

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	1440-1441	Press
167, 168, 169		Mis.
Dated	11-6	18.72.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
11th June 1872.*

No. 167. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 22nd May 1872, No. 252 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 17th May 1872, No. 321.

WITH reference to your letter No. 367 of the 16th instant, I have the honour to forward herewith, for submission to Government, a copy of the Minutes of the Meeting held at Raichore on the 23rd of February last.

2. I have not forwarded a copy of these Minutes to you before, as I wished when doing so to deal fully with the question of the height of platforms, which I am not at present in a position to do.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

Minutes of Meeting held at Raichore on Friday the 23rd February 1872.

PRESENT.

MR. ELWIN, Agent and Manager,	} Madras Railway.
„ ANDERSON, Chief Engineer,	
„ CHURCH, Traffic Manager,	
„ WEST, Resident Engineer,	
„ LE MESURIER, Agent,	} Great Indian Peninsula Railway.
„ CONDER, General Traffic Manager,	
„ HAWKINS, Locomotive Superintendent,	
„ WILSON BELL, Resident Engineer,	

Colonel Prendergast, Consulting Engineer, and Captain Smith, Deputy Consulting Engineer to the Government of Madras, and Captain Oldham, Deputy Consulting Engineer to the Government of Bombay, also attended the Meeting.

1. The question of the gauges for maximum dimensions of rolling stock and for minimum dimensions of fixed buildings was discussed with special reference to the fact that, as originally put up, the position of the goods platforms at Raichore did not allow of some of the Great Indian Peninsula Company's covered cotton waggons passing them, and also that some of the recently erected horse-boxes of the Madras Company would not pass under some of the bridges on the Great Indian Peninsula Railway.

It was reported that the goods platforms at Raichore had been already so altered as to permit of all Great Indian Peninsula vehicles passing them; the question still open being whether these vehicles would safely pass through other stations of the Madras Company, and that in the meantime orders had been issued that these cotton waggons are not to be allowed to pass beyond Raichore on to the Madras line.

It was also reported that orders had been issued that for the present the horse-boxes of the Madras Company referred to are not to be allowed to pass beyond Raichore on to the Great Indian Peninsula Railway.

There appeared to be some doubt as to the actual dimensions fixed by Government and agreed to by the Railways, and it was therefore decided to accept in its integrity the original table and sketch of moving dimensions agreed to and signed by the Consulting Engineers of the four principal Railways in London, in, it is believed, the year 1856; the only alteration known to have been made at any time in that is the change from six to eight feet between the rails in stations which does not in any way affect the questions at issue. If, on inquiry, however, it is found that any altered or different gauges have subsequently to the date of the table referred to been agreed to and adopted, the Agents of the two Companies will communicate the altered dimensions to each other, and it is then to be ascertained whether the alterations are of such a nature as to prevent the stock of either Company, or of other Companies, with which through booking is established, from passing without restriction over the lines of all the Railways; and in the meantime the orders already given, for the descriptions of stock referred to not to be allowed to pass Raichore, will remain in force.

*Proceedings of the Madras Government, Public Works Department,
11th June 1872.*

2. The question of the division of the land at Raichore adjoining the station, and which had been made over to the Railways, was discussed, and it was agreed—

That the division of the land should be by a line drawn through the centre of the booking office at right angles with the main line; all the land on the Madras side of such division line being retained by the Madras Company, and all that on the Bombay side of such line being handed over to the Great Indian Peninsula Company.

The Officers' bungalow of the Madras Company having been built on the Bombay side of the division line so defined, the Agent of the Madras Company offered to hand over that bungalow at its actual cost price to the Great Indian Peninsula Company, and promised to send to that Company's Agent a plan showing the accommodation in the bungalow, and a memorandum of the cost, and the Agent of the Great Indian Peninsula Company will then decide whether that Company will take over the building at that price from the Madras Company. If the Great Indian Peninsula Company decide not to take the bungalow over it, as well as the compound enclosed in the wire-fence around it, as it now exists, is to remain the property of the Madras Company, but no other buildings of the Madras Company are to be put up on the Bombay side of the division line referred to.

It was also further agreed that if the Great Indian Peninsula Company decide not to take over this bungalow at present, but that at any future time altered arrangements should make them desirous to do so, they should have the option of taking it on giving six months' notice to the Madras Company, and on terms to be then agreed upon, or settled by arbitration, in the manner provided in Clause 46 of the Agreement between the two Companies for interchange of traffic, etc., dated 24th November 1870.

