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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 258-59 Press / Mis.

518-20

Dated 27-1-1871.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 27th January 1871.

No. 518. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 5th January 1871, No. 4 :—

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 9th December 1870, No. 701.

I HAVE the honour to enclose, for the approval of Government, a copy of the Minutes of a Meeting held at Raichore on Thursday the 24th of November, between the officers of the Great Indian Peninsula Railway and this Company, as also a copy of the Memorandum of Arrangement for the interchange of Traffic and Rolling Stock.

2. With regard to the question of the provision of joint carriages to run through between Bombay and Madras, mentioned in Minute No. 3, I am not at present in a position to express an opinion as to the course which it may hereafter be deemed advisable for this Company to adopt. The matter shall however receive careful consideration, and I hope to be able shortly to report the result to Government.

3. I desire specially to call the attention of the Government to Clause XV. of the Memorandum of Arrangement, which provides that the number of troops to be booked through on to the Great Indian Peninsula line by an ordinary train be limited to 40 private soldiers, with the officers in command of them, and the usual number of followers and quantity of baggage.

4. Now by G. O., (Military Department,) No. 395, of 1869, the maximum number of troops to be conveyed over the Madras Railway by ordinary train is fixed at 96, with the usual complement of officers and 60 followers.

5. The clause in the Agreement, Mr. Conder stated, is based upon the Regulations approved by the Bombay Government, and I merely draw attention to the fact in order that the Quarter Masters General of the two Presidencies may communicate with one another with a view to prevent hereafter the possibility of troops booked from the Madras side being stranded at Raichore.

Minutes of Meeting held at Raichore on Thursday the 24th November 1870.

PRESENT.

Mr. ELWIN, Agent and Manager,
„ ANDERSON, Chief Engineer,
„ CHURCH, Traffic Manager,
„ WRIGHT, Locomotive and Carriage Superintendent,
„ GOING, Deputy Chief Engineer,
„ FRENCH, Assistant Engineer,
„ STONEY, do.
} Madras Railway.

„ MANNING, Deputy Chief Engineer,
„ CONDER, General Traffic Manager,
} Great Indian Peninsula Railway.

Captain PRENDERGAST, Consulting Engineer to Government of Madras.
Colonel TREVOR, Consulting Engineer to Government of Bombay, and
Colonel ROBERTS, were also present.

THE draft Agreement for the interchange of Traffic and Rolling Stock, both for passengers and goods, between the Madras and Great Indian Peninsula Railways, which has been sent by Mr. Conder to Mr. Elwin, was discussed clause by clause, and, with certain modifications, accepted by both Companies, was agreed to, subject to the sanction of the Home Boards and of Government.

It was arranged that Mr. Conder should prepare two copies as modified, sending both to Mr. Elwin for signature, one copy to be signed by Mr. Elwin and returned. With respect, however, to the Clause 7, as to which Company should appoint the staff at Raichore, it was decided to refer this question for the decision of the Home Boards.

2. The subject of the Joint Station was discussed, and the points in difference were settled with the exception of the centre platform, which the Great Indian Peninsula Company considered undesirable, and proposed that a platform outside the two lines of rails should be substituted for it. It appeared, however, that this centre platform is already in hand It was explained by the Agent of the Madras Railway that this had been done under some misapprehension of what had been settled when Mr. Manning had met the representative of the Madras Railway at Raichore some few weeks ago. Mr. Elwin expressed his regret that it had been commenced, and it was agreed that nothing more should be done to the platform until the question referred to the Home Boards as to which Company should provide the staff at the Joint Station was settled, and that then the Company who would work the station could do what they wished with respect to this platform.

3. Mr. Conder brought forward the question of joint carriages to run through between Bombay and Madras. He pointed out that through traffic would be better conducted if carriages of the best description, with water closet and washing accommodation, could be provided and paid for by the two Companies in proportion to their respective mileages on the through distance, and that it would save all unpleasantness with the public, who might possibly prefer the carriages of one Company in preference to those of the other, unless some such plan as was suggested could be adopted. As this question had not been under the consideration of the Madras Railway authorities before, Mr. Elwin stated that he would prefer not to express any decided opinion at present but that he did not think there would be any great difficulty in agreeing to the principle. It was decided to put the proposal on the Minutes, and Mr. Elwin promised it should have consideration.

4. It was agreed that if men apply for appointments in any departments of either Railway, who have been in the service of the other line, they shall not be taken on without communication with the head of the department with which they were connected on such other line, so that he may have an opportunity of stating whether there is any reason why they should not be allowed to join another Railway.

(Signed) R. B. ELWIN,
Agent and Manager, Madras Railway.
(Signed) H. CONDER,
General Traffic Manager, G. I. P. Railway.

(True Copy.)
(Signed) R. B. ELWIN,
Agent and Manager.

Memorandum of Arrangement between the Madras and the Great Indian Peninsula Railway Companies for interchange of Traffic and Rolling Stock.

This Agreement to be in force for one year after the opening of the two Railways to Raichore and until the expiration of six months' notice from either Company.

2. The cost of the erection and all other expenditure for such parts of the Joint Station at Raichore as are to be used in common by both Railways, and also of such alterations and additions as may from time to time be required to be used in common by both Railways, and which are a charge against Capital, to be ascertained and agreed upon from time to time by the Chief Engineers of the two Railways. The capital thus required and agreed upon to be paid by the two Companies in such proportions as may from time to time be arranged by the Agents of the two Companies, and an annual rental of 7½ per cent. on the total amount spent from time to time to be charged to the Joint Station expenses, and paid to the Companies who have so provided the capital in proportion to the amount actually paid by each Company respectively. The actual cost of maintenance and renewal of such parts of the station works as are used in common by both Railways and are a charge against Revenue, to be also debited to the Joint Station expenses. Each Company to provide, at its own cost, all such accommodation as may be required for its own exclusive use.

Proceedings of the Madras Government, Public Works Department, 27th January 1871.

3. Each Company to have equal rights in respect of the occupation of the station as well as of the services of the station staff, and all traffic, through and local, of both Companies, to be dealt with by the joint staff.

4. The Company which appoints the Station Master and staff to be responsible for accidents or injury to rolling stock, or for loss or damage or delay to traffic, whether through or local, of either Company within the station limits, as provided in Clause 5, if such damage, or loss, or injury shall be caused by any neglect or default or any act, whether of omission or commission, of the staff at the Joint Station.

5. The staff at the Raichore station shall have charge of the Railways from the distant signal on either side of the station, and for the purposes of these arrangements their liability shall commence at that point.

6. The trains of both Companies to be under the orders of the station staff within the limits of the station as provided in Clause 5.

This clause referred to the Home Boards, who are to be asked to settle which Company shall provide the staff at the station.

7. The station staff to be appointed by the Agent of the _____ Railway Company.

8. That first, second, and third class passengers, also horses, carriages, and dogs, be booked through between all stations within 100 miles of Raichore on both Railways, and also between such other stations on both lines as may from time to time be agreed upon between the Traffic Managers of the two Railways, it being understood that all the principal stations on both Railways shall be entitled to book through.

9. That holders of through tickets for distances of over 200 miles be allowed one day extra for every additional 200 miles or part of 200 miles in the through distance, to enable them to break their journey, if they wish to do so, at any places along the route at which the mail trains stop.

10. That the charge on through passengers' luggage be the sum of the local rates of each Company to Raichore.

11. That no charge be made for children under three years, and half fares for children over three and under twelve years of age.

12. That dais and ayahs travelling with their mistresses' or with young children may travel first class at second class fare, or second class at third class fare, and that a Native man-servant in attendance on an invalid may do the same where the circumstances are proved to the satisfaction of the Station Master at the starting station, who will issue a certificate to that effect.

13. That the charges for reserved through accommodation, when granted or available, be the charges of each Company for their respective classes of carriages so reserved. The minimum number adopted on each line to be supplied from time to time by the Traffic Managers of both Companies.

14. That no through return tickets be issued except such as may be specially arranged from time to time by the two Traffic Managers.

15. That troops and their baggage, Government horses, carriages, stores, etc., be booked through between all stations on either Railway, but that the number booked through by ordinary train be limited to forty private soldiers and the usual number of officers and followers, and the ordinary quantity of baggage accompanying them. Larger bodies of men or horses requiring special or extra trains to be arranged locally to Raichore only by each Company respectively.

16. That goods and parcels be invoiced and booked through to and from all stations on both lines where such traffic is dealt with. The Traffic Managers of both Companies to supply to each other, from time to time, the names of such small stations of their respective Railways as do not book goods and parcels.

17. That the through rates and fares be in all cases the sum of the local rates and fares of the two Companies to Raichore, including terminals and cartage of both Companies, but that no terminal be charged by either Company for Raichore station on through traffic.

18. That each Company be responsible for collecting the proportion due to the other Company on all through traffic, and that on goods traffic invoiced through " to pay," the receiving Company check the invoices and be responsible for collecting any amounts that may be undercharged by the forwarding Company, but the receiving Company not to reduce below the charge mentioned in the invoice or through way bill, without the consent of the forwarding Company.

19. That the mileages to Raichore from stations on each line be taken for the purposes of this Agreement, as per appendix annexed ; the Great Indian Peninsula mileage to include in all cases (except as mentioned in Clauses 32, 33, and 34) 20 miles for the Thull Ghaut, and 32 miles for the Bhore Ghaut extra, as sanctioned by Government.

20. That telegrams on the joint business of the two Companies be interchanged free.

21. First and second class carriages to be attached to each through mail train between Madras and Bombay.

All first and second class passengers, with through tickets from either Railway to places on the route between Madras and Bombay, to be entitled to ride in a through carriage.

Parties of not less than six first class or nine second class passengers to or from any station on either Railway, over 200 miles from Raichore, to have the privilege of a through carriage to their destination.

The carriages, to enable these arrangements to be carried out, to be provided by the two Companies, as nearly as possible, in equal mileage proportions.

The Traffic Managers of the two Railways to arrange for carrying this out, but all such vehicles to be subject to the mileage and demurrage charges hereinafter provided.

22. The exchange of stock, both passengers and goods, between the two Companies, to extend to the whole of the lines of either Company, and to branches that may be worked by them respectively.

23. Any consignment of through traffic of less than 2 tons or 54 maunds to be transhipped at Raichore. The minimum quantity of goods to be booked through to be 1 ton of 27 maunds. The minimum charge on goods traffic booked through to be 1 Rupee, and on parcels traffic 8 Annas ; those minimum amounts to be divided by mileage between the two Companies.

24. The division of the receipts on the through traffic to be carried out monthly by the Audit Offices of the two Companies, and each Company to have, in division, its own local rates and fares, except in the case of minimum charges as provided in Clause 23.

25. All vehicles (except engines) to be greased or oiled before they start from Raichore by the joint staff of that station.

The expense of so doing to be paid by the two Companies in the proportion of the number of their respective vehicles leaving the Joint Station.

Arrangements for oiling, etc., of engines to be made by the Locomotive Superintendents of the two Companies, and the expense to be divided as they may determine, but such expense is not to form part of the amount to be divided as provided in this clause.

26. That, so soon as the rolling stock of either Company passes into the custody or possession of the other Company, such other Company is to be responsible for all and every contingency that may arise from the use of such stock while it remains in their possession, except that, if the contingency is clearly traceable to defect of material or workmanship, the ordinary repair or replacement only of such defect is to be at the expense of the owning Company.

