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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 172-73 Press Mis. 339-41

Dated 19 1 1872.

Not to be folded or roughly handled

No. 339. Read the following endorsement of the Acting Consulting Engineer for Railways, dated Madras, 4th December 1871, No. 530:—

From the Agent and Manager, Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 29th November 1871, No. 720.

WITH reference to Order of Government No. 258, dated the 27th of January 1871, I have the honour to inform you that it is proposed to commence the through booking and invoicing of coaching and goods' traffic between the Great Indian Peninsula Railway and this line on the 1st of January next.

2. The interchange of traffic and rolling stock will be carried out under the terms of the memorandum of arrangement between the two companies, dated the 24th of November 1870, and embodied in the above-mentioned order of Government; but as it was necessary to arrange matters of detail connected with through-rates and fares, etc., etc., Mr. Church, the Traffic Manager, with that object was deputed by me to meet some of the officers of the Great Indian Peninsula Railway at Raichore on the 9th instant; and I now beg to enclose, for the approval of Government, a copy of the Minutes of their meeting.

3. It will be observed from the Minutes that at the meeting the goods' classification of each company was revised to a certain extent in order to assimilate them.

4. A copy of the revised classification of the Madras Railway Company will be submitted for the approval of Government as soon as a clean proof can be obtained; but I may here mention that the alterations are almost wholly reductions in rates, principally those for the carriage of country-produce, and that charges from a lower to a higher class are very few and of an unimportant nature.

5. It is proposed to do away with the special class and to classify all articles, to charge grain and firewood separately at 10 Pies per ton per mile, instead of 12 and 10 as at present, and to retain the existing special rates for traffic carried over long distances.

6. Articles not liable to damage, such as coke, coal, stone, etc., to be carried in open waggons at 8 Pies per ton per mile. The existing rates for the 1st, 2nd, 3rd, 4th, and 5th classes to remain in force, and all special rates sanctioned for local traffic to be retained.

7. With reference to Clause 32 of the Minutes it has been thought better, upon reconsideration, to quote 3rd class instead of 4th for "Twist" booked through. It will also be necessary to add to the "Excepted List" the following articles which were over-looked at the meeting, namely:—

	Madras Railway.	G. I. P. Railway.
Jungle posts	8	1
Nux vomica, unprepared, or Yetticoottay	3	0
Saltpetre	3	2
Timber, unwrought, exceeding 16 feet	1	2
Wheat	2	8

8. In addition to the alterations in our goods' rates, it appears to be also desirable, on the commencement of through-booking, to make certain alterations in our

passenger-fares and arrangements, which I have now the honour to submit for the approval of Government, namely—

PASSENGERS' LUGGAGE.—In assimilation with the Great Indian Peninsula Company's rule it is proposed to allow—

1st class passengers,	123 lbs.,	or	1½ Maund.
2nd ,, ,,	60 ,, ,	or	¾ ,,
3rd ,, ,,	20 ,, ,	or	¼ ,,

of luggage free, the existing rates being—

1st class,	112 lbs.
2nd ,,	25 lbs.
3rd ,,	15 lbs.

SECOND CLASS PASSENGERS.—For through-traffic I recommend that the fare on the Madras Railway shall be at the rate of 9 Pies per mile throughout, instead of 12 Pies by night and 5 Pies by day-trains, and, if this is approved, I would recommend also that 2nd class tickets be issued to children booked through at half fares, as well as 1st class tickets as agreed between Mr. Conder and Mr. Church.

RESERVED ACCOMMODATION.—The following are proposed as the charges to be made on this line for reserved accommodation :—

1st class saloon	6,	1st Class fares
1st ,, compartment, with 4 sleeping berths	3,	,, ,,
2nd class to seat 20	10,	2nd ,,
2nd ,, ,, 10	6,	,, ,,

Any number, in excess of the number paid for, to be charged the ordinary fare in addition to the above.

As the period which will intervene between now and the time when it is proposed to commence the through-booking is barely sufficient for us to make the necessary arrangements, I trust that I may be favoured with the orders of Government hereon as early as possible.

MINUTES of Meeting held at Raichore on Thursday the 9th of November, 1871.