3. The platform accommodation at the Joint Station having been reported as insufficient by the Traffic Managers of both Companies, it was agreed that the Chief Engineer of the Madras Company should prepare and submit a plan and estimate for extending the platform over the ground occupied by the present main line; the small centre platform which was commenced, but was not completed, being removed, and the main line being laid in on the space occupied by it; and also for putting in another line of rails in the space between the present rails and the carriage shed left vacant for that purpose.

4. Some slight alterations of the refreshment-rooms at the Joint Station having been applied for by the Traffic Managers of both Companies and having been explained were agreed to; a small godown for stores, which was rendered necessary by these proposed alterations was also agreed to be put up away from the station buildings; the Chief Engineer of the Madras Company to submit plan and estimate in the usual way.

5. The question of the supply of water for engine purposes, and the payment for the expense of raising the water, was discussed; and it was agreed that for the present the one tank which is already put up would be sufficient, and that if the supply of water in the well with which it is now connected should fail, pipes should be laid into the second well in the station-yard, so as still to leave only the one tank and the one set of pumps for raising the water. Should it be found inconvenient for the Madras Company's engines to come to the present tank to take in their supply of water, pipes are to be laid in from the tank to the Madras Company's engine-shed, so that the one tank and one set of pumps would still be made available for raising the supply. If after a time it is found that this arrangement does not work satisfactorily, the matter can be raised again. Meantime, the cost of the present tank is agreed to be dealt with as provided in Clauses 2 and 30 of the Agreement between the two Companies for interchange of traffic and rolling stock, dated 24th November 1870, and the expense of raising the water is to be divided between the two Companies equally until the watering arrangements are perfect; and this mode of division is to be adopted with respect to the expense already incurred since the commencement of the trains of the Great Indian Peninsula Company to run into the stations.

6. It was agreed that Minute 16 of the Meeting at Raichore on the 9th November 1871 should be altered so as to read as follows, instead of as it now stands, namely:—

“That for any description of goods which, by reason of length, breadth, or bulkiness, or from any other cause, requires to be loaded in a separate waggon, or which occupy two or more

*Proceedings of the Madras Government, Public Works Department,
11th June 1872.*

vehicles, the minimum charges should be as for not less than three tons per truck used; the actual weight being charged for if it is more than three tons per truck used. But this rule is not to apply to boats which, if booked through, are to be charged at not less than two tons per truck used; or to firewood, which is to be charged at not less than five and a half tons per truck used; or to ice the minimum for which is ten cwt; or to gun-powder or other combustible articles, which are to be booked through only in consignments of three tons or more.”

Minute No. 25 of the same Meeting was also agreed to be altered so as to read as follows, instead of as it now stands, namely:—

“With respect to Clause 18 of the Agreement, it was agreed that the receiving Company should be responsible for collecting the right charges, etc.

(Signed) HENRY P. LEMESURIER.

(„) ROBERT B. ELWIN.

SUBMITTED to Government.

The object of the meeting was to settle the boundaries of the land at Raichore belonging to the Great Indian Peninsula and Madras Railways, the position of bungalows and sundry other matters connected with the interchange of traffic. The Minutes of the Meeting have been prepared by the Agent of the Great Indian Peninsula Company.

2. With reference to Clause I of these Minutes, I hope soon to address Government separately. On the 11th instant a meeting was held by the principal officers of the Madras Railway Company to consider the question of the uniformity of dimensions on Indian Railways, in connection with some correspondence which had recently passed between the Great Indian Peninsula and that Company as to certain vehicles of the first-named Company being unable to pass along the Raichore platform, and some vehicles of the Madras Railway Company having come in collision with some of the fixed buildings on the Great Indian Peninsula line.

3. The “Agreement” referred to in several parts of these Minutes is embodied in G. O., No. 258, dated 27th January 1871.

4. With reference to Clause 6 of these Minutes, I give in juxta position Minute 16 of the Meeting at Raichore on the 9th November 1871, G. O., 19th January 1872, No. 172, and the proposed alteration.—

As it originally stood.

“That for any description of goods, which by reason of length, breadth, or bulkiness, or from any other cause, require to be loaded in a separate waggon, or which occupy two or more vehicles, the minimum charge shall be as for not less than three tons per truck used, the actual weight being charged for, if it is more than three tons per truck used; but this rule is not to apply to gun-powder or other dangerous or combustible article, or to ice, or to boats, or to firewood, which, if booked through, are to be charged at not less than two tons per truck used.”