The cost of repairs arising from ordinary wear and tear to be always borne by the owning Company ; but cases of palpable damage (such as dropping heavy weights into wagons, and so damaging the bottoms, neglect of greasing or oiling, and other similar neglects), and all cases of accidents or collision, to be borne by the Company in whose custody or possession the stock may be at the time the damage occurs.

27. That, unless the claim for the cost of repairs of stock so damaged be sent to the Company, who is responsible for the payment of it, within three months of the time at which the repairs are completed, the claim is to be forfeited.

28 That six additional days be allowed, in case of damage to the rolling stock of either Company on the line of the other Company, for the repairs of such stock, and that no demurrage

shall be charged as provided in Clauses 34 and 35 for such six additional days ; but if the damage is such as will require longer than six additional days to complete the repair, the stock must be sent home. If not so sent within the six additional days, whether repaired or not, demurrage will be charged after the expiration of the six additional days, unless specially exempted by the Traffic Managers of the two Companies. Notice must be sent to the owning Company in all cases how and when the damage took place, and the nature of it.

29. That no goods damageable by fire or water, or goods sheeted, be allowed to come on to the Great Indian Peninsula Railway in open waggons if consigned to any station beyond Jubbulpore except under special arrangement between the Traffic Managers of the two Railways.

30. That the rent referred to in Clause 2, the cost of the Joint Station working, including staff, and all expenses which, in accordance with this Agreement, are to be charged against the Joint Station expenses, be paid by the two Companies in proportion to the amount of traffic, local and through, of each Company using the station. The amount of each Company's traffic using the station is to be ascertained by taking the total of each Company's local traffic of all sorts, whether paid or to pay, and the proportion due to each Company respectively on all through traffic.

31. A Number-taker must enter in writing in his book the number and description of every vehicle, and also of every sheet arriving at and leaving the Raichore station, giving trains and dates, and distinguishing, in goods traffic, empty from loaded vehicles, and sheets in use from those sent back folded, and furnish the necessary returns for both Companies.

Such Number-taker or takers to be borne on the books of the joint staff, and work under instructions approved by the Traffic Managers of both Companies.

All descriptions of stock as well as sheets to be considered as delivered at the Joint Station when entered in the Number-taker's book, and no charge to be made for demurrage on traffic consigned to or from Raichore.

The Number-taker's book will be the only recognized authority, except, as provided in Clause 36, with respect to stock or sheets passing from one line to the other.

32. That a charge of 5 Pies per mile on merchandize, of 7 Pies per mile on coaching vehicles, and of 2 Pies per mile on sheets be fixed. The mileage charges on all vehicles and sheets to be for the actual mileage only, and not for the extra ghaut mileage referred to in Clause 19 and shown in the appendix annexed.

That ropes sent by one Company on to the line of the other, be charged at 10 Rupees paid on and to pay by the forwarding station, this amount being added as a separate item on the through invoice, a similar charge being made by the receiving station when the rope is returned, and, if it is returned unused, a special invoice for the amount must accompany it.

33. That the mileage named in Clause 32 be not charged on merchandize vehicles, or sheets when running empty or folded, or when returning with a load of under 54 maunds to the parent line.

34. That coaching vehicles be allowed one day for every 300 miles, or portion of 300 miles, of actual distance run, both in going and returning, and 24 hours extra at destination free of demurrage. That merchandize vehicles and sheets be allowed one day for every 150 miles, or portion of 150 miles, of actual distance run both in going and returning, and 24 hours extra for unloading and reloading free of demurrage.

35. But on vehicles or sheets detained beyond the time named in Clause 34 demurrage be charged as under—

On Merchandize vehicles	... ...	3 Rupees
,, Coaching do.	... ...	5 ,,
,, Sheets.	... ...	2 ,,

for each day or portion of a day, but no charge for demurrage on sheets is to exceed 50 Rupees.

36. That, in case any merchandize vehicles are loaded, or sheets are used on the homeward journey to any station short of Raichore, the Audit Offices of the respective Companies shall make a special return to each other. The mileage charges named in Clause 32 shall be debited to the Company so loading such waggons or using such sheets short of Raichore.

37. No vehicles of either Company to be loaded or sheet to be used by the other Company to run in any direction other than towards the parent line, under a penalty of 20 Rupees per day for each vehicle so loaded, and of 10 Rupees per day for each sheet so used. The mileage charges named in Clause 32 to be also allowed to the owning Company.

38. Through traffic is to be understood in all cases to mean coaching and goods traffic, which may be booked or invoiced, in accordance with the terms of this Agreement, through from any station or one of the two Railways to any station on the other.

Traffic booked or invoiced by either of the two Railways to or from Raichore is to be considered as local traffic, although dealt with by the joint staff.

39. That the Raichore Station Books be kept by the joint staff, but that all such books and all through goods be at all times open to inspection by any authorized officer of either Company.

40. That goods claims be settled by the Company in whose custody the loss or damage occurred; that, when this cannot be ascertained with certainty, the claim be paid in mileage proportion, but, in such cases, the consent of both Companies is to be obtained before settlement is made.

41. Each Company to accept the statements of the other Company with respect to the loads of wagons, unless the Number-takers at the Junction notice and record that loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible officer of the joint staff, failing which the sending Company's statement is to be accepted.

42. That all transhipments at Raichore be performed by the joint staff or under arrangements to be made by the two Traffic Managers, the cost to be divided in the same way as other Joint Station expenses.

43. The week will, in all cases, end at 12 o'clock on Saturday night; when the week is divided by two months, two returns must be sent, one for the portion of the week to the end of the current month, and one for the portion of the week in the fresh month.

The day is, in all cases, to be reckoned as 24 hours, commencing at 12 o'oclock at night. Parts of a day to be reckoned as a day. Madras time to be adopted in all cases. Sundays, Christmas day, and Good Friday not to be reckoned in any case.

44. No alteration of rate or fare, or classification affecting the through traffic, is to be made by either Company without one month's previous notice to the other.

45. That the principle of this Agreement be extended by each Company to any other Company working in connection with it, the two Companies, parties to this Agreement, being responsible to each other for all through traffic so forwarded as if it were traffic from their own lines respectively.

46. All questions which may arise in carrying out these arrangements as to the construction of any part of this Agreement or its application to any particular case, or as to the cost of the station works used in common, or as to the amounts for which either Company is liable for damage of stock or injury or loss, or delay to traffic, or with respect to any other questions which may arise and upon which the two Companies cannot agree, to be referred to the Consulting Engineers of the Governments of Bombay and Madras; an umpire in case of dispute, whose decision shall be final, to be named by the two Consulting Engineers before the question referred to them is enquired into.

(Signed) R. B. ELWIN,
Agent and Manager, Madras Railway.

RAICHORE,
24th November 1870.

(Signed) H. CONDER,
General Traffic Manager, G. I. P. Railway.

(True Copy.)

(Signed) R. B. ELWIN,
Agent and Manager.

SUBMITTED to the Government.

The principal object of the Meeting at Raichore on the 24th November was the discussion of the arrangements to be carried out for the interchange of Traffic and Rolling Stock between the two Railway Companies' Lines. A memorandum of Agreement was drawn up in 46 Clauses, and is sent to England for the approval of the Boards of Direction.

2. Clause 7 is left blank as regards the Company which will appoint the staff of the Junction Station. No understanding having been come to in this country whether the Great Indian Peninsula or the Madras Railway Company is to work the station, the question is referred Home by both the Agents.

3. Clause 15 provides that the number of troops booked through from the one line of Railway over the other shall not exceed 40. This number is the maximum conveyed on the Bombay side by ordinary train on account of the limited number of carriages taken over the ghaut. In the Madras Presidency the number of soldiers taken by ordinary train has been hitherto fixed at 96, and the same number is given in paragraph 6 of the Rules for "Transport of Troops by Railway," proposed for general adoption by the Government of India in the Military Department, and circulated with G. O., No. 2,470, dated 14th October 1870. It will therefore be necessary that arrangements be made in the Military Department to regulate the through conveyance of detachments numbering more than 40, up to 96, for otherwise men brought as far as Raichore would not be taken on direct over the Great Indian Peninsula Railway.

4. Clause 2 provides that a rental of 7½ per cent. shall be charged to the Joint Station expenses, and paid to each Company in the proportion of the capital outlay on the station by that Company. The amount of this rent, according to Clause 30, is also to be made up by each Company paying in the ratio of the total amount of traffic on its own line to the total amount of traffic on the other Company's line.

5. Clause 21 contains the proposal that there should be first and second class carriages, the joint property of the two Companies, to run the through journey between Bombay and Madras. Mr. Elwin promises to give the subject his careful consideration, and to report upon it hereafter to the Government.

6. The difference of opinion regarding the central platform at Raichore and the suspension of that part of the work have been already explained to the Government in paragraph 7 of my letter, No. 466, of the 2nd December 1870, and there appears to be no other point in the memorandum that requires special mention.

G. O., No. 2,977, dated 8th December 1870.

(Signed) H. L. PRENDERGAST, Captain, R.E,
Acting Consulting Engineer for Railways.

No. 519. ORDER THEREON, 27th January 1871, No. 258.

RAILWAY, No. 65.

ORDERED that a copy of these papers be forwarded to the Government of India.

2. Paragraph 3 of the Acting Consulting Engineer's letter will be referred for consideration in the Military Department with a view to such arrangements being made for the through conveyance of detachments of troops numbering more than 40 and up to 96 as may be considered necessary.

Proceedings of the Madras Government, Public Works Department, 27th January 1871.

3. Captain Prendergast has been requested in separate Proceedings* to report on the subject of paragraph 4, regarding the rental to be paid for buildings in the joint occupation of the two Companies.

*No. 70, dated 10th January 1871.

(Here enter No. 259, dated 27th January 1871.)

(True Extract.)

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

To the Military Department.
" Acting Consulting Engineer for Railways.

Exd. S. T. Augustin.

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PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *27th January* 1871.

No. 520.

No. 259.

To

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

RAILWAY, No. 66.

SIR,—I am directed to forward the accompanying endorsement of the Acting Consulting Engineer for Railways giving cover to the Minutes of a Meeting of officers of the Madras and Great Indian Peninsula Railways which was lately held at Raichore for the purpose of making arrangements for working the traffic at that Junction Station.

2. It will be observed from Clause 7 of the Memorandum of Arrangement for the interchange of Traffic and Rolling Stock submitted by Captain Prendergast that no understanding has yet been arrived at on the question of which Company shall undertake the working of the Junction, the point being left for the decision of the Boards of the respective Companies in England.

3. Looking to the difference of the scale of salaries on the two Railways and to the fact of prices generally being lower on this side of India than on the other, His Excellency the Governor in Council is of opinion that it will be very undesirable to place the traffic arrangements of the Joint Station under the control of both Companies, and His Excellency is of opinion that on economical grounds, if on no other, the station should belong exclusively to the Madras Railway and be worked entirely by that Company.

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

Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

No 4.

Submitted to the Government.

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2. Clause 7 is left blank as regards the Company which will appoint the Staff of the Junction Station. No understanding having been come to, in this country, whether

the Great Indian Peninsula, or the Madras Railway Company, is to work the station; the question is referred home by both the Agents.