PRESENT :

Mr. CHURCH, Traffic Manager, Madras Railway.
,, HENRY CONDER, General Traffic Manager.
,, MIDDLETON, Divisional Manager, S. E. D. } Great Indian Peninsula Railway.
,, PLATTS, District Traffic Superintendent. }

THE memorandum of arrangement for interchange of traffic and rolling stock between the Madras and Great Indian Peninsula Railway, dated Raichore, 24th November 1870, was referred to, and it was agreed to commence the through-booking and invoicing of coaching and goods' traffic on the 1st January next under the terms of the agreement, and from that date the provisions of the agreement for interchange of rolling stock should also be carried out as respects the goods' vehicles.

2. Under Clause 45 of the Agreement the through-arrangements in existence between the Great Indian Peninsula, the East Indian, the Scinde, Punjab, Delhi, and the Oude and Rohilcund Railways will enable traffic stock now exchanged between those companies to be also exchanged with the Madras Company.

Mr. Conder stated that he hoped to be able to arrange with the Baroda Company for the Gooty traffic and stock now exchanged between that Railway and the Great Indian Peninsula at Dadur Junction to be also exchanged with the Madras Company. Until, however, Mr. Conder had

Proceedings of the Madras Government, Public Works Department, 19th January 1872.

260 D

communicated with these other companies, the arrangements made in these Minutes would be understood as applying to the Great Indian Peninsula only ; but he hoped to be able to advise the Madras Company shortly that they could apply to the other railways from the 1st January.

3. The through-booking of passengers under Clause 8 of the Agreement to be for the present between the following stations only :—

Madras Railway.	*G. I. P. Railway.*	*East Indian Railway.*	*S. P. D. Railway.*
Madras.	Bombay.	Calcutta.	Mooltan.
Cuddapah.	Byculla.	Howrah.	Lahore.
Goondacul.	Callian.	Bankepore.	Mean Meer, East.
Bellary.	Narel.	Dinapore.	Umritsur.
Auspree.	Khandalla.	Benares.	Umballa City.
Kossgee.	Poona.	Mirzapore.	Umballa Cantonment.
Mutmurri.	Sholapore.	Allahabad.	Meerut City.
Arconum.	Goolburgah.	Cawnpore.	Meerut Cantonment.
Gooty.	Bhosawul.	Agra.	
Veerapoor.	Nagpore.	Gazeerabad.	
Nuncherla.	Khandwa.	Delhi.	
Adoni.	Jubbalpore.		
Toongabudra.	Shahabad.		
Bangalore.	Nalwar.		
Coimbatore.	Yedagerry.		
	Sydapore.		
	Kistna.		
	Chicksagoor.		

4. Monthly return-tickets, 1st and 2nd class only, at the usual fare and-a-half for the double journey to be issued between the following places, namely :—

Madras Railway.	*G. I. P. Railway.*
Bellary.	Bombay.
Bangalore.	Byculla.
Cuddapah.	Narel.
Adoni.	Poona.
Arconum.	Sholapore.
Coimbatore.	Goolburgah.
Madras.	Nagpore.
	Jubbalpore.
	Khandwa.

and also the stations of the East Indian and the Scinde, Punjab, and Delhi Railway named in Minute No. 3.

The holders of these tickets to be entitled to one journey only each way, which can be broken both in going and returning at any station along the route. The return journey being completed within one calendar month from the date of issue of the ticket.

The usual rules and regulations with respect to passengers and their luggage and the quantity allowed free and the amount charged for excess luggage to be observed with respect to these tickets.

5. Childrens' tickets to be issued at half fares to 1st, 2nd, and 3rd class passengers on the Great Indian Peninsula, but only to 1st class on the Madras Railway. This to be in modification of Clause 11 of the Agreement, as the Madras Company allow no reduction for children on 2nd and 3rd class tickets.

6. Horses, carriages, and dogs to be booked through between the stations named in Minute No. 3 only. The Madras Company allow no discount off the rate for horses when any number are sent. The Great Indian Peninsula Company allow ten per cent. when twelve or more horses the *bona fide* property of one person are sent at once. One man for each horse is allowed to travel in the box with the horse free of charge on both railways. Horses are not conveyed by the Madras Company in cattle trucks under any circumstances.

7. Goods and parcels to be booked through between all goods' booking stations on all the railways, as well as between any station on either line which may be hereafter opened for goods' traffic.

