

(1) Number of pages 10

(2) Date of repair 3-1-68

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 335-36	Press ~~Mis.~~
654-56	
Dated 31 1	1868

Not to be folded or roughly handled

[Signature]

*Proceedings of the Madras Government, Public Works Department,
31st January 1868.*

No. 654. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 7th January 1868, No. 12:—

Referring to Colonel Anderson's letter of the 29th May last, No. 164, and to the Government Order thereon, dated the 15th June, No. 1,797, I have the honor to enclose a copy of the Minutes of a Meeting which was held at Erode on the 17th ultimo, for the purpose of making arrangements for working the Junction Station at Erode, &c., &c.

Minutes of a Meeting held at Erode on Tuesday, the 17th December 1867.

Present.

Major J. H. M. SHAW STEWART, R. E., Consulting Engineer for Railways.
Captain C. M. MOBERLY, Examiner of Railway Accounts.

Mr. W. B. WRIGHT,	} Madras Railway.
„ H. E. CHURCH,	
„ F. CHURCH,	
„ T. H. GOING,	
„ H. R. P. CARTER,	
„ A. K. THOMSON,	} Great Southern of India Railway.
„ R. B. ELWIN,	
„ W. S. BETTS,	
„ F. L. DIBBLEE,	
„ E. G. SHEWARD,	
„ W. GRIFFITH,	

Mr. Elwin reported that the Minutes of the Meeting held at the Royapooram Terminus on Thursday the 21st November, had been approved by the Government, and that it was now necessary to determine the subsidiary rules for working the traffic at the Erode Junction.

The subject of Station signals was first discussed, when the following arrangements were agreed on:—

That as soon as the Great Southern of India trains pass the first signal post at the Junction, they are to be under the directions of the Madras Railway officials.

That a signal post (marked A on the plan) with a fixed distinguishing light (green) on the top of it be erected near the turn-table, and between the Great Southern India siding and the turn-table line, for the guidance of the Great Southern Drivers entering the Erode Station.

That all trains after passing this fixed signal shall draw slowly up to the platform, and not move from thence until ordered to do so.

That a second fixed signal post (marked B on the plan) also with a distinguishing light (green) be erected at the eastern points, to work in connection with the Madras Railway Company's eastern distance signal, and that whenever the former signal stands at danger, the Great Southern of India Driver is not to move.

All Great Southern trains or engines on entering the Junction Station by day, are to give two long distinct whistles, and by night, in addition to two such whistles, are to show three lights on the tender, say one red, one white, and one green.

The following arrangement was agreed to, with reference to demurrage on goods vehicles:—

The time allowed for a waggon to perform the distance from the Junction to its destination and back shall be for distances of 200 miles and under, from the Junction to its destination, five days, exclusive of the day of receipt from the forwarding Company, and of the two days allowed free of demurrage under Clearing House Rule, thus, a waggon delivered by the Great Southern at Erode, on the 17th of the month, must be returned to Erode not later than the 24th, and for distances above 200 miles, eight days, exclusive of the day of receipt from the forwarding Company, and the two clear days allowed free of demurrage.

*Proceedings of the Madras Government, Public Works Department,
31st January 1868.*

The following Rules, as contained in the Railway Clearing House Regulations for 1866, were then discussed *seriatim*, some of which the Committee determined should stand intact, others, with certain modifications to meet local circumstances, were adopted, and the remainder cancelled:—

Mileage.

- No. 169.—Modified to Madras Railway mileage rates *plus* one pie per mile per vehicle, except in the case of covered Goods Waggon, the mileage rate for which shall be that for open trucks *plus* sheets.

Sheets.

Two pies per mile.

- 170 to 173.—Cancelled.
174.—To stand.
175.—Modified. Minimum load not to be less than one ton, maximum load for Madras Railway Waggon six and a half tons, and Great Southern of India Railway Waggon six tons.
176 to 178.—To stand.
179.—To apply up to words "run loaded." Rest to be cancelled.
180 to 185.—Cancelled.
186.—To stand.
187.—Cancelled.
188.—To stand.
189.—Cancelled.
190.—To stand.
191.—Cancelled.
192.—To stand.
193 and 194.—Cancelled.

Demurrage.

- 195.—To stand at same rates, converting English money into Indian. Exceptions: Sundays, Good Friday, Christmas day, and New Year's day, and for the words "bullion vans" substitute "powder vans."
196.—To stand, same exceptions holding good as far as days are concerned, as in previous clause. The clause finishing at the words "Mineral Waggon 3s. per diem."
197.—Modified, same exceptions holding good as far as days are concerned. Demurrage on sheets being fixed at 4 Annas per diem for the first day, and 8 Annas per diem afterwards up to 90 days, when the charge will cease.
198.—Cancelled.
199.—Disposed of by Resolution regarding mileage of Waggon.
200.—To stand.
201.—Cancelled.
202 and 203.—To stand.
204 to 215.—Cancelled.
216.—To stand.
217 to 220.—Cancelled.
221.—To stand.
222.—Do. substituting "Audit Office of each Company" for "Clearing House."
223.—Cancelled.
224.—To stand, substituting "Audit Office of each Company" for "Clearing House."
225 to 227.—Cancelled.