3. Clause 15 provides that the number of troops booked through from the one Line of Railway over the other, shall not exceed 40. This number is the maximum conveyed on the Bombay side by ordinary train: on account of the limited number of carriages taken over the Ghaut. In the Madras Presidency, the number of soldiers taken by ordinary train, has been hitherto fixed at 96; and the same number is given in para: 6 of the rules for Transport of Troops by

7A

Railway proposed for general adoption by the Government of India in the Military Department, and circulated with G.O. No. 2470, dated 14th October 1870. It will therefore be necessary, that arrangements be made in the Military Department, to regulate the through conveyance of detachments numbering more than 40, up to 96: for otherwise men brought as far as Raichore, would not be taken on direct over the Great Indian Peninsula Railway.

4. Clause 2 provides that a rental of 7½ per cent shall be charged to the Joint Station expenses, and paid to each Company in the proportion

of the Capital outlay on the station, by that Company. The amount of this rent, according to Clause 30, is also to be made up, by each Company paying in the ratio of the total amount of traffic on its own Line, to the total amount of traffic on the other Company's Line.

5. Clause 21 contains the proposal that there should be first and second class carriages, the joint property of the two Companies, to run the through journey between Bombay and Madras. Mr. Elwin promises to give the subject his careful consideration, and to report upon it hereafter to the Government.

6. The differences of opinion regarding the Central platform at Raichore, and the suspension of that part of the work, have been already explained to the Government in para: 7 of my letter No. 466 of the 2d December 1870; and there appears to be no other point in the Memorandum that requires special mention.

G.O. No. 2977 dated 8th Decr. 1870.

Chas Pendergast Captain R.E.

Madras 5th January 1871

Acting Consg Engineer for Railways

To The Secretary to Government Public Works Department Fort St. George

9A 22

Madras Railway Company
Madras 9th December 1870.

No. 701.

114

From

Robert B. Elwin Esqre.
Agent and Manager, M. R. Co.

To

Captain H. L. Prendergast R. E.
&c. &c. &c.
Ag. Consulting Engineer for Rys.

Sir,

I have the honor to enclose for the approval of Government a copy of the Minutes of a Meeting held at Ranchore on Thursday the 24th of November between the officers of the Great Indian Peninsula Railway and this Company, as also a copy of the Memorandum of Arrangement for the interchange of Traffic and Rolling Stock

2. With regard to the question of the provision of joint Carriages to run through between Bombay and Madras, mentioned in Minute No. 3 I am not at present in a position to express an opinion as to the course which it may hereafter be deemed advisable for this Company to adopt. The matter shall however receive careful consideration, and I hope to be able shortly to report the result to Government.

3. I desire specially to call the attention of the Government to Clause XV of the Memorandum of Arrangement which provides that the number of Troops to be booked

No. 578

From Public Works Department
To Chief Engineer & Secretary to Government
Dated Fort St. George 12th December 1870
Received 13th December 1870
No. 2586-2539-27 dated 9th December 1870
Submitting a letter received from the Agent of the Great Indian Peninsula Railway Company and forwarding a copy of the letter of the Agent of the Madras Railway Company dated 9th instant with enclosure on the subject of the meeting held at Ranchore on 24th November 1870.

through on to the Great Indian Peninsular line by an ordinary train, be limited to 40 Private Soldiers with the Officers in Command of them, and the usual number of Followers and quantity of Baggage.

4. Now by G. O. (Military Department) N. 395 of 1865 the maximum number of Troops to be conveyed over the Madras Railway by ordinary train is fixed at 300 with the usual complement of officers and followers.

5. The clause in the Agreement hereinbefore stated, is based upon the Recommendation applied by the Railway Committee and merely drew attention to the fact in order that the Quarter Masters General of the two Presidencies may communicate with one another with a view to prevent hereafter the possibility of troops booked from the Madras side being stranded at Raichore.

I have the honor to be
Sir
Your most Obedient Servant

Agent and Manager.

Minutes of Meeting held at Raichore on Thursday the 24th November 1870.

Present.

Mr. Elmiw — Agent and Manager
Mr Andersoiw — Chief Engineer
Mr. Church — Traffic Manager
Mr Wright — Loco and Carr. Supts. } Madras Railway
Mr. Gairy — Dy. Chief Engineer
Mr. French — Assistant Engineer
Mr Stoney — ditto —
Mr Manning — Dy. Chief Engineer
Mr Conder — General Traffic Manager } G. I. P. Railway
Captain Prendergast — Consulting Engineer to Govt of Madras
Colonel Trevor — Consulting Engineer to Govt of Bombay,
Colonel Roberts were also present.

1. The draft agreement for the interchange of Traffic and Rolling Stock both for Passengers and Goods between the Madras and G. I. P. Railways which has been sent by Mr Conder to Mr Elmiw was discussed clause by clause and, with certain modifications, accepted by both Companies was agreed to, subject to the sanction of the Home Boards and of Government. It was arranged that Mr. Conder should prepare two copies as modified sending both to Mr Elmiw for signature, one copy to be signed by Mr. Elmiw and returned With respect however to the clause 7 as to which Company should appoint the Staff at Raichore, it was decided to refer this question for the decision of —

Madras Railway

From
The Agent & Engr
To
The Secy Govt Madras

Railway Department
Fort St George 13th Dec 1870

Sir

I have the honor to forward a copy of the Minutes of the Meeting held at Raichore on the 24th ultimo, as also a copy of the Agreement between Madras Railway Company & the G. I. P. Railway Company and Railway Board.

Pd 13/12/70

of the Home Boards.

2. The subject of the Joint station was discussed and the points in difference were settled with the exception of the centre platforms which the G. I. P. Company considered undesirable and proposed that on platforms outside the two lines of Rails should be substituted for it. It appeared however that this centre platform is already in hand. It was explained by the Agent of the Madras Railway that this had been done under some misapprehension of what had been settled when Mr. Manning had met the Representatives of the Madras Railway at Ranchore some few weeks ago. Mr. Elwin expressed his regret that it had been commenced, and it was agreed that nothing more should be done to the platforms until the question referred to the Home Boards as to which Company should provide the Staff at the Joint station, was settled, and that then the Company who would work the Station could do what they wished with respect to the platforms.