8. Parcels, horses, carriages, and dogs are to be prepaid in all cases.

9. The rate for pet animals or for birds in cages booked through on both railways to be as for a dog.

10. The rate for corpses booked through to be 8 Annas a mile with no less charge than Rupees 5. This minimum charge to be divided on mileage between the two companies.

Corpses not to be conveyed unless they are properly secured in any air-tight coffin and accompanied by a Doctor's Certificate that death has not been caused by any contagious disease. A responsible person, paying the ordinary fare, must in all cases travel with the corpse to take charge of, and remove it, on arrival at its destination.

The Great Indian Peninsula Company do not guarantee to convey corpses by the mail train, nor by any other train, unless notice is given in sufficient time to enable a vehicle to be attached for its reception, the charge for the conveyance of a corpse to be in all cases prepaid.

11. Excess luggage of passengers booked through to be charged at two Pies per maund per mile, first class passengers being allowed 1½ maunds, 2nd class, ¾ maund, 3rd class, ten seers free. The rule, as shown in the Great Indian Peninsula Company's Time Table, dated 1st October 1871, to be adopted with respect to the luggage of through-passengers.

12. It was agreed that any pamphlets issued for information as to rates and fares by either company should not be accepted as authority for charges by the station staff, but that all rates and fares should be supplied by each company to the other in sufficient numbers to send a copy to each station, 100 copies being required by the Madras Company to supply their stations, and 500 copies being required by the Great Indian Peninsula Company to supply their stations and those of the East Indian, the Scinde, Punjab, and Delhi, the Oude and Rohilcund, and the Baroda Railways.

13. It was agreed that in all through-rates and fares fractions of an Anna are not to be charged; if the fraction is less than six Pies the odd pie is to be dropped; if it is six Pies or more, one Anna is to be charged. In consignment of luggage or goods, if the rate per maund or per seer works out to any odd pies, they are to be dealt with on this principle. This rule has been adopted by order of Government on the Madras Railway, and was, therefore, agreed to for the through-traffic.

14. It was agreed that, with respect to through-traffic, the seer of the Great Indian Peninsula Company was to be considered as equal to two pounds on the Madras Railway, the rates of the latter Company being in some cases quoted at per pound.

15. With respect to Clause 23 of the Agreement it was arranged that the minimum weight of consignments of goods booked through should be fixed at one maund, not as one ton as named in that clause; that consignments of goods weighing between fourteen seers and a maund shall be charged as for a maund; that packages of less than fourteen seers in weight shall be booked and charged as parcels only and not carried by goods' train.

16. 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.

17. Fractions of a quarter of a maund are in all cases of through-traffic to be charged as quarter of a maund.

18. Gun-powder and other combustible material, acids, detonating fuses, and all dangerous articles are to be loaded and booked through only in special vans provided for the purpose, and are in no case to be loaded in ordinary vans.

Proceedings of the Madras Government, Public Works Department, 19th January 1872.

19. For the present no special through-trains are to be arranged by either company to run over both railways. Advice is to be given by wire to the Manager of either company if special trains running upon one line are required to be run on the line of the other company, so that the necessary arrangements can be made on the other line, each company collecting their own charges only for special trains.

20. For the present Clause 15 of the Agreement, as to troops, etc., being booked through between the two railways is not to be carried out.

21. With respect to Clause 13 of the Agreement as to reserved accommodation, as passenger carriages will not run between the two lines, it will not be necessary to adopt any uniform system, but the rules of each company, as shown at page 5 of the Great Indian Peninsula Company's Pamphlet of Rates and Fares, dated 1st August 1871, and as shown at page 42 of the Madras Company's Monthly Guide, dated November 1871, are to be observed with reference to passengers who may be booked through, and who may require reserved accommodation.

22. With respect to treasure booked through, the rules, rates and agreement shown at page 11 of the Great Indian Peninsula Company's Pamphlet of Rates and Fares, dated 1st August 1871, are to be adopted by both railways for treasure.

23. With reference to the insurance of horses 2½ per cent. on the declared value is to be the insurance charge for each company, and is to be paid in advance.

24. It was agreed that a Lost Property Office should be established at Raichore, and that the rules laid down in Mr. Conder's Circular No. 384 of 14th November 1870, attached, as to the Lost Property Office at Jubbalpore, should be adopted with respect to Raichore.

25. 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.