Liability resulting from Accidents.

- 155.—To stand, the Consulting Engineer for Railways, in case of dispute, being asked to act as arbitrator to determine whether the accident is traceable to a defect of material or workmanship, the Companies being bound by his decision.
156.—To stand.
157.—Do. substituting "Rolling Stock Inspector" for "Clearing House Numberman."
158.—Cancelled.
159.—To stand, reports of damage to be made by one Company's Inspector to the other, and to the Station Master by both.
160.—To stand.

Delivery of trains at the Junction by one Company to the other.

- 136.—To stand.

*Proceedings of the Madras Government, Public Works Department,
31st January 1868.*

Loading Gauges.

Gauge of the lowest bridge or arch on each line to be exchanged.

The question of conducting the local traffic of the Great Southern of India Company at Erode was discussed, Mr. Betts stating that he expected his proportion of the station expenses would entitle the Great Southern of India Railway to look to the Madras Railway to undertake this work for them.

Mr. Elwin, on behalf of the Madras Railway, explained that the arrangement for the admission of the Great Southern of India Railway into Erode had reference only to through traffic, or in other words, to traffic exchanged between the two systems, and that he could not undertake the conduct of the Great Southern of India local Goods traffic in the Erode station without some remuneration in the shape of a terminal charge, and instanced the practice in England: such charge being made either to include or exclude responsibility for the safe custody of such goods.

As Mr. Betts was unable to adopt this view of the question, it was resolved to refer the matter to the Boards of the Madras and Great Southern of India Companies, the work in the meantime being conducted by the Madras Railway, pending the result of the reference made by Mr. Elwin to his Board.

Accounts.

The Madras and Great Southern Companies to exchange weekly Abstracts of all forwarded traffic, and Mileage Returns of all Waggon received and forwarded.

Erode to book passengers to every Station on the Great Southern Line.

(Signed) R. B. ELWIN,

Agent and Manager, Madras Railway Company.

(True Copy.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Consulting Engineer for Railways.

No. 655. ORDER THEREON, 31st January 1868, No. 335.

RAILWAY, No. 48.

Ordered that the following letter
be sent:—

(Here enter No. 336, dated 31st January 1868.)

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

5
PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE,
31st January 1868.

No. 336.

No. 656.
To

THE SECRETARY TO THE GOVERNMENT OF INDIA.

SIR,

RAILWAY, No. 49.

In continuation of my letter of the 15th June 1867, No. 1,793, I am directed to forward herewith a letter from the Consulting Engineer for Railways giving cover to the Minutes of a Meeting of Railway Officers held for the purpose of making arrangements for working the traffic at the Erode Junction Station.

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.

2 7
Minutes of a meeting held at Erode
on Tuesday, the 17th December 1867.

Present:

Major J. W. de Shaw Stewart R. E. Consulting
Engineer for Railways

Captain C. M. Mosely, Examiner of Railway Accounts

Mr W. B. Wright

" H. C. Church

" F. Church

" J. W. Goring

" H. R. P. Carter

" A. H. Thomson

" R. B. Elwin

Mr W. J. Petto

" F. L. Dibble

" C. G. Sheward

" W. Griffith

Madras Railway

Great Southern of
India Railway

Mr Elwin reported that the
Minutes of the meeting held at the
Royapooram Terminus on Thursday, the 21st
November, had been approved by the Government,
and

and that it was now necessary to determine the subsidiary rules for working the traffic at the Crode Junction.

The subject of station signals was first discussed, when the following arrangements were agreed on.

That as soon as the G. P. S. trains pass the first signal post at the Junction they are to be under the directions of the Madras Railway Officials.

That a signal post (marked A on the plan) with a fixed distinguishing light (Green) on the top of it be erected near the Turntable, and between the G. P. S. siding and the Turntable line, for the guidance of the Great Southern Drivers entering the Crode station.

That all trains after passing this fixed signal shall draw slowly up to the platform and not move from there until ordered to do so.

That a second fixed signal post (marked B on the plan) also with a distinguishing light (Green) be erected at the Eastern points to work in connection with the

the Madras Railway Company's Eastern distance signal, and that whenever the former signal stands at danger, the G. P. S. Driver is not to move.

All Great Southern trains or Engines on entering the Junction Station by Day, are to give two long distinct whistles, and by night, in addition to two such whistles, are to show three lights on the tender, say one Red, one White and one Green.

The following arrangement was agreed to, with reference to demurrage on Goods vehicles

The time allowed for a Waggon to perform the distance from the Junction to its destination and back shall be for distances of 200 miles and under, from the Junction to its destination, five days exclusive of the day of receipt from the forwarding Company, and of the two days allowed free of demurrage under Clearing House Rule, thus, a Waggon delivered by the Great Southern at Crode, on the 17th of the month must be returned to Crode not later than the 24th; and for distances above 200 miles, eight days exclusive of the day of receipt from the forwarding Company and

and the two clear days allowed free of demurrage.