3. Mr. Conder brought forward the question of Joint Carriages to run through between Bombay and Madras. He pointed out that through traffic would be better conducted if carriages of the best description, with water closet and washing accommodation, could be provided and paid for by the two Companies in proportion to their respective mileages on the through distance and that it would save all unpleasantness with the public who might possibly prefer the Carriages of one Company in preference to those

of the other, unless some such plan as was suggested, could be adopted. As this question had not been under the consideration of the Madras Railway Authorities before, Mr Elwin stated that he would prefer not to express any decided opinion at present, but that he did not think there would be any great difficulty in agreeing to the principle. It was decided to put the proposal on the minutes, and Mr Elwin promised it should have consideration.

4. It was agreed that if men apply for appointments in any departments of either Railway who have been in the service of the other line, they shall not be taken on without communication with the head of the department with which they were connected on such other line, so that he may have an opportunity of stating whether there is any reason why they should not be allowed to join another Railway.

Sd/ Robt. B. Elwin
Agent & Manager
Madras Railway.

Sd/ Henry Conder
General Traffic Manager
G. I. P. Railway.

True Copy

Agent and Manager.

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Memo: of arrangement between the Madras and the Great Indian Peninsula Railway Companies for interchange of Traffic and Rolling Stock.

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1. This Agreement to be in force for one years after the opening of the two Railways to Raichore and until the expiration of six months notice from either Company.

2. The cost of the erection and all other expenditure for such parts of the Joint Station at Raichore as are to be used in common by both Railways, and also of such alterations and additions as may from time to time be required to be used in common by both Railways and which are a charge against Capital, to be ascertained and agreed upon from time to time by the Chief Engineers of the two Railways. The capital thus required and agreed upon to be paid by the two Companies in such proportions as may from time to time be arranged by the Agents of the two Companies, and an annual rental of seven and a half per cent on the total amount spent from time to time to be charged to the Joint Station expenses and paid to the Companies who have so provided the Capital in proportion to the amount actually paid by each Company respectively. The actual cost of maintenance and renewal of such parts of the Station works as are used in common by both Railways and are a charge

against revenue, to be also debited to the Joint station expenses. Each Company to provide at its own cost, all such accommodation as may be required for its own exclusive use.

3. Each Company to have equal rights in respect of the occupation of the Station as well as of the services of the station staff and all traffic, through and local, of both Companies, to be dealt with by the Joint staff.

4. The Company which appoints the station master and staff, to be responsible for accidents or injury to Rolling Stock or for loss or damage or delay to traffic whether through or local of either Company within the station limits as provided in clause 5 if such damage or loss or injury shall be caused by any neglect or default or any act whether of omission or commission of the Staff at the Joint station -

5. The staff at the Raichore station shall have charge of the Railways from the distant signal on either side of the station, and for the purposes of these arrangements, their liability shall commence at that point.

6. The Trains of both Companies to be under the orders of the Station Staff within the limits of the Station as provided in clause 5.

The station staff to be appointed by the Agent of the Railway Company.

This clause referred to the Home Boards who are to be advised which Company shall provide the staff at the station.

8. That first, second and third class passengers also horses, Carriages and dogs be booked through between all stations within one hundred miles of Parkhouse on both Railways, and also between such other stations on both lines as may from time to time be agreed upon between the Traffic Managers of the two Railways, it being understood that all the principal stations on both Railways shall be entitled to book through.

9. That holders of through tickets for distances of over 200 miles be allowed one day extra for every additional 200 miles or part of two hundred miles in the through distance to enable them to break their journey if they wish to do so at any places along the route at which the main Trains stop.

10. That the charge on through Passengers luggage be the sum of the local rates of each Company to Parkhouse.

11. That no charge be made for children under three Years, and half fares for Children over three and under twelve years of age.

12. That Dairs and Ayahs travelling with their Mistresses or with young children may travel first class at second class fares or second class at third class fares, and that a native manservant in attendance on an Invalid may do the same where the circumstances are proved to the satisfaction of the

Station Master at the starting station who will issue a certificate to that effect.

13. That the charges for reserved through accommodation when granted or available, be the charges of each Company for their respective classes of carriages so reserved. The minimum number adopted on each line to be supplied from time to time by the Traffic Managers of both Companies.

14. That no through return tickets be issued except such as may be specially arranged from time to time by the two Traffic Managers.

15. That Troops and their baggage, Government horses, Carriages, Stores &c. be booked through between all stations on either Railway, but that the number booked through by ordinary Trains be limited to 40 private Soldiers and the usual number of officers and followers and the ordinary quantity of baggage accompanying them. Larger bodies of men or horses requiring special or extra Trains to be arranged locally to each one only by each Company respectively.

16. That Goods and parcels be invoiced and booked through to and from all stations on both Lines where such traffic is dealt with. The Traffic Managers of both Companies to supply to each other from time

to time the names of such small stations of their respective Railways as do not book goods and parcels.

17. That the through rates and fares be in all cases the sum of the local rates and fares of the two Companies to Raichore including terminals and cartage of both Companies, but that no terminals be charged by either Company for Raichore station on through traffic.

18. That each Company be responsible for collecting the proportion due to the other Company on all through traffic, and that on goods traffic invoiced through "To pay", the receiving Company check the invoices and be responsible for collecting any amounts that may be undercharged by the forwarding Company, but the receiving Company not to reduce here the charges mentioned in the Invoice or through way bills, without the consent of the forwarding Company.