26. It was agreed that the Junction Station Master at Raichore should be held responsible for seeing that the ropes and sheets, passing through or leaving that station, are properly entered on the Invoice, and for advising the company concerned of any ropes or sheets not so entered on arrival at Raichore.

27. With respect to paragraph 35 of the Agreement it is to be understood that the day on which a vehicle, or sheet, or rope, leaves the junction, is not to be reckoned, but that the day of return is to be charged for.

28. The rent paid by the Post Office for the use of the room in the Raichore Station was also agreed to be paid to the credit of the joint station expenses.

29. It was agreed that the Refreshment Room account at Raichore should be considered as part of the joint station working, the profit, if any, being paid to the credit of the joint station expenses.

30. The three godowns for salt, provided at the station, were, it was agreed, to be divided between the two companies; at present the Madras Company want two, and it was agreed that the Great Indian Peninsula Company, whose arrangements with respect to salt are somewhat different, should have the third, using it for an office instead of for dealing with the salt.

31. With respect to the division by the Audit Offices of the receipts and expenses, etc., the following was agreed to, namely, that the card and paper tickets should be exchanged weekly between the two Audit Offices, the ticket being cancelled before being returned, each forwarding company to render to the other weekly returns, showing the other company's proportion of its passenger and luggage and horses, carriages, and dogs' receipts.

That goods' traffic should also be divided weekly, each company taking as its proportion the local receipts in accordance with the agreement.

Each company to divide all the received traffic in order to save time, being in possession of the invoices, the invoices being sent to the forwarding company by whom the accounts will be examined, after which the invoices will be returned; it having been found more convenient for each company to keep its own invoices.

Weekly abstracts of forwarded and received traffic to be sent to each company's Auditor as soon after the end of the week as possible, but not later than ten days after the close of each week. Each abstract to show the traffic to or from one station only, thereby very much facilitating the sorting and checking arrangements in the Audit Offices.

The schedule of errors to be examined, and errors and omissions to be adjusted as soon as possible after they are received.

Over-charge vouchers not to be passed through the accounts, until they have been certified by the Traffic Managers of both railways.

Weekly statements to be rendered by the Junction Station Master, showing each company's stock on separate sheets. Mileage and demurrage accounts to be rendered weekly by both companies, accompanied by the bill of the amount due which is to be paid independently of the balance of the Traffic Account.

Each company to keep an account of the running of its own stock. The accounts to be made up weekly (without reference to the end of the month) up to and inclusive of Saturdays, except that at the close of each half year, the accounts are to be made up for the odd days to the 30th June or 31st December respectively, as the case may be, that week being divided accordingly.

The accounts to be accepted as rendered, and the balance shown upon them to be paid; errors or exchanges, etc., being adjusted in subsequent accounts.

Errors of two Annas are to be taken as correct. The balance sheet to be made up to the last Saturday but one of each month, and sent to the other company within ten days after that date, and if not paid within seven days after that, interest, at the rate of 5 per cent. per annum, to be paid after the expiry of that time to the date of payment, the balances for June and December to be exempted from interest.

The forms of the Invoices, Abstracts, Division Sheets, Returns, Way Bills, and Mileage, and Demurrage Statements, were all handed to Mr. Church and agreed to.

32. The classification of goods on the two railways was then carefully considered.

The following description of goods are shown either by the Madras or the Great Indian Peninsula Company, but not by both, and it was, therefore, agreed that they should be entered in both company's classifications at the class named opposite them respectively.

	Class.
Appalacorum	2nd
Avara seeds...	1st
Avloo	as grain.
Benjamin	5th
Bonnets (owner's risk)	5th, as millenery.
Carbolic acid (do.)	4th
Cashunuts	2nd
Casicutty	3rd
Checoy...	2nd
Dholl sticks...	2nd, no less charge than for 3 tons.
Fancy skins, (Tiger, Leopard, etc.)...	3rd
Felloes...	2nd
Grates and ovens (clay)	3rd
Husks...	as special grain.
Hydrabad boxes as Poona figures	5th
Iron screw piles	2nd
Iron frames for piles	3rd
Moosumbarum	3rd
Masi	as grain.
Oakum...	2nd
Oats	as grain.
Omum water	3rd

Proceedings of the Madras Government, Public Works Department, 19th January 1872.

