Public Works (1897) Department.

G.O., No. 814-15R

DATED 13. October 1897

70/4

40 copies. 15/10/97

8/2 copies with docket at the back.

[Despatch Abstract.]

Carriages: Govt. of India letter Sanctioning with remarks the estimate of Rs. 1,50,000 for the construction of five composite first and second class (bogie) and five third class long bogie Ca — required for the joint use of the Madras and G. I. Peninsula Railways for the through journey between Madras & Bombay. Comtd to the Agent Guaranteed Madras Railway & a copy of the Pro: ordered to be forwarded to the Govt of Bombay.

Carriages: Forwarding Copy of Pro: on Govt of India letter Sanctioning with remarks the estimate of Rs. 1,50,000 for the construction of five composite first and second class (bogie) and five third class long bogie — required for the joint use of the Madras & G. I. Peninsula Railways for the through journey between Madras and Bombay.

13/1/98 15/10/97

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	625b	R B	6-9-97				
	715b	R B	22-9-97				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1123R		11-12-97				

RAILWAY.

Government (1897) of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*

Regd. *Spare copies*

G.O., Nos. 814, 815 R., 13th October 1897.

OCTOBER.

Carriages

Forwarding copy of Proceedings on Government of India letter sanctioning, with remarks, the estimate of Rs. 1,50,000 for the construction of five composite first and second class (bogie) and five third-class, long bogie, — required for the joint use of the Madras and Great Indian Peninsula Railways for the through journey between Madras and Bombay.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., No. 625 R., dated 6th September 1897.

Read—the following letter from the Acting Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, Madras, dated 19th August 1897, No. 8736/804 :—

Referring to G.O., No. 136 R., dated the 18th February 1896, in which the opinion of the Government is expressed as to the necessity for more bogie carriages for through service between Madras and Bombay, I have the honour to inform you that I have since been in communication with the Agent of the Great Indian Peninsula Railway, as well as my Board on the subject, and attach copy of the undermentioned correspondence for your information :—

Extract from a letter from the Secretary, Great Indian Peninsula Railway, to the Agent of that Railway, No. 86, dated 16th October 1896.

A copy of the Minutes of a Meeting held at Ráichúr on the 18th February 1897.

Extract paragraph 7 from my letter to the Board, No. 2314, dated the 23rd June 1897.

Extract paragraph 7 from a letter from the Board, Madras Railway, No. 958, dated the 16th July 1897.

It will be observed from paragraph 2 of the Minutes that the number of carriages deemed necessary for through service is five composite first and second class and five third-class, and from paragraph 7 that the cost of these carriages should be divided between the two companies upon a mileage basis. The company's Locomotive Superintendent has submitted an estimate for Rs. 1,50,000, which exceeds the amount sanctioned by Great Indian Peninsula Railway's Board by Rs. 25,000, and this is explained by the fact that it is not possible at present to correctly estimate the cost of underframes and other materials to be imported from England. This company's Board have sanctioned the higher figure for the reason set forth in their letter of the 16th ultimo. This estimate is submitted, herewith, in duplicate, and I request that you will kindly communicate the sanction of the Government to the construction of the proposed stock.

The Great Indian Peninsula Railway Company's proportion of the cost amounts to ($\frac{443}{794}$ × Rs. 1,50,000 =) Rs. 83,690, and I have asked the Agent of that railway if he will remit this amount as soon as the estimate is sanctioned by the Government. To this letter I am awaiting his reply.

A copy of the designs of these carriages, approved by both the companies, will be sent to you shortly.

Enclosures.

Extract from a letter from the Secretary, Great Indian Peninsula Railway, to the Agent of that Railway, dated 16th October 1896, No. 86.

(Agent's letter No. 37 of 1896, paragraph 512.)
(„ „ „ 38 „ „ 532.)

3. The Board view with favour the proposal made by the Madras Railway Company for joint passenger stock for the service between Madras and Bombay. The bogie type of carriage seems the best for such stock, as these carriages will be run right through between the two termini, and there can be no question of their detachment at road-side stations. You state that more first and second class carriages are required for local demands; so, if joint stock is sanctioned, the present carriages in use on the through service can be easily utilized elsewhere.

4. As regards the class of vehicle, the Board consider that better accommodation for long distance traffic is not only necessary but should be provided whenever new carriages have to be built. The design suggested by the Madras Railway gives, perhaps, more than is really required, but the design suggested by Mr. Trevithick does not come up to what the Board consider should be given. Some few years ago it was decided that all new first-class carriages, except for suburban service, were to be constructed on what was known as the East Indian Railway pattern, *i.e.*, each compartment was only to contain four sleeping berths, two below and two above; yet, in this design, Mr. Trevithick wishes to revert to our old pattern, which provided six sleeping berths by night and ten sitting places by day. Corridor carriages are now coming into very general use, but there seems still a preference in India for the separate compartments. But if a large compartment for servants could be introduced at one end of a bogie carriage, and reserved entirely for servants of passenger in that carriage, the corridor arrangement would probably be liked by the travelling public.

5. The Board think that the design of the joint stock carriages can be much improved, if the Locomotive Superintendents, of the two companies, were to discuss the matter again. The Madras design seems to follow the lines of the Mann carriages which run on all the main lines of travel in Europe, but for India the width of the compartments in those carriages is too restricted for comfort even for short journeys. The actual design can be left to the approval of the Agents of the two companies and to the Consulting Engineers to Government, and in order to regularize procedure, the Board now sanction the following outlay :—

		Rs.
Five composite carriages, at Rs. 15,000	... ...	75,000
„ third-class „ „ 10,000	... ...	50,000
	Total ...	1,25,000

Minutes of a Meeting held at Ráichúr on Thursday, the 18th February 1897.

Present :

Great Indian Peninsula Railway.	*Madras Railway.*
Mr. Henry Conder, General Traffic Manager, In the Chair.	Mr. Ross Johnson, Acting Traffic Manager.
„ S. Gore Browne, Chief Auditor.	„ C. E. Phipps, Locomotive Superintendent.
„ R. L. Trevithick, Locomotive Superintendent.	
„ E. W. Keily, Deputy Traffic Manager.	

With reference to the question of provision of through joint stock for the service between Bombay and Madras, extracts paragraphs 4 and 5 from the letter, No. 86, of the 16th October 1896, from the Secretary of the Great Indian Peninsula Railway Company, London, were read, and the plans, which had been prepared, No. 4474, by the Locomotive Superintendent of the Madras Railway, and No. 3593, by the Locomotive Superintendent of the Great Indian Peninsula Railway, of the proposed first and second class bogie carriages were laid on the table, and further, the letter from the Acting Agent, Madras Railway, to the Agent, Great Indian Peninsula Railway, dated the 2nd instant, was read.

2. The letter from the Board of the Great Indian Peninsula Railway Company mentioned above states that the Great Indian Peninsula Railway Company agrees to the provision of five composite first and second class carriages and five third-class carriages for the through service, and it was stated that the Board of the Madras Railway also concurred in this arrangement.

3. The plans prepared respectively by the Locomotive Superintendents of the two railways were carefully considered.

The plan No. 3593 was considered to be suitable, with the following modifications, namely:—That servants' quarters need not be provided for the second-class passengers and that the space occupied by the servants' quarters might be utilized for the provision of a coupe, at each end, one for first and one for second class passengers. This arrangement would provide, as is considered to be desirable, a small compartment of each class which might be reserved for ladies, without sacrificing too much of the first and second class accommodation.

The Locomotive Superintendents undertