwarded to the Agent, Delhi Railway, for his information, and for that of the

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

Chief Engineer, and for guidance, in connection with the instructions of the Government of India, conveyed in Colonel Strachey's letter No 1113, dated 27th May last, copy of which was sent to the Agent with this Office, No 174, dated 14th June last.

From the Secretary of State for India, to the Government of India, dated 31st May 1864

1. With reference to that part of your Excellency's Despatch No 1 of 4th January last, which proposed the construction of a joint line for the East Indian and Punjab Railways from Ghazeeabad to Delhi, I transmit herewith copies of a

Letter to East Indian and Punjab Railway Companies, dated 9th,	1864
" from " " Railway Company, dated 8th April 1864, No	2,170.
" from Punjab " " " " " " " " " "	1,576
" to " " " " " " " " " "	1,597
" from " " " " " " " " " "	1,597

correspondence on the subject with the Directors of the respective Railway Companies

2 The East Indian Directors, it will be seen, object to your suggestion that the line in question should be made at the joint expense of both Companies, insisting on the necessity of their keeping the whole of their own lines in their own hands. They offered, however, to undertake the haulage of the traffic of the Punjab Company between Delhi and Ghazeeabad at a fair percentage of the receipts until such time as the increase of that traffic should warrant the construction of a separate line by the Punjab Company, and the Punjab Board signified their readiness to acquiesce in this arrangement, on condition of their being permitted to have a separate station of their own within the walls of Delhi. With this condition I have complied, believing that no more satisfactory plan could be devised for reconciling the conflicting interests of the two Companies than that which has thus been agreed to by both. I request, therefore, that the instructions conveyed to the Punjab Government by your Secretary's letter of 22nd September last, may receive the modifications requisite to make them accord with the changes of plan which I have sanctioned

From the Under Secretary of State for India, to the Board of Directors, E. I. and Sindh (Delhi) Railway Companies, dated 9th March 1864.

I am directed by the Secretary of State for India to transmit herewith a copy of a Despatch from the Government of India, with enclosures in original, on the subject of connecting the main line of the East Indian and Punjab Railways, both with each other and with Delhi, and to request that the Directors may have to offer on the suggestions that the branch from Ghazeeabad to Delhi shall be constructed and maintained at the joint expense of the two Companies.

From the Secretary, London Board, E. I. Railway Company, to the Under Secretary of State for India, dated 8th April 1864, No 2,107.

I am instructed by the Board of Directors of the East Indian Railway Company to acknowledge the receipt of your letter of 9th ultimo, transmitting a copy of a Despatch from the Government of India, and the enclosures in original, on the subject of connecting the main lines of the East Indian and the Punjab Railway Companies, both with each other and with Delhi, and requesting that the Directors may have to offer on the suggestion that the branch from Ghazeeabad shall be constructed and maintained at the joint expense of the two Companies.

Without referring to considerations arising out of the terms of their contract with the Government, the Board of Directors desire me to state that, in their Judgment, the interests of the Company, and the safety and advantage of the public, require that they should keep their own line in their own hands, and they are not, therefore, prepared to recommend the shareholders to assent to the arrangements proposed by the Government of India.

If the Secretary of State considers that the Punjab Company should have a line into Delhi, but that the traffic between that point and the Punjab does not at present warrant its construction, the Board are prepared, in the meantime, to take the haulage of the traffic of the Punjab Company between Delhi and Ghazeeabad at a fair per-centage of the receipts.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

This arrangement is obviously the most practicable that can be adopted under the circumstances) whilst preventing all confusion, and the risk which must arise if the conduct of the traffic (which between the two banks of the river is enormous) over a single line were in the hands of two Companies, it will, until events prove that it will be remunerative, save the Punjab Company a large outlay of capital, and the same line give the public all that can be required, the means of delivering at, and sending from, Delhi the traffic to or from the Punjab.

From the Chairman, Board of Directors, Delhi Railway, to the Under Secretary of State for India, dated 8th April 1864, No. 1,576.

1. I have the honour to acknowledge the receipt of Mr. Baring's letter, dated the 9th ultimo, giving cover to a copy of a Despatch from the Government of India, with enclosures, on the subject of connecting the main lines of the East Indian and Punjab Railways with each other and with Delhi, and requesting to be furnished with any remarks which the Directors may have to offer on the suggestion that the branch from Ghazeeabad to Delhi should be constructed and maintained at the joint expense of the two Companies.