	Class.
Platelayers' tools	2nd
Posts (signal and materials)	2nd
Tobacco stalks	2nd
Valyel stones	1st
Vassumthoo...	3rd
Wood-apples	1st
Zinc in fancy work	4th

It appears that Kunker was classified on the Madras Railway at special class rate and Hosiery at 3rd class, and it was agreed that these two articles should be similarly classified by the Great Indian Peninsula Company.

The classification of the Madras Company still differed as to some few articles from that of the Great Indian Peninsula Company, but Mr. Church agreed to adopt the latter company's classification as modified above for all goods except the following, and as it was not thought desirable to alter the class rates of these goods upon either railway, it was agreed that for through-traffic they should be classified as set opposite to each article respectively, both companies retaining their own classification for these goods on their own line when not booked through, viz :—

Madras.	G. I. P.
Arrack in bottles (owner's risk)... 2nd	4th
Accoutrements 4th	2nd
Ammunition (carriage) 4th	3rd
Baggage (Military) 4th	2nd
Bamboos 1st	1st
Betel-nuts 3rd	2nd
Bricks (fire)... ... ... 1st	2nd
Camphor 5th	3rd, (owner's risk.)
Carriage wheels 3rd	2nd
Commissariat stores 4th	3rd
Crackers, Acids, Ammunition, Fuses, Fireworks, Combustibles, explosive chemicals — 5th, 4 Annas 6 Pies per ton per mile no terminal 3 tons per waggon actual weight beyond 3 tons.	5th.
Coffee 3rd	2nd
Cloth (common or country) 3rd	As Piece Goods.
,, country bordered, ... 4th	
,, off different sorts, mixed,... 5th	
,, silk bordered 5th	
,, embroidered with gold or silver, — 2½ Pies per maund per mile, no terminal.	
Dye, Logwood, or Redwood... ... 1st	2nd
Embroidery,... ... ... 4th	5th
Empty casks, cases, etc., ... 3rd	1st
Furniture (country) 3rd	4th, (Prepaid only.)
Jagree,... ... ... 1st	1st
Kerosine, ... 5th	4th
Military stores (Government) ... 4th	2nd
Molasses, ... 1st	3rd
Nuts (ground) 1st	2nd
Ordnance stores (clothing) ... 4th	2nd
Paper Hangings 2nd	3rd
Potatoe ... ... — 1st in loads of 135 maunds or more. 2nd, less than 135 maunds.	1st
Petroleum, ... 5th	4th

	Madras.	G. I. P.
Parafine, ...	5th	4th
Stationery, ...	4th	2nd
Sugar brown, country, (not candied)	1st	1st
Salt	1st	Special.
Tamarind (raw)	1st	2nd
Toddy, in bottles	2nd	3rd (owner's risk.)
Telegraph line	16 Pies per maund per mile, no terminal.	2nd
Stores of all sorts		
Troops		
Twist	4th	2nd
Do.	4th, Press packed, Europe.	3rd
Do.	5th, Unpressed.	4th
Turmeric (common)	5th, Silk	5th
Do. (coloured)	1st 2nd	2nd

With respect to cotton, when booked through, the following classification was agreed to, viz :—

Madras Railway, loose pressed to under 10 lbs. to a cubic foot, to be charged as Doora on the Great Indian Peninsula Railway ; Class A., B., and C. pressed to 10 and under 25 lbs. to the cubic foot, to be charged as half pressed on the Great Indian Peninsula Railway ; Class D. and E. pressed to 25 lbs. or more to the cubic foot, to be charged as full pressed on Great Indian Peninsula Railway.

The special rates of each company for these several descriptions of cotton being charged on their lines respectively.

With respect to the Piece Goods, Europe bales are charged on the Madras Railway at 4th class, and country bales and cotton with silk at 5th class.

On the Great Indian Peninsula line these are all charged at 5th class, but at a special rate of Rupees 4-2-9 per maund between Bombay and Raichore only.

These rates to be retained and to be quoted accordingly for Piece Goods booked through between the two railways.

33. With respect to the question of marking goods booked through the plan adopted by the Great Indian Peninsula Company was agreed to. The Great Indian Peninsula Company's Code of initial letters for stations, as shown at page 25 of their Working-time Book for October 1871 being retained on their line, and the Madras Company's Code of telegraph initial letters for stations shown at page 64 of that company's Working-time Book for October being adopted on that line, but that, with all goods to or from the Madras Railway, these initial letters for their stations are to be distinguished by a circle being marked around them thus :—Madras, (M. A.) to Bombay, B. B. ; Callian, C. L. to Bellary, (B. Y.) ; Arconum, (A J.) to Bhosawul, B. L.

