R.M.S

M.R.O. 1—77,006—8-6-31.

(1) Number of pages 32

(2) Date of repair 15-3-43

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 168-9 Press ~~Mis.~~

343-344.

Dated 18-1- 1867.

Not to be folded or roughly handled

No. 343. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 11th January 1867, No. 9 :—

Read the following letter from the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 29th October 1866, No. 2,190.

1. I have the honor 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, dated Madras, 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 honor 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 practicable, 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.

---

1. Submitted to Government with reference to G. O. dated 15th September 1866, No. 2,958.

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.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

Proceedings of the Madras Government, Public Works Department,
18*th January* 1867.

No. 344. ORDER THEREON, 18th January 1867, No. 168.

RAILWAY, No. 20.

Ordered that the foregoing papers be sent, with the following letter, to the Government of India.

(Here enter No. 169, dated 18th January 1867.)

(True Extract.)

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

To the Consulting Engineer for Railways.

Erd. S. T. Augustin.

5

PUBLIC WORKS DEPARTMENT.
FORT SAINT GEORGE,
18*th January* 1867.

No. 109.

No. 345.
To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 21.

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 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.

* No. 16 R.

2. The Agent of the Madras Railway Company is cordially in favor 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 shoud 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 Arconum 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.

I have the honor to be,
Sir,
Your most obedient servant,
(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

No. 2190 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM, 29th October 1864.

From

THE AGENT

Great Southern of India Railway,

To

The Consulting Engineer for Railways

Madras.

SIR,

I have the honor to inform you in reply to your letter of the 26th Instant; in which you ask me to state my views upon the subject of the interchange of traffic, rolling stock, &c. at junctions, that I conceive 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 the rates I have to remark that I am averse to a mileage division of receipts. I consider that thro' 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.

In like

3— Mileage and Demurrage charges upon the scale shown in the London Railway Clearing Rules rules might be adopted in India.

4— It is unlikely that public interests will call for any 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.

I have the honor to be,

Sir,

Your most obedient Servant,

[illegible]

Agent

No. GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, _____ 186

From

THE AGENT

Great Southern of India Railway,

To

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

SIR,

Madras Railway Company.
No. 6 Agent and Manager's Office
January 8th 1867.

From.

R. B. Elwin Esqre.
Agent and Manager, of the
Madras Railway Company.

To,

Lieutenant Colonel J. C. Anderson, RE.
Consulting Engineer
for Railways.

Sir,

Owing to my absence in England on Furlough, I have only recently seen Major Strachey Stewarts' Communication of the 26th September, last 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 united together, I have therefore the honor 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."

A

From
The Agent Great Southern of India
Railway,
To
The Consulting Engineer for Railways.
Madras
No. 2190.
Dated 29th October 1866
Received 31st October
Rlo 10/6/67
Referred to the Journal
Entered Letter No. 2449
Copied
Letter to Railway Co's
Pondicherry
Tanjore
Trichinopoly
Erode
Coimbatore
Calicut
Beypore
Parakkum

4. I am of opinion, that it should be incumbent upon all Railway Companies in India to exchange Traffic, to the 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 the 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 these deliberations communicated to the next Quarterly Meeting of the Agents, for disposal.

7. Monthly Settlements of Accounts should be made between the several Companies interchanging Traffic.

Division of Expenses.

8. 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.

Division of Receipts.

9. The Receipts should be divided in accordance with the provisions of the English Railway Clearing Houses, as indicated in Paras 20 & 32.

Classifications and Rates.

10. It is desirable as far as is practicable, that uniformity should exist in the Classifications 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 Classifications must be the 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.

Terminal Allowances, Demurrage, &c., &c.

13. 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, ~~it appears to me~~ I am of opinion, that Bombay should

Should be the Head Quarters of the Indian Railway Clearing House -

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

Agent and Manager

Low

Madras Railway

From

The Agent and Manager
of the M.R.Y.Co.

To

The Secretary:
Government
No 1065/65

Dated 8th January
Rec. 10. " "

Ans.

Submitting observations
with reference to the
Indian Railways
Inquiries of Mr. [illegible]
Inquiry at Madras.

Railway Department

Consulting Engineer's office

No. 9.

Submitted to Government with reference to G. O. dated 15th September 1866. No. 2958.

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 9 and 12 months

months hence; and the junction of the North West Line with the Great Indian Peninsula some time in 1869.-

Madras
11th January
1867

J. Anderson Lieutt Colonel R.E.
Consulting Engr for Railways.

To

The Secretary to Government
Public Works Department
Fort Saint George.

Rec: 15 September 66 cPp 388-889

P.W. 1867. Department.
Rec: 9th & 10th January. RAILWAY DEPARTMENT. No 106

From

The Consg. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 11th
Received 12th } January 1867.

No. 9-

Enclosures, No. 2 ✓

Observations on letters from the Agents S. I. & S. Rys & Madras Rys, submitting their views upon the subject of the interchange of traffic rolling stock &c at junctions.

No 343

Orders. 168-169-18th Jany/67

Railway P.W.D. 5

21

168

Proceedings of the Madras Government
Under date the 18th January 1867
Read the following.

From the Cons. Engr.
for Railways. (No. 9 of 11th January 1867)

Ordered that the foregoing papers be sent, with the following letter, to the Government of India.

Dept. 19th January 67

2

To 169
The Secretary to the Govt.
of India. P. W. D.

Sir,

In compliance with the request contained in the Circular* from the

No. 16R

Government of India
dated the 22d August last,
I am directed to submit
the accompanying papers
in which the views of the Agents of
the Guaranteed Railway
Companies in this Presi-
dency upon the subject
of the interchange of traf-
fic, 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 uni-
form system, similar
to that adopted at the
London Clearing house,
to

which in his opinion it
should be incumbent on
all Indian Railway Com-
panies, 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 representa-
tives of the several Com-
panies 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

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

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.

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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

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 Arconum and

and Conjeveram, 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.

M.

Fort St George
18th January 1867

Desp. with copy of Govt. No. 168, 19th January 1867

Pub: Works 1867 Dept.
Pers: of Govt. for January
No 168 & 169

Pers: of the Madras Govt.
Of 18th January 1867

Papers on certain
Papers Containing the views
of the Agents of the guaran-
teed Ry: Cos in the
Presidency on the Subject
of interchange of Traffic
&c at Railway Junctions.

No 343 & 345

With Letter to the Govt of Madras