

(1) Number of pages 22

(2) Date of repair 9-1-43

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1177 + 1198

Press
Mis.

Dated

18/5/43

Not to be folded or roughly handled

12

*Proceedings of the Madras Government, Public Works Department,
15th June 1867*

No. 337. Read the following letter from the Consulting Engineer for Railways to the Secretary to Government, Public Works Department, dated Madras, 29th May 1867, No. 164 :—

1. With reference to G. O. No. 1,451, dated 14th May 1867, I have the honour to forward letters addressed to me by the Agents of the Madras and Great Southern of India Railways, dated the 20th and 22nd May respectively, expressing their views on the various suggestions which have been made for regulating the interchange of traffic and rolling-stock upon the several Indian Railways.

2. The Agent and Manager of the Madras Railway concurs in the opinion expressed by the Agents of the Great Indian Peninsula and of the Bombay, Baroda and Central India Railways, to the effect that the fullest reciprocal facilities should exist for the free interchange of traffic, and that through rates should be established on the lines of the Companies interchanging traffic. The Agent of the Great Southern, in his former letter on the subject, also advocates a "through" service of vehicles and rates, but he considers that each Company should receive a proportion of the receipts equal to its full local rate, in contradistinction to receipts according to *mileage*. It is, therefore, to be gathered that he is opposed to a uniform rating for different classes of goods and passenger traffic over all Indian lines.

3. I beg to state that I concur in the opinion of the Agent of the Great Southern of India, as above expressed. I consider that the rates for goods and passengers should be classified for each line of Railway on purely local considerations, that is, on the scale which may be thought most conducive to the profit of such line of Railway, considered by itself; and that on two or more lines being connected, and interchange of traffic being introduced, the rates should not be altered until it should become apparent that the alterations are either indispensable, or that they would be conducive to the interests of the several Companies concerned. It may fairly be expected that the representatives of the Companies will see the necessity of forbearance and mutual accommodation, and that the interference of the Government to check ruinous competition will seldom if ever be called for.

4. That competition is, however, likely to arise to a certain extent cannot be doubted. Should, for example, the proposed branch line from Kulbarga to Hyderabad be held in abeyance, for any period subsequent to the extension of the Great Indian Peninsula and Madras lines to Kulbarga and Raichoor respectively, the distances between Bombay and Hyderabad and between Madras and the same place by these two routes will be almost identical. Each Company would, of course, try to get the traffic into its own hands.

5. Again, the Great Southern of India Railway Company will be able to compete with the Madras Railway, for the carriage of salt to the stations on the Madras Line, for a considerable distance north and south of Erode.

6. I have no doubt that, in both the above cases, arrangements may be made between the Agents of the respective Companies, which should be equally advantageous to both; but I do not think that details of traffic can be completely arranged, on general principles only, and am rather of opinion that they must be determined by local considerations, and that the latter form a subject more adapted for verbal discussion than for correspondence.

7. As regards the Railways in this Presidency, the only lines with which there is likely to be any interchange of traffic for which special provision is called

Railway

Proceedings of the Madras Government, Public Works Department.
15th June 1867.

for, are the Madras and Great Indian Peninsula Lines on the one hand, and the Madras and Great Southern of India on the other. I conclude that the authorities connected with these lines will meet and arrange for through traffic, some time before the lines are completed.

8. The majority of the Officers who have been consulted on the subject under consideration, are of opinion that a Meeting of the representatives of all the Indian Railway Companies is not at present called for. The general feeling seems to be that it is best for the Companies who come into contact with each other to arrange a set of regulations, which may be thought most suitable for their common interest.

9. A general meeting is certainly not required so far as the interest of the Madras Railways are concerned, and the expediency or otherwise of having it must depend, in a great measure, on the degree of uniformity which the Government of India wish to establish in the traffic arrangements on the several Indian lines. The Railway Companies themselves are not likely to think uniformity a matter of any importance. Should, however, the Government of India think otherwise, I am of opinion that uniformity in the rules for the interchange of traffic is more likely to be attained by full discussion of the subject by the representatives of the various Companies, than by any other method.