34. The joint rules for Number-takers, which had been prepared by Mr. Conder, and were similar to those in force at Jubbulpore for the joint traffic with the East Indian, were received and agreed to as per Appendex " A." annexed, a copy to be signed by Mr. Church and Mr. Conder, and sent for the information and guidance of the staff at Raichore.

35. It was considered necessary that a Carriage Examiner of each company should be stationed at Raichore, and it was agreed to ask the Locomotive Superintendent of each railway to send an Examiner there by the 1st of January.

The Examiner should be held responsible for examining every train, or whether passenger or goods arriving at and leaving Raichore Station and noting down in the form provided all damages or defects in the vehicles of either company, and unless defect or damage is noted in their book no damage or defect of stock would be recognized by either company, one counterfoil part of their books would be handed over to the Locomotive Superintendent of the Madras Railway, another to

Proceedings of the Madras Government, Public Works Department, 19th January 1872.

the Locomotive Superintendent, Great Indian Peninsula, a third to the Junction Station Master, and a counterfoil kept in the book itself by the Carriage Examiner ; all these separate parts being signed by both Examiners.

Copies of the Carriage Examiner's forms in use at Dadur Junction, which are similar to those used at Jubbulpore for the interchange between the Great Indian Peninsula and Baroda and East Indian Companies respectively, were given to Mr. Church, who promised to arrange with the Locomotive Superintendent of the Madras Railway to supply the forms to the station at Raichore in time for use on the 1st January.

In case there was no damage or defect in the vehicles of any particular train a *nil* return to be sent, so that there might be a record of the examination of every train in or out of the station.

36. It was agreed that letters upon the joint business of the two companies between the Station Masters and Officers of both railways should pass free by the trains of both companies.

37. The question of the position of the Station Master at Raichore Joint Station was considered. It appeared that a Junction Station Superintendent at Rs. 250 a month has been appointed by the Madras Company ; it was agreed that it would be better to let the Junction Station be worked by a Station Master who would be under the control of the district officers of both railways in the ordinary way. It was considered that Rs. 200 a month would be sufficient salary for the Station Master. Mr. Church promised to make such arrangements as to carry this out at once.

38. It was agreed that the arrangement under which the Madras Company now work the traffic between Raichore and Chicksagoor for the Great Indian Peninsula Company should remain in force until that company are able to run their own train across the Kistna river, which, it is believed, they will be in a position to do by or perhaps before the 1st January next. It was also agreed that if, during the time the trains of the Great Indian Peninsula Company run into Raichore before the bridge at the Kistna is finished, they should by reason of sudden floods be at any time unable to run their trains across the river, that the Madras Company would allow their engines and carriages and waggons to run up to the south bank of the river upon the terms at present in force on notice being given to the Station staff at Raichore that this was necessary. Mr. Conder promised to communicate previously with the Madras Company whenever it was possible to do so, but as it has been found that the floods occasionally rose very rapidly, and the tramway might become impassable in the course of an hour or two, Mr. Church promised that the necessary instructions should be given to the staff at Raichore to be prepared to act upon such a request from either of the Traffic Officers of the Great Indian Peninsula Company.

(Signed) H. E. CHURCH,
Traffic Manager, Madras Railway.

(Signed) HENRY CONDER,
General Traffic Manager, Great Indian Peninsula Railway.

Approved.

9th November 1871.

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

Great Indian Peninsula Railway Circular No. 384.

The staff are informed that a Joint Lost Property Office has been opened at Jubbulpore for the reception of all unclaimed and surplus goods and parcels that have passed over both the East Indian or other railways beyond Jubbulpore and the Great Indian Peninsula Railway.

2. In future all consignments of goods or parcels that may arrive at any Great Indian Peninsula station from stations beyond Jubbulpore which may be unclaimed or refused by consignee, must be sent to the Joint Lost Property Office at Jubbulpore, after the usual communication has been made with sending station consignee or consignor.

3. Should any goods be found in excess of a consignment from any stations beyond Jubbulpore and not claimed by consignee, they must be sent, after an interval of fourteen days only (which are allowed for Inquiry), to the Joint Lost Property Office, Jubbulpore.