2. In reply, I have to request that you will be good enough to convey to the Secretary of State for India in Council an expression of the Board's concurrence in the suggestion alluded to, it being understood that the Company has its own station within the walls of Delhi.

From the Under Secretary of State for India, to the Chairman, Board of Directors, Delhi Railway, dated 21st April 1864.

1. With reference to your letter of 8th instant, No. 1,576, relative to the proposal of the Government of India that the branch from Ghazeeabad, to connect the Punjab and the East Indian Railways with Delhi, shall be constructed and maintained jointly by both Companies, I am directed to acquaint you that the Directors of the East Indian Railway Company, to whom also a communication on the subject had been made by Sir Charles Wood, have declined to accept the proposal. They desire that their Company shall construct and keep in their own hands a branch of their own, upon which, however, they offer to undertake the haulage of the Punjab Company's traffic between Delhi and Ghazeeabad at a fair per-centage of the receipts, until such time as the increase of that traffic shall warrant the construction of a separate branch for the Punjab Company.

2. Sir Charles Wood does not doubt that the Directors of the Punjab Company will consent to this arrangement, and he requests to be furnished with an intimation to that effect, in order that he may instruct the Government of India accordingly. He will, at the same time, inform the Government that he complies with the wishes of the Directors to have a separate station for their Company within the walls of Delhi.

From the Chairman, Board of Directors, Delhi Railway, to the Under Secretary of State for India, dated 17th March 1864, No. 1,597.

I have to acknowledge the receipt of Mr. Merivale's letter of the 21st ultimo, stating that the East Indian Railway Company had declined to accept the proposal that the branch between Ghazeeabad and Delhi should be constructed and maintained at the joint expense of that Company and of the Delhi Railway Company; and, in reply I have to state that, as the Secretary of State for India in Council "complies with the wishes of the Directors to have a separate station within the walls of Delhi," they agree to the alternative submitted to them in Mr Merivale's letter, viz, that the East Indian Railway Company shall construct and keep in their own hands a branch of their own; undertaking, however, the haulage of the Delhi Company's traffic between Delhi and Ghazeeabad at a fair per-centage of the receipts, until the increase of the traffic shall warrant the construction of a separate branch for the Delhi Company.

I am to add, however, that this alternative is accepted on the express understanding that the interests of the Delhi Railway, in respect to the haulage of its traffic between Ghazeeabad and their station at Delhi, shall be fully protected by a formal agreement to be drawn up by the Solicitors of the two Companies.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

Proceedings of the Right Honourable the Governor General of India in Council, Public Works Department, dated 25th July 1864, No. 394 R—3,416

Read the following papers:—

Railway Despatch No. 44, dated 31st May 1866, from the Secretary of State to the Government of India, and enclosures

ORDER.—Ordered, that copies of the above be forwarded to the Governments, North-Western Provinces and Punjab, for information and guidance, with a request that the above Despatch may be considered to supersede former orders on the subject, and that it may be taken into consideration in carrying out the orders of the Government of India contained in letter No. 177 R—2,199, dated 27th May 1864, paragraph 2. It is also to be observed that the words "separate Station," in paragraph 2 of the Secretary of State's Despatch, are not to be interpreted as requiring isolated stations for the two Companies.

The convenience of the community will probably be best met by a joint station, though each Company may have a separate platform and offices.

Memorandum of Meeting at Traffic Manager's Office, Jamalpoor, Monday, 7th January 1867.

PRESENT.

Mr. T. W. KEENE, Punjab and Delhi Railways

J. C. BATCHELOR, East Indian Railway.

It was agreed the points for discussion were—

1st.—The arrangements requisite on the opening of the Punjab and Delhi Railway from Ghazeeabad to Meerut; and

2nd.—The points named in Resolution No. 5 of a Meeting held at Government Consulting Engineer's Office in Calcutta, on 29th December 1866.

Recommended—

1st.—That the opening of the line between Meerut and Ghazeeabad shall be fixed for the first Monday in March next.