10. As abovementioned, I do not advocate uniformity of rates for ordinary passenger and goods traffic, but it would appear very desirable that the mileage charges for carriages and wagons, weight of loads, demurrage charges, &c., should be the same all over India.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 20th May 1867, No. 185.

1. With reference to Order of Government, No. 1,451, dated the 14th instant, passed upon the papers relating to the interchange of traffic at Railway Junctions, I have the honour to state that, after having carefully read through the correspondence, I am more than ever convinced of the necessity that the utmost reciprocal facilities should exist to ensure a free and thorough interchange of traffic, and that the establishment of through rates between Companies exchanging traffic would tend considerably to develop the resources of the districts, through which the various lines of Railway pass.

2. I consider that a Code of Rules for the conduct of through traffic, based on those applicable to the English Railway Clearing House, will be indispensable, immediately the different lines of Railway are linked together, and exchange traffic, and therefore the sooner a Meeting of the representatives of the several Railway Companies takes place the better.

3. In the event of a binding Code of Rules being drawn up and agreed to by the several Railway Companies interchanging traffic, the establishment of an Indian Railway Clearing House may, as it appears to me, for the present be postponed, as the Chief Auditors and Chief Accountants of the various lines will doubtless, for some time to come, be able with the aid of Rules, to deal with the settlement and division of receipts arising from through traffic, &c., &c.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 22nd May 1867, No. 2,324.

1. I have the honour to state, in reply to your application for my opinion upon the various suggestions contained in the papers forwarded with Government Order No. 1,451, of the 14th instant, that I fully concur in the views held by the Government of Bengal, and by the representatives of the East Indian, Eastern Bengal, and Calcutta and South Eastern Railway Companies, &c.

Proceedings of the Madras Government, Public Works Department.
15th June 1867.

That the proposed general conference would be premature. 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.

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.

2. The papers you have sent me show that the Government of Punjab is also of opinion 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."

3. The Agents of the Great Indian Peninsula and Bombay and Baroda Railway Companies are also opposed to the establishment of a Railway Clearing House; and as their Memorandum is sent forward without remark, I assume that the Government of Bombay entertain a similar opinion.

No. 338. ORDER THEREON, 15th June 1867, No. 1,797.

RAILWAY, No. 22.

Ordered that the papers above read be communicated, with the following letter, to the Government of India.

(Here enter No. 1,798, dated 15th June 1867.)

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT SAINT GEORGE,
15th June 1867.

No. 1,798.

No. 339.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 23.

1. With reference to the Circular from the Government of India, dated the 17th April last, No. 4, I am directed by the Right Honourable the Governor in Council to submit the accompanying papers, containing the further views of the Agents of the guaranteed Railway Companies in this Presidency, and of the Consulting Engineer for Railways, upon the subject of the interchange of traffic, rolling-stock, &c., at junctions.

2. In submitting these papers, I am to state that, in the opinion of this Government, the establishment of a general Clearing House for Indian Railways may, for the present, be advantageously postponed; but they consider that the interchange of traffic should be conducted everywhere upon uniform general rules.

3. The Regulations of the London Clearing House will of course form a suitable basis for the Indian Code, but to insure the thorough discussion of this important question, and the timely adoption of the most suitable rules, His Lordship in Council is of opinion that a general meeting of the Railway authorities throughout India should be convened at as early a date as possible.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) CHARLES A. ORR, Colonel, R. E.,

Secretary to Government.

Exd. S. T. Augustin.

Madras, *May 20th* 1867.

From

H. B. Currie Esq.,

Agent and Manager of the M.R.C.

To

Lieutenant Colonel J. F. Anderson R.E.

SIR,

Consulting Engineer for Railways.