4. If any property is found at a station or on the line, which there is reason to believe as formed part of a "through" consignment from or to any stations beyond Jubbulpore, it must also be sent to the Joint Lost Property Office, Jubbulpore, unless the marks are such as to enable it to be properly delivered.

5. Unclaimed or refused goods or parcels of a perishable nature received or believed to have been received from any stations beyond Jubbulpore should be sold before they become useless, and the proceeds remitted to the Cashier, Bombay, to be paid to the credit of the Joint Lost Property Office, Jubbulpore. The Station Master, Jubbulpore, being advised of the particulars and amount, an advice should be sent to me.

6. Any freight charges due upon goods or parcels sent to the Jubbulpore Lost Property Office must stand over as an "outstanding" until it is cleared either by my authority or by remittance from Jubbulpore Lost Property Office.

7. In sending anything to the Jubbulpore Lost Property Office an advice must be sent to the Station Master, Jubbulpore, stating fully the circumstances under which it is sent; and should any goods or parcels have charges upon them, a copy of the Way Bill must be enclosed with the advice.

8. In addition to the advice sent to the Station Master, Jubbulpore, the District Traffic Manager at Jubbulpore must also be advised.

9. All property sent to Jubbulpore to be entered free and "Joint Lost Property" written on the Way Bill.

Acknowledge receipt.

BOMBAY, 14*th November* 1870. (Signed) HENRY CONDER,
General Traffic Manager.

SUBMITTED for the approval of Government.

2. In revising the classification of the goods' rates in almost all cases those at present in force with the Madras Railway Company have been reduced, in order to assimilate them to those of the Great Indian Peninsula Company.

3. In assimilating the rates of the two companies for passengers' luggage, an increase to the quantity now allowed each passenger on the Madras Railway has been agreed to.

4. The rate proposed for through second class passengers, that is, for passengers proceeding from any station of one company to any station of the other, is that at present in force on the Great Indian Peninsula line, and taking into account the extra luggage allowed, may be regarded as practically a reduction in the existing rate.

5. It is proposed to extend the [illegible] passengers of booking [illegible]

6. The proposed rates [illegible]

7. With regard to the [illegible] Company do not consent to book through on the [illegible] Madras Railway, it is necessary that the latter company [illegible] Raichore, whence they will be booked on by the Great Indian Peninsula.

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

No. 340.

ORDER THEREON, 19th January 1872, No. 172.

RAILWAY, No. 48.

THE papers read at the head of these Proceedings have reference to the detailed arrangements agreed to by the officers of the Madras and Great Indian Peninsula Railways for the through-booking of coaching and goods' traffic over their respective lines from the 1st January next; the interchange of traffic and rolling stock being effected in accordance with the terms of the agreement recorded at the meeting held at Raichore on the 24th November 1870.

G. O. No. 258, dated 27th January 1871.

2. Of the proposals submitted those which more especially call for notice are the following:—

An increase* in the quantity of luggage to be allowed to the several classes of passengers on the Madras Railway in assimilation with the weights carried free of charge over the Great Indian Peninsula Railway.

	* *Increase.*
1st Class...	11 lbs.
2nd Class	35 lbs.
3rd Class...	5 lbs.

The second class through-fare to be 9 Pies per mile by all trains instead of 5 Pies by day and 12 Pies by night as at present.

Reserved accommodation to be provided at the following rates:—

1st Class saloon	6, 1st Class fares.
1st do. compartment, with 4 sleeping berths...	3, do.
2nd do. to seat 20	10, 2nd Class do
2nd do. to seat 10	6, do. do. do

A revision of the goods' classification to a limited extent, in order to assimilate the rates as far as possible with those on the Great Indian Peninsula Railway. The rates on the Madras Railway having, as a general rule, been reduced in cases where the existing tariff is disturbed.

3. While according their general approval to the proposals embodied in the Minutes of the meeting now submitted, the Government regret that no arrangement

was made for the through-booking of soldiers travelling by rail between Madras and Bombay, owing, it is alleged, to the Great Indian Peninsula Railway declining to carry troops on the same terms as the Madras Railway. The arrangement of rebooking at Raichore, the Government apprehend, cannot but be productive of inconvenience both to the troops and to the Railway companies themselves. The Consulting Engineer will report whether transhipment of men, baggage, etc., at Raichore from one company's stock to the other will be considered necessary.