The following Rules as contained in the Railway Clearing House Regulations for 1866 were then discussed seriatim, some of which the Committee determined should stand intact, others with certain modifications to meet local circumstances, were adopted, and the remainder cancelled.

Mileage.

N^o 169. Modified to Madras Railway Mileage rates plus one pie per mile per vehicle, except in the case of Covered Goods Waggon, the mileage rate for which shall be that for open trucks plus sheets.

170 to 173. ^{Two pies per mile} ~~Cancelled.~~

174. to stand

175. Modified. Minimum load not to be less than one ton, maximum load for M. R. Waggon, six and a half tons and G. S. S. R. Waggon six tons.

176 to 178. to stand

179. to apply up to words "run loaded." Rest to be cancelled.

180 to 185

Cancelled

186

to stand

187

Cancelled

188

to stand

189

Cancelled

190

to stand

191

Cancelled

192

to stand

193 & 194

Cancelled

Demurrage

195

to stand at same rates, converting English money into Indian.

Exceptions. Sundays, Good Friday, Christmas Day, and New Year's Day, and for the words "bullion vans" substitute "powder vans".

196.

to stand, same exceptions holding good as far as days are concerned, as in previous clause. The clause finishing at the words "Mineral Waggon 3^d per diem".

197.

Modified. same exceptions holding good as far as days are concerned. Demurrage on sheets being fixed at 4 annas per diem for the first day, and 8 annas per diem afterwards up to 90 days, when the charge will cease.

- N^o 198 Cancelled.
- 199 Disposed of by Resolution regarding mileage of Waggon.
- 200 to stand
- 201 Cancelled
- 202 & 203 to stand
- 204 to 215 Cancelled
- 216 to stand
- 217 to 220 Cancelled
- 221 to stand
- 222 — do — substituting "Audit office of each Company" for "Clearing House".
- 223 Cancelled
- 224 to stand substituting "Audit Office of each Company" for "Clearing House".
- 225 to 227 Cancelled.

Liability resulting from Accidents.

155. to stand, the Consulting Engineer for Railways in case of dispute being asked to act as arbitrator to determine whether the accident is traceable to a defect of material or Workmanship, the Companies being bound

- N^o 156 to stand 13
- 157 — do — substituting "Rolling Stock Inspector" for "Clearing House Numberman".
- 158 Cancelled.
- 159 to stand, reports of damage to be made by one Company's Inspector to the other, and to the Station Master by both.
160. to stand.

Delivery of trains at the Junction by one Company to the other.

136. to stand

Loading Gauges

Gauge of the lowest bridge or arch on each line to be exchanged.

The question of conducting the local traffic of the G. P. S. Company at Erode, was discussed, Mr. Petto stating that he expected his proportion of the station expenses would entitle the G. P. S. Ry. to look to the Madras Railway to undertake this work for them.

Railway explained, that the arrangement for the admission of the G. S. & P. into Erode had reference only to through traffic, or in other words to traffic exchanged between the two systems, and that he could not undertake the conduct of the G. S. & P. Local Goods traffic in the Erode station without some remuneration in the shape of a terminal charge, and instanced the practice in England, such charge being made either to include or exclude responsibility for the safe custody of such goods.

As Mr. Belto was unable to adopt this view of the question, it was resolved to refer the matter to the Boards of the Madras and Great Southern of India Companies, the work in the meantime being conducted by the Madras Railway, pending the result of the reference made by Mr. Belvin to his Board.

Accounts

The Madras and Great Southern Companies to exchange weekly Abstracts of all forwarded traffic, and likewise Returns of all Waggon received and forwarded.

Erode to book passengers to every station on the Great Southern Line.

(True Copy) Signed R. D. Belvin
Agent & Clearances
(Signed) R. D. Belvin
Agent & Clearances

(True Copy) Major R. E.
R. E. P. P.

12/10/68

Public Works Department
No. 335
Proceedings of the Madras Government
Under date the 31st January 1868.
and the following

From The Consulting Engineer for Railways - } H. C. No. 12 of 7th January 1868

Ordered that the following

To the Cong Eng for Railways letter be sent:-

25 Dec 1/2/68

H. C. No. 11

No. 336/336

The Secretary to the Govt of India

Sir,

In continuation of my letter of the 15th June/68, No. 1798, I am directed to forward herewith a letter from the Consulting Engineer for Railways giving cover for a drawing of to the Minutes of Railway

W. R.

(1)

P. W. 186 . Department.

No.

PROCEEDINGS OF GOVERNMENT.

Dated

Officers held for the purpose
of making arrangements
for the
the Lake Junction Station

Wb

14

2

Recd 12/18 into copy
of 335 of 1861

186
654-1-656
Pub: Works 1868 Depth

Pro: of Gov^t for January

No 335 v 336

Pro: of the Madras Gov^t

D/31st January 1868

Passing orders on a letter
from the Com: Engineer forwarding
minutes of a meeting held at Erode
for making arrangements for the
working of the Junction Station
at Erode.

Furnishing the Government
of India with a copy of the above
orders.

No 654 - 655 v 656