With reference to Order of Government, 2nd 1861, dated the 11th instant, passed upon the papers relating to the interchange of traffic at Railway Junctions, I have the honor to state, that after having carefully read through the Correspondence, I am more than ever convinced of the necessity, that the utmost reciprocal facilities should exist to ensure a free and thorough interchange of traffic, and that the establishment of Through Rules between Companies exchanging traffic would tend considerably to develop the resources of the District, through which the various Lines of Railway pass.

I consider that a Code of Rules for the conduct of Through Traffic, based on those applicable to the English Railway Clearing House, will be indispensable, immediately the different Lines of Railway are linked together, and exchange traffic, and therefore the sooner a meeting of the Representatives of the several Railways

Passing companies takes place, the better.

3. In the event of a binding sale of
Notes being drawn up and agreed to by the
several Passing companies interchanging traffic,
the establishment of an Indian Passing House
may, as it appears to me, for the present
be postponed, as the Chief Auditors and Chief
Assessants of the various Seins, will doubtless, for
some time to come, be able with the aid of
Notes, to deal with the settlement and division
of Receipts, arising from Through Traffic, &c. &c.

I have the honor to be,
Sir,

Yours most obedt servant,

Wm. J. Carter
Agent and Manager.

Submitting the same
as the subject of the
interchange of traffic
of railway stations.

Recd May 20th 1867
No. 185

17th 1867/68

THE CONSULTING ENGINEER
FOR RAILWAYS
THE AGENT AND MANAGER
MADRAS RAILWAY

Railway Department.
CONSULTING ENGINEER'S OFFICE,
No. 164
From Lieut. Colonel J. C. Anderson R.E.
Consulting Engineer for Railways,
To Colonel C. A. Orr R.E.
Secretary to Government,
Public Works Department,
Port Saint George.

SIR,

With reference to G.O. 12, 14, 51
dated 14th May 1867, I have the honor to forward
letters addressed to me by the Agents of the Madras
and Great Southern of India Railway, dated the
20th and 22nd May respectively, expressing their
views on the various suggestions which have been
made for regulating the interchange of traffic
and rolling stock upon the several Indian
Railways.

2. The Agent and Manager of the
Madras

Madras Railway concurs in the opinion expressed by the Agents of the Great Indian Peninsula and of the Bombay, Baroda and Central India Railways to the effect, that the fullest reciprocal facilities should exist for the free interchange of traffic, and that through rates should be established on the lines of the Companies interchanging traffic. The Agent of the Great Southern in his former letter on the subject also advocates a "through" service of vehicles and rates, but he considers that each Company should receive a proportion of the receipts equal to its full local rate, in contradistinction to receipts according to mileage. It is therefore to be gathered that he is opposed to a uniform rating for different classes of Goods and Passengers traffic over all Indian Lines.

3. I beg to state that I concur in the opinion of the Agent of the Great Southern of India, as above expressed. I consider that the rates for Goods and Passengers should be classified

classified for each line of Railway on purely local considerations, that is, on the scale which may be thought most conducive to the profit of such line of Railway, considered by itself, and that on two or more lines being connected, and interchange of traffic introduced, the rates should not be altered until it should become apparent that the alterations are either indispensable or that they would be conducive to the interests of the several Companies concerned. It may fairly be expected that the representatives of the Companies will see the necessity of forbearance and mutual accommodation, and that the interference of the Government to check ruinous competition will seldom if ever be called for.

4. That competition is however likely to arise to a certain extent cannot be doubted. I should for example the proposed Branch line from Gulbarga to Hyderabad be held in

in advance, for any period subsequent to the extension of the Great Indian Peninsular and Madras lines to Kurlbarga and Raichoor respectively, the distances between Bombay and Hyderabad and between Madras and the same place by these two routes will be almost identical, Each Company would of course try to get the traffic into its own hands.

5. Again the Great Southern of India Railway Company will be able to compete with the Madras Railway, for the carriage of salt to the Stations on the Madras Line, for a considerable distance north and south of Erode.