As altered.

“That for any description of goods, which by reason of length, breadth, or bulkiness, or from any other cause, requires to be loaded in a separate waggon, or which occupy two or more vehicles, the minimum charges should be as for not less than three tons per truck used, the actual weight being charged for, if it is more than three tons per truck used; but this rule is not to apply to boats which, if booked through, are to be charged at not less than two tons per truck used; or to firewood, which is to be charged at not less than five and a half tons per truck used; or to ice, the minimum for which is ten cwt.; or to gun-powder or other combustible articles which are to be booked through only in consignments of three tons or more.”

*Proceedings of the Madras Government, Public Works Department,
11th June 1872.*

5. Also Minute 25 of the Meeting above referred to, and the alteration agreed to now.

As it originally stood.

"With respect to Clause 18 of the Agreement it was agreed that each Company should be responsible for collecting the correct charges on all through traffic whether 'paid' or 'to pay' the other part of the clause to be adhered to."

As altered.

"With respect to Clause 18 of the Agreement it was agreed that the receiving Company should be responsible for collecting the right charges, etc."

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

No. 168. ORDER THEREON, 11th June 1872, No. 1,440.

RAILWAY, No. 19.

THE Proceedings above recorded are approved, Minutes 16 and 25 of the Meeting held at Raichore on the 9th November 1871 being modified in the manner agreed to by the officers of the

* G. O., No. 172, dated 19th January 1872.

Great Indian Peninsula and Madras Railways.

2. Proposals in regard to the question of uniformity of dimensions of rolling stock and fixed buildings on Indian Railways will be awaited.

(True Extract.)

(Signed) R. F. OAKES, Captain, R.E.,

Acting Joint Secretary to Government.

No. 169.

(DOCKET No. 1,441, dated 11th June 1872.)
Copy of the above forwarded to the Government of India.

(True Extract.)

Captain, R. E.,

Acting Joint Secretary to Government.

Exd. E. C. Shunker.

*Great Indian Peninsula Railway Company
Minutes of Meeting held at Raichore, on Friday,
the 23rd February 1872*

Present

Mr. Cluett	Agent	} Madras Railway
Anderson	Chief Engineer	
Church	Traffic Manager	
West	Resident Engineer	
Mr. Le Mesurier	Agent	} G. I. P. Railway
Conder	General Traffic Manager	
Hawkins	Locomotive Superintendent	
Wilson Bell	Resident Engineer	

Colonel Prendergast, Consulting Engineer, and Captain Smith, Deputy Consulting Engineer to the Government of Madras, and Captain Oldham, Deputy Consulting Engineer to the Government of Bombay, also attended the Meeting.

The question of the Gauges for maximum dimensions of Rolling Stock and for minimum dimensions of fixed buildings was discussed with special reference to the fact that, as originally put up, the position of the Goods Platforms at Raichore did not allow of some of the G. I. P. Companies Covered Cotton Wagons passing them, and also that some of the recently erected Horse Boxes of the Madras Company would not pass under some of the bridges on the G. I. P. Railway.

It was reported that the Goods Platforms at Raichore had been already so altered as to permit of all G. I. P. vehicles passing them; the question still open being whether these vehicles would safely pass through other Stations of the Madras.

company; and that in the meantime orders had been issued that these Cotton Wagons are not to be allowed to pass beyond Raichore on to the Madras Line.

It was also reported that orders had been issued that for the present the Horse Boxes of the Madras Company referred to are not to be allowed to pass beyond Raichore on to the G. I. P. Railway.

There appeared to be some doubt as to the actual dimensions fixed by Government, and agreed to by the Railways, and it was therefore decided to accept in its integrity the original table and sketch of moving dimensions agreed to and signed by the Consulting Engineers of the four principal Railways in London, viz, it is believed, the year 1856, the only alteration known to have been made at any time in that is the change from six to eight feet between the rails in Stations, which does not in any way affect the questions at issue. If on inquiry, however, it is found that any altered or different gauges have subsequently to the date of the table referred to been agreed to and adopted, the Agents of the two Companies will communicate the altered dimensions to each other, and it is then to be ascertained whether the alterations are of such a nature as to prevent the stock of either Company, or of other Companies with which through booking is established, from passing without restriction over the lines of all the Railways; and in the meantime, the orders already given for the descriptions of stock referred to not to be allowed to pass Raichore, will remain in force.