19. That the mileages to Raichore from stations on each line be taken for the purposes of this agreement as per appendix annexed, the Great Indian Peninsula mileage to include in all cases (except as mentioned in clauses 32. 33 & 34) twenty miles for the Khull Ghaut, and thirty two miles for the Bhore Ghaut extra, as sanctioned by Government.

That

20. That telegrams on the joint business of the two Companies be interchanged free.

21. First and second class carriages to be attached to each through Mail Train between Madras and Bombay.

All first and second class passengers with through tickets from either Railway to places on the route between Madras and Bombay to be entitled to ride in a through carriage.

Parties of not less than six first class or nine second class passengers to or from any station on either Railway over two hundred miles from Raichore, to have the privilege of a through carriage to their destination.

The carriages to enable these arrangements to be carried out, to be provided by the two Companies, as nearly as possible, in equal mileage proportions.

The traffic Managers of the two Railways to arrange for carrying this out, but all such Vehicles to be subject to the mileage and demurrage Charges hereinafter provided.

22. The exchange of Stock, both Passengers and Goods, between the two Companies to extend to the whole of the lines of either Company, and to branches that may be worked by them respectively.

23. Any consignment of through traffic of less than two tons or 54 Maunds to be transhipped at Raichore - The minimum quantity of Goods to be booked through to the

one Tow of twenty seven wagons. The minimum charge on Goods Traffic booked through to be one rupee, and on Parcels traffic eight annas. those minimum amounts to be divided by mileage between the two Companies.

24. The division of the receipts on the through traffic to be carried out monthly by the audit Offices of the two Companies, and each Company to have, in division, its own local rates and fares except in the case of minimum charges as provided in clause 23.

25. All Vehicles (except Engines) to be greased or oiled before they start from Raichore by the Joint staff of that station.

The expense of so doing to be paid by the two Companies in the proportion of the number of their respective vehicles leaving the Joint station.

Arrangements for oiling Tows of Engines to be made by the Locomotive Superintendents of the two Companies, and the expense to be divided as they may determine, but such expense is not to form part of the amount to be divided as provided in this clause.

26. That is to say as the Rolling stock of either Company passes into the custody or possession of the other Company, such other Company is to be responsible for all and every contingency that may arise from the use of such stock while it remains in their possession, except that of the contingency is clearly traceable

to defect of material or workmanship, the ordinary repairs or replacement only of such defect is to be at the expense of the owning Company.

The cost of repairs arising from ordinary wear and tear to be always borne by the owning Company, but cases of palpable damage (such as dropping heavy weights into Wagons and so damaging the bottoms, neglect of greasing or oiling and other similar neglects) and all cases of accidents or collision to be borne by the Company in whose Custody or possession the stock may be at the time the damage occurs.

27. That unless the claim for the cost of repairs of stock so damaged be sent to the Company who is responsible for the payment of it, within three months of the time at which the repairs are completed, the claim is to be forfeited.

28. That six additional days be allowed in case of damage to the Rolling stock of either Company on the lines of the other Company for the repairs of such stock, and that no demurrage shall be charged as provided in clauses 34 and 35 for such six additional days, but if the damage is such as will require longer than six additional days to complete the repairs, the stock must be sent home. If not so sent within the six additional days whether repaired or not, demurrage will be charged after the expiry of

of the six additional days unless specially exempted by the Traffic Managers of the two Companies. Notice must be sent to the owning Company in all cases how and when the damage took place and the nature of it.

29. That no goods damageable by fire or water or goods sheltered be allowed to come on to the G. T. R. Railway in open wagons if consigned to any station beyond Guelph except under special arrangement between the Traffic Managers of the two Railways.

30. That the rent referred to in clause 2, the cost of the Joint Station working including staff, and all expenses which, in accordance with this Agreement, are to be charged against the Joint Station expenses, be paid by the two Companies in proportion to the amount of Traffic, local and through, of each Company using the station. The amount of each Company's traffic using the station is to be ascertained by taking the total of each Company's local Traffic of all sorts whether paid on to pay, and the proportion due to each Company respectively on all through traffic.

31. A Number taker must enter in writing in his Book the number and description of every Vehicle and also of every sheet arriving at and leaving the Exchange station giving Trains and dates, and

distinguishing in Goods Traffic, empty from loaded Vehicles and sheets in use from those sent back folded, and furnish the necessary Returns for both Companies.

Such Number taker or takers to be borne on the Books of the Joint Staff, and work under instructions approved by the Traffic Managers of both Companies.

All descriptions of stock as well as sheets to be considered as delivered at the Joint Station when entered in the number takers' book, and no charge to be made for demurrage on traffic consigned to or from Ranchore.

The number takers Book will be the only recognized authority, except as provided in clause 36, with respect to stock or sheets passing from one line to the other.

32. That a charge of 5 pies per mile on Merchandize of 7 pies per mile on Coaching Vehicles and of 2 pies per mile on sheets be fixed. The mileage charges on all Vehicles and sheets to be for the actual mileage only and not for the extra Ghaut mileage referred to in clause 19 and shewn in the appendix annexed.

That Ropes sent by one Company on to the line of the other, be charged at 10 Rs paid on and to pay by the forwarding station. This amount being added as a separate item on the through invoice. a similar charge being made by the receiving station when the rope is returned and if it is returned

unused. a special invoice for the amount must accompany it.

33. That the mileage named in clause 32 be not charged on Merchandize Vehicles or sheets when running empty or folded or when returning with a load of under 24 Maunds to the parent line.

34. That Coaching Vehicles be allowed one day for every 300 miles or portion of 300 miles of actual distance run both in going and returning, and 24 hours extra at destination free of demurrage. That Merchandize Vehicles and sheets be allowed one day for every 150 miles or portion of 150 miles of actual distance run both in going and returning and 24 hours extra for unloading and reloading free of demurrage.