6. I have no doubt that in both the above cases, arrangements may be made between the Agents of the respective Companies, which should be equally advantageous to both; but I do not think that details of traffic can be completely arranged, on general principles only

only, and am rather of opinion that they must be determined by local considerations, and that the latter form a subject more adapted for verbal discussion than for correspondence.

7. As regards the Railways in this Presidency, the only lines with which there is likely to be any interchange of traffic for which special provision is called for, are the Madras and Great Indian Peninsular Lines on the one hand and the Madras and Great Southern of India on the other. I conclude that the authorities connected with these lines will meet and arrange for through traffic, some time before the lines are completed.

8. The majority of the officers who have been consulted on the subject under consideration are of opinion that a meeting of the representatives of all the Indian Railway Companies is not at present called for. The general feeling seems to be that it is best for the Companies who come into contact with each

each other to arrange a set of regulations, which may be thought most suitable for their common interest.

9. A general meeting is certainly not required so far as the interest of the Madras Railways are concerned and the expediency or otherwise of having it, must depend in a great measure, on the degree of uniformity which the Government of India wish to establish, in the traffic arrangements on the several Indian lines. The Railway Companies themselves are not likely to think uniformity a matter of any importance. I should however, the Government of India think otherwise I am of opinion that uniformity in the rules for the interchange of traffic is more likely to be obtained by full discussion of the subject by the representatives of the various companies, than by any other method.

10. As above mentioned I do not advocate uniformity of rates for ordinary Passengers

Passenger and Goods traffic, but it would appear very desirable, that the mileage charges for carriages and wagons, weight of load, demurrage charges, &c., should be the same, all over India.

Madras
29th May
1867

I have the honor to be,
Sir,
Your most obedient servant,
J. Ashmole Esq. (Colonel)
Consulting Eng^r for Railways

Public Works Department.

no 1797

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 15th June 1867

Read the following

From the Cons. Engineer
for Railways

(Here enter No. 164 dated 29 May 1867)

Ordered that the
papers above sent be
communicated, with the
following letter, to the Govt
of India.

To
The Cons. Engr
for Railways
Recd 17/6/67

To The Secretary to the
Government of India
S. N. D.

With reference to the
Circular from the Govt.
of India dated the 17th
April last, No. 1, I am
directed by the Right
Honorable the Governor
in Council to submit
the accompanying papers,
containing the 'quarter'
views of the Agents of the

holding stock upon the
General Indian Railways.

RAILWAY DEPARTMENT.

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

Public Works Department,

Fort Saint George.

no 1797-4798-1867

Dated 29th

Received 1st May 1867.

No. 164.

Encl: 2.

It is ordered that the
aforesaid to be sent by the
Agents of the Railways to
the Govt. of India, and that the
views on the same be
forwarded to the Secretary to
the Government of India, and
that the same be
forwarded to the Secretary to
the Government of India.

guaranteed Railway
Companies in this
situation, and of the
Consulting Engineer for
Railways, upon the
subject of the interchange
of traffic, rolling stock,
&c., at junctions.

In submitting
these papers, I am to
state that, in the opinion
of this Government, the
establishment of a general
Clearing House for In-
dian railways may, for the
present, be advantageously
postponed, but they con-
sider that the interchange
of traffic should be con-
ducted everywhere upon
uniform general rules.

The regulations of the
London Clearing House
will of course form a
suitable basis for this

Indian Code, but to
insure the thorough dis-
cussion of this important
question, and the timely
adoption of the most
suitable rules, His Lord-
ship ^{in Council} is of opinion
that a general meeting
of the Railway authorities
throughout India should
be convened at as early
a date as possible.

Recd. 17/6/67 with copy of 1797 of 1867

Fort St George
15th June 1867



P. W. 1867. Department.

Proc. of Govt. for India

No. 1777 + 1778

PROCEEDINGS OF GOVERNMENT *of India*

Dated

15th June 1867

*Passing orders on
certain papers on the subject
of the Interchange of Traffic
at Railway Junctions.*

*The Govt. of India
furnished with the above papers
and the opinion of this Govt.
on the subject therein referred to.*

337-338@339