2nd.—That the trains at the commencement work to and from the East Indian Railway Station at Delhi

3rd.—That the booking of goods and passengers be performed by the East Indian Railway at Delhi and Ghazeeabad.

4th.—That the expenses of the joint staff at Delhi and Ghazeeabad be divided in the proportion that the total earnings for each Company at each station bear to each other.

5th.—That on the Punjab and Delhi Line proper, the work be performed by that Company.

6th.—The East Indian Railway to book to Meerut 1st, 2nd, and 3rd class from Delhi, and from same stations as book to Delhi.

7th.—The East Indian Railway to supply tickets at all such stations below Ghazeeabad, and to supply Meerut Station with corresponding down-tickets.

8th.—The through rates, both passengers and goods, to be the local rate of each Company added together. The goods classification of East Indian Railway to be adopted.

9th.—That, to commence with, two mixed trains each way be run daily, Sundays included, between Meerut and Delhi, at about following times.—

	A. M.	P. M.
UP		
From Delhi, ...	8-45	6-40
Ghazeeabad, Arrival, ...	9-20	7-15
Departure, ...	9-55	7-25
Arrival, Meerut, ...	11-24	9-0
DOWN		
From Meerut, ...	6-0	3-45
Ghazeeabad, Arrival, ...	7-30	5-15
Departure, ...	7-40	5-35
Delhi, Arrival, ...	8-15	6-10

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

10th.—That the Punjab and Delhi Companies provide Guards for these trains.
11th.—That the passenger trains to be supplied by the East Indian Railway consist of at first two sets, each consisting of

- 1 Composite,
- 6 Third class,
- 2 Break-vans.

12th.—That a Greaser be placed at Meerut by the East Indian Railway; at first his cost, as well as that of grease at that station, being paid by the Punjab and Delhi Companies.

13th.—That goods waggons be indented for as required by the Punjab and Delhi Line.

14th.—That the haulage charge on these trains be as between Meerut and Delhi.

15th.—That the mileage of passenger train vehicles be charged as between Ghazeeabad and Meerut

16th.—That mileage on passenger vehicles be charged both ways, unless specifically sent as empties.

17th.—That mileage on merchandize and mineral vehicles be only charged on the outwards journey; and in the case of return waggons loaded to stations, short of the owning Company's line.

18th.—That a general mileage charge on rolling-stock be fixed as follows:—

Passenger vehicles, all round, ... 6 Pie per mile.
Merchandize and mineral do ... 4 " " "

19th.—That no mileage be allowed for waggons received from owning Company with a less load than 40 maunds

20th.—That the question of the allowance on traffic to and from Delhi Terminus and the Delhi Line, on account of the Jumna Bridge, be left for the decision of the respective Agencies, Mr. Batchelor contending for an allowance of 15 miles for the bridge proper, or 27 miles from Ghazeeabad to Delhi Terminus, and Mr. Keene offering 6 miles for the bridge proper, or 18 miles in all

21st.—That cases of demurrage occurring through damage to the stock be dealt with on their merits as they arise.

22nd.—That, as regards demurrage, each waggon be allowed one day for each 150 miles, or portion of 150 miles, it has to run in going and returning, with 24 hours for loading and unloading.

23rd.—That the demurrage charge for each waggon be at the rate of Rupees 3 per day of 24 hours

24th.—That goods claims be paid by the Company in whose charge the goods were when the loss or damage occurred. If it is doubtful, and cannot be ascertained where the loss or damage occurred, then the claim is to be settled by mileage

T W KEENE,
Traffic Manager, Delhi Railway
J C BATCHELOR,
Traffic Manager, E. I Railway

DELHI STATION,
12th January 1867

APPENDIX E

*Proceedings of a Meeting held at the Consulting Engineer's Office on 29th December 1866,
to consider the subject of the interchange of traffic.*

PRESENT.