2. The question of the division of the land at Raichore, adjoining the Station, and which had been

made over to the Railways, was discussed; and it was agreed —

That the division of the land should be by a line drawn through the centre of the Booking Office at right angles with the main line; all the land on the Madras side of such division line being retained by the Madras Company, and all that on the Bombay side of such line being handed over to the G. I. P. Company.

The Officers' Bungalow of the Madras Company having been built on the Bombay side of the division line so defined, the Agent of the Madras Company offered to hand over that Bungalow at its actual cost price to the G. I. P. Company, and promised to send to that Company's Agent a plan showing the accommodation in the Bungalow and a Memo. of the cost; and the Agent of the G. I. P. Company will then decide whether that Company will take over the Building at that price from the Madras Company. If the G. I. P. Company decide not to take the Bungalow over, it, as well as the compound enclosed in the wire fence around it, as it now exists, is to remain the property of the Madras Company; but no other buildings of the Madras Company are to be put up on the Bombay side of the division line referred to.

It was also further agreed that if the G. I. P. Company decide not to take over the Bungalow at present, but that at any future time altered arrangements should make them desirous to do so, they should have the option of taking it on giving six months' notice to the Madras Company, and on terms to be then agreed upon, or settled by arbitration, in the manner provided in Clause 4th of the Agreement between the two Companies for interchange of Traffic,

&c, dated 24th November 1870.

3. The platform accommodation at the Joint Station having been reported as insufficient by the Traffic Managers of both Companies; it was agreed that the Chief Engineer of the Madras Company should prepare and submit a plan and estimate for extending the platform over the ground occupied by the present main line, the small centre platform which was commenced, but was not completed, being removed, and the main line being laid in on the space occupied by it; and also for putting in another line of rails in the space between the present rails and the Carriage Shed, left vacant for that purpose.

4. Some slight alterations of the Refreshment Rooms at the Joint Station having been applied for by the Traffic Managers of both Companies, and having been explained, were agreed to; a small godown for stores, which was rendered necessary by these proposed alterations, was also agreed to be put up, away from the Station Buildings. The Chief Engineer of the Madras Company to submit plan and estimate in the usual way.

5. The question of the supply of water for Engine purposes, and the payment for the expense of raising the water, was discussed; and it was agreed that for the present the one tank which is already put up would be sufficient, and that if the supply of water in the well with which it is now connected should fail, pipes should be laid into the second well in the Station Yard, so as still to leave only the one tank, and the one set of pumps

for raising the water. Should it be found inconvenient for the Madras Company's Engines to come to the present tank to take in their supply of water, pipes are to be laid in from the tank to the Madras Company's Engine Shed, so that the one tank and one set of pumps would still be made available for raising the supply. If after a time it is found that this arrangement does not work satisfactorily, the matter can be raised again. Meantime the cost of the present tank is agreed to be dealt with as provided in Clauses 2 and 3 of the Agreement between the two Companies for interchange of Traffic and Rolling Stock, dated 24th November 1870, and the expense of raising the water is to be divided between the two Companies equally until the watering arrangements are perfect; and this mode of division is to be adopted with respect to the expense already incurred since the commencement of the Trains of the G I P Company to run into the Stations.

6. It was agreed that Minute 16 of the Meeting at Raichore on the 9th November 1871 should be altered so as to read as follows, instead of as it now stands, viz:—

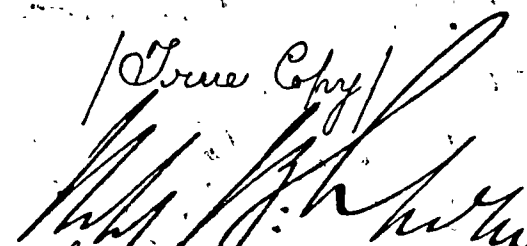
"That for any description of goods which, by reason of length, breadth, or bulkiness, or from any other cause, requires to be loaded in a separate wagon, or which occupy two or more vehicles, the minimum charges should be as for not less than three tons per truck used; the actual weight being charged for, if it is more than three tons per truck used. But this rule is

not to apply to boats, which, if booked through,
are to be charged at not less than two tons per
truck used; or to Firewood, which is to be charged
at not less than five and a half tons per truck
used; or to Ice, the minimum for which is ten
cwt.; or to Gunpowder, or other combustible articles,
which are to be booked through only in Consign-
ments of three tons or more."