4. It is observed that an interchange of stock between the Madras Railway and the lines connected with the Great Indian Peninsula Railway is contemplated. Major Prendergast will state whether it is intended that the Great Southern of India Railway, whose stock now travels over the Madras Railway, should also participate in this interchange of vehicles.

5. A copy of these Proceedings will be forwarded for the information of the Government of India:—

(True Extract.)
(Signed) J. CARPENDALE, Colonel, R.E.,
Secretary to Government.

No. 341. (Docket No. 173, dated 19th January 1872.)

Copy of the above is forwarded for the information of the Government of India in continuation of letter No. 259, dated 27th January 1871.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. F. R. Bantleman.

P.W. Dept
No 172.
Proceedings of the Madras Government.
Dated 19th January 1872.
Under date the 19th December 1872.
Read the following
From the Consg Engr
for Railways -
(Here cited No 530 of 4th Dec 1871)
The papers noted at the head of these Proceedings having been referred to the Consulting Engineer for Railways for his detailed examination & report as to the transhipment of Madras and Great Southern of India Railways for the through booking of Goods & Coaching and Goods Traffic

Traffic over their respective lines from the 1st January next. Interchange of traffic and rolling stock being effected in accordance with the terms of the Agreement recorded at the Meeting held at Peachore on the 24th November 1870.

Of the proposals submitted those which more especially call for notice are the following.

An increase in the quantity of luggage to be allowed to Several Classes of passengers on the Aberdeen Railway in assimilation with the weights

G. No 258 of 27th Jany 1871

* Increase
1st Class —— 11 lbs
2d Class —— 35 lbs
3d Class —— 5 lbs.

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weights carried free of charge over the Great Indian Peninsular Railway.

The second class through fare to be 9 pies per mile by all trains instead of 5 pies by day and 12 pies by night as at present.

Reserved accommodation to be provided at the following rates.

1st Class Saloon —— 6 1st Class fares
1st —— " —— Compartment with 4 Sleeping berths } —— 3 —— " ——
2d —— " to seat 20 —— 10 2d Class "
2d —— " to seat 10 —— 6 " —— "

A revision of Goods classification to

to a limited extent in
order to assimilate the
rates as far as possible
with those on the Great
Indian Peninsular
Railway. The rates on
the Madras Railway
having as a general
rule been reduced in cases
where the existing tariff
is disturbed.

While according
their general approval
to the proposals embodied
in the Minutes of the
Meeting now submitted
the Government regret
that no arrangement
was made for the through
booking of Soldiers
travelling

travelling by rail between
Madras and Bombay,
owing, it is alleged,
to the Great Indian
Peninsular Railway
declining to carry
troops on the same
terms as the Madras
Railway. The arrange-
ment of rebooking
at Puchore, the
Government apprehend,
cannot but be productive
of inconvenience both
to the troops and to
the Railway Compa-
nies themselves. The
Consulting Engineer
will report whether
transhipments

to transhipment of men, or luggage &c. at Raichur from one Company's stock to the other will be considered necessary.

It is observed that an interchange of stock between the Madras Railway and the lines connected with the Great Indian Peninsular Railway is contemplated. Major Prendergast will state whether it is intended that the Great Southern of India Railway whose stock now travels over the Madras Railway should also participate in this interchange of Vehicles.

A Copy of these Proceedings will be forwarded for the information of the Government of India.

To The Consy Engineer for Railways.

Dept. 23-1-72

Fort St George 17th Jany 1872

Copy of the above is forwarded for the information of the Government of India in continuation of letter No 269 dated 27th January 1871.

Dept. 13th

Dept. wrote 30 Copies of G.O. No. 172/72 to the 23. Jan 1872

No 5791

Govt of Madras.

PUBLIC WORKS.

To The Acty Consulting Engr for Railways
and
To The Secretary to the Govt of India

Dated

Recd. Encl. 3

G. O. 19 Jany 1872 No 172-173

Nos. 239-240-241

Forwarding of Coaching and Goods Traffic. Passing orders in Correspondence relative thereto.

Forwarding of Correspondence relative to the Working of Coaching & Goods Traffic over the Madras & S. I. P. Railways.

615 Dec/71 R. S. Jany 72