<i>East Indian Railway Company</i>		<i>Eastern Bengal Railway Company.</i>	
E PALMER, Esq., ...	} Board of Agency.	G L CALDER, Esq., ...	Chief Acctt.
C. STEPHENSON, Esq., ...		A G. PENDLETON, Esq., ...	Agent.
S POWER, Esq., ...			
R ROBERTS, Esq., ...	Chief Auditor.	CAPTAIN F. S TAYLOR, R. E.,	Consulting Engineer.
J C. BATCHELOR, Esq., ...	Traffic Manager.	CAPTAIN C. H. LUARD, R. E.,	Offg. Depy Consgr. Engr.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

Read—

Letter from the Secretary to the Government of India, Public Works Department, to the Joint Secretary to the Government of Bengal, Public Works Department, (Railway Branch,) No. 16 R, dated 28th August 1866 —(Appendix A)

Read—

Extract "Interchange of Traffic" from letter from D. I. NOAD, Esq., Secretary, London Board, East Indian Railway Company, to the Agent, East Indian Railway Company, Calcutta, No 55, dated London, the 14th September 1866 —(Appendix B)

Resolved—1.—That, in the opinion of this Meeting, the general conference proposed in paragraph 6 of Colonel Dickens' letter would be premature.

2.—That at present there is no necessity for a Clearing-House for Indian Railway Companies, and that all arrangements relating to the interchange of traffic, rolling-stock, &c., at junctions can be carried on without the intervention of a Special Committee

3.—That in the event of a dispute arising on any point in connection with the clearing arrangements, the Companies concerned should be guided by the rules in force in the London Clearing-House

4.—That as regards the interchange of traffic between the East Indian and Punjab Railway Companies, and with the concurrence of the Agent of the latter Company, the clearing arrangements be performed by the East Indian Railway Company, the Punjab Railway Company being charged an amount proportionate to the cost of the Staff engagement on the work.

5.—That the Traffic Managers of the East Indian and Punjab Railway Companies meet to consider the rates for terminal charges, carriage and waggon mileages, and demurrage, for the consideration of the Agents of the two Companies, and subsequent sanction of Government

6.—That arrangements similar to those proposed between the East Indian and Punjab Railway Companies, will meet the requirements of the through-traffic on the junction of the East Indian with the Great Indian Peninsula Railway, and similarly for the junction of all Railways in the Bengal Presidency

(Signed) E PALMER
(") C STEPHENSON
(") S POWER.
(") R ROBERTS
(") J C BATCHELOR.
(") G L CALDER
(") A. G. PENDLETON
(") C. H. LUARD
(") F. S. TAYLOR

ORDER.—Ordered, that copies of these papers be forwarded to the Local Governments named in the margin, with the observation that, on the whole, the Governor General in Council is disposed

to agree with the Government of Bombay, but wishes, before deciding, to have the further opinion of the Government of Madras after perusal of the several suggestions.

(Signed) C. H. DICKENS, Colonel, R. A.,
Secretary to the Government of India.

*Proceedings of the Madras Government, Public Works Department,
14th May 1867.*

No. 323. ORDER THEREON, 14th May 1867, No. 1,451.

RAILWAY, No. 22.

1. Communicated to the Consulting Engineer for Railways, who is requested to obtain the opinions of the respective Railway Agents upon the various suggestions contained in these papers regarding the regulations necessary for the interchange of traffic and rolling stock upon the several Indian Railways.

2. Colonel Anderson will submit these opinions to Government as soon as possible, accompanied by an expression of his own views upon the several points now brought forward.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. F. R. Bantleman.

Public Works Department

1451
CNO. 1451

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 14th May 1867.
Read the following

*From the Asst. Secy to the Govt:
of India —*

(Here enter No. 4

dated 17 April 1867)

*Communicated
to the Consulting Engineer
for Railways, who is
requested to obtain the
opinions of the respective
Railway Agents upon
the ^{various} suggestions ^{contained} ~~which~~
~~have emanated from~~
~~in these papers~~
Bantley regarding the
regulations necessary for
the interchange of traffic
and rolling stock upon
the several Indian
railways.*

Colonel

Colonel Anderson
will submit these opinions
to Government as soon
as possible, accompanied
by an expression of his
own views upon the
several points now brought
forward.

M.

To The Engg Engineer
for Railways—

Decr 16/57

Pub: Works 1867 ¹⁸⁵⁶ Dep^y

Pro of Govt for May

No 1451

Pro of Govt for May
14th May 1857

Communicating with
instructions to the Comr Engrs
for Railways, Circular from
the Govt of India forwarding
certain correspondence relative
to the arrangements proposed for
the Interchange of Traffic
at Junction of Railways
in India.

322-323

32