Minute No. 25 of the same Meeting was also
agreed to be altered so as to read as follows,
instead of as it now stands, viz:-

"With respects to Clause 18 of the Agreement,
it was agreed that the Receiving Company should
be responsible for collecting the right charges, &c."

Signed/ Henry P. Le Mesurier
/ Robt. B. Elwin

/True Copy/

Agent and Manager

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N^o 252

Submitted to Government.

The object of the Meeting was to settle the boundaries of the land at Raichore belonging to the Great Indian Peninsula and Madras Railways, the position of bungalows and sundry other matters connected with the interchange of traffic. The Minutes of the Meeting have been prepared by the Agent of the Great Indian Peninsula Company.

2. With reference to clause 1 of these Minutes I hope soon to

address

8.9.25/74/72.
J. M. L. M. L. M. L.

address Government separately, On
the 11th instant a Meeting was held
by the principal officers of the Madras
Railway Company to consider the question
of the uniformity of dimensions on
Indian Railways, in connection with
some correspondence which had re-
cently passed between the Great In-
dian Peninsula and that Company
as to certain vehicles of the first named
Company being unable to pass along
the Raichore platform, and some
vehicles of the Madras Railway
Company having come in collision
with

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with some of the fixed buildings on
the Great Indian Peninsula line.

3. The "agreement" referred to in
several parts of these Minutes is em-
bodied in G. O. No. 258 dated 27th January
1871.

4. With reference to clause 6 of
these Minutes, I give in juxtaposition
Minute 16 of the Meeting at Raichore
on 7th November 1871 G. O. 19
January 1872 No. 172 and the
proposed alteration.

as it originally stood

as altered

"That for any
description of goods,
which, by reason of
length, breadth, or bulk-
ness, or from any other
cause, require to be load-
ed in a separate waggon,
or which occupy two or

more

"That for any
description of goods,
which, by reason of
length, breadth, or bulk-
ness, or from any other
cause, requires to be
loaded in a separate
waggon, or which occupy

two

more vehicles, the minimum charge shall be as for not less than three tons per truck used, the actual weight being charged for, if it is more than three tons per truck used; but this rule is not to apply to boats, which if booked through are to be charged at not less than two tons per truck used; or to firewood, which is to be charged at not less than five and a half tons per truck used, or to ice, the minimum for which is ten cwt; or to gunpowder or other combustible articles which are to be booked through only in consignments of three tons or more.

5. Also Minute 25 of the Meeting above referred to and the alteration agreed to now.

as it originally stood

"With respect to clause 18 of the agreement it was agreed that each company should be responsible for collecting the correct charges on all through-traffic whether paid or go pay the other part of the clause to be adhered to."

as altered

"With respect to clause 18 of the agreement it was agreed that the Receiving company should be responsible for collecting the right charges, if paid."

Madras
 22 May
 1872

W. M. M. M.
 Lieut. Col. R. R.

Cons: Engrs for Railways

To,
 The Secretary to Government,
 Public Works Department,
 Fort Saint George.

No. 144 Public Works Department
 Proceedings of the Madras Government



Read the following
 The following for 3/11.6. No 252 22 May 172
 Railways

(order of the day)
 And all at the same time

Order

(order of the day)

Proceedings of the Madras Government

The Proceedings
 above recorded are
 approved. minutes
 16425 of the meeting
 held at Raichore on
 the 9th November 1871
 being modified in the
 manner agreed to by
 the officers of the G. I. P.
 and Madras Railways.

[Signature]

Proposals in
 regard to the question
 of uniformity of dimen-
 sions of Rolling Stock
 and fixed buildings

No. 10172 d/19th Jan'y/72

Dec 27 January 11, 1872
 19 11 1872

Mr. 1872 Michael
 (1872) 1872
 The (1872) 1872

1872

To file copy to Gov

P. H. B.

Date 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1872

No. 252

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Govt. of (1872) Madras.

PUBLIC WORKS.

To
The Consulting Engineer
for Railways

Dated

Recd.

Encl. 2 V

G. O. 11 June 1872. N 1440-1441

Nos. 167 @ 169

Meeting (Railway). Paper
Orders on the endorsement
of the [unclear] in [unclear]
Minutes of Meeting held
at Raichore on the 23rd
Feb. last.