35. That on Vehicles or sheets detained beyond the time named in clause 34 demurrage be charged as under.

On Merchandize Vehicles ——— 3 Rupees
" Coaching ——— d ——— 5 ——
" Sheets ——— 2 ——

for each day or portion of a day, but no charge for demurrage on sheets is to exceed 50 Rs.

36. That in case any Merchandize Vehicles are loaded or sheets are used on the homeward journey to any station short of Raichore, the Auditor Offices of the respective Companies shall make a special return to each other. The mileage charges named in clause 32 shall be debited to the Company so loading such wagons

or

owning such sheets sheet of Raichore.

37. No Vehicles of either Company to be loaded or sheet to be used by the other Company to run in any direction other than towards the parent line under a penalty of 20 Rs. per day for each Vehicle so loaded, and of 10 Rs. per day for each sheet so used. The mileage charges named in clause 32 to be also allowed to the owning Company.

38. Through traffic is to be understood in all cases to mean coaching and Goods Traffic which may be booked or invoiced in accordance with the terms of this Agreement through from any Station on one of the two Railways to any Station on the other.

Traffic booked or invoiced by either of the two Railways to or from Raichore is to be considered as local Traffic although dealt with by the Joint Staff.

39. That the Raichore Station books be kept by the Joint Staff, but that all such books and all through Goods be at all times open to inspection by any authorized officer of either Company.

40. That Goods claims be settled by the Company in whose custody the loss or damage occurred - that when this cannot be ascertained with certainty, the claim be paid in mileage proportion; but in such cases, the consent of both Companies is to be obtained before

settlement is made.

41. Each Company to accept the statements of the other Company with respect to the loads of wagons, unless the number taken at the Junction notice and record that loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible Officer of the Joint Staff. failing which the sending Companies statement is to be accepted.

42. That all transhipment at Raichore be performed by the Joint Staff or under arrangements to be made by the two Traffic Managers, the cost to be divided in the same way as other Joint Station expenses.

43. The week will, in all cases, end at 12 o'clock on Saturday night - when the week is divided by two months, two returns must be sent, one for the portion of the week to the end of the current month, and one for the portion of the week in the fresh month.

The day is, in all cases, to be reckoned as 24 hours, commencing at 12 o'clock at night - parts of a day to be reckoned one day - Madras time to be adopted in all cases. Sundays - Christmas day and Good Friday not to be reckoned in any case.

44. No alteration of rate or fare or classification affecting the through traffic is to be made by either Company without one months previous notice to the other -

45. That the principle of this agreement be extended by each Company to any other Company working in connection with it, the two Companies, parties to this agreement, being responsible to each other for all through traffic so forwarded as if it were traffic from their own lines respectively.

46. All questions which may arise in carrying out these arrangements as to the construction of any part of this agreement or its application to any particular case, or as to the cost of the Station works used in common, or as to the amounts for which either Company is liable for damage of stock or injury or loss or delay to traffic, or with respect to any other question which may arise and upon which the two Companies cannot agree, to be referred to the Consulting Engineers of the Governments of Bombay and Madras - an umpire in case of dispute whose decision shall be final, to be named by the two Consulting Engineers before the question referred to them is enquired into.

Sd/ A. A. Irwin, Agent & Manager. Madras Railway.

Sd/ Henry Conder, General Traffic Manager. G. I. P. Railway.

Bombay 24th November 1870.

/ True Copy /

Agent and Manager.

Confidential

Proceedings of the
Madras Government
under date the 27 January 11
Received the following
from the Secretary to
Railways
No. 4 of 5 Jan/11

Ordered that a copy
of these papers be forwarded
to the Govt. of India.

Paragraph 3 of the
Acting Coy Engineers
letter will be referred
for consideration in the
Military Departt with a
view to such arrangements
being made for the through
conveyance of detachments
of troops numbering more
than 40 and up to 96
as may be considered
necessary

P.W.D

necessary.

Capt. Prendergast has been requested in a separate Proceedings to report upon the subject of paragraph 4 regarding the rental to be paid for buildings in the joint occupation of the two Companies

No. 259 dated 10th Jany/70.

No. The Secy: to the Govt. of India P.W.D.

Sir,

I am directed to forward the accompanying endorsement of the Acting Govt Engineer for Railways giving cover to the Minutes of a Meeting of

No. The Secy. Departt. of Govt Engineer for Railways.

Dept 31/1/71

Officers of the Indian and Great Indian Peninsula Railways which was lately held at Raichore for the purpose of making arrangements for working the traffic at that Junction Station.

It will be observed from Clause 7 of the Memorandum of Arrangement for the interchange of traffic and Rolling stock submitted by Capt. Prendergast that no understanding has yet been arrived at on the questions of which Company shall undertake the working of the junction, the point being left for the

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the decision of the Boards of the respective Companies in England.

Looking to the difference of the scale of salaries on the two Railways and to the fact of prices generally being lower on this side of India than on the other Hon. Excellency the Governor in Council is of opinion that it will be very undesirable to place the traffic arrangements of the joint station under the control of both Companies and Hon. Excellency is of opinion that on economical grounds

grounds if on no other the station should belong exclusively to the Madras Railway and be worked entirely by that Company.

Desp. 31/1/71 Para 25
Para Corr. of Govt. 258 of 1871.

No 52.

Govt of Madras.

PUBLIC WORKS.

To

The Military Department

&

To the Secretary to the Govt of India

Dated

Read. Read.

G. O. 27 Jany 1871, No 258/259.

Nos. 518-519 & 520

Subject

Meeting. Spring orders on the Endorsement of the Inspector of Railways submitting, with remarks, Minutes of a meeting held at Raichore on the 24th Instant.

Letter

Forwarding endorsement of the Inspector of Spring Carriages on the Minutes of a meeting of the Engineers of the Madras & G. I. P. Railways

c. 18 Jany 1871 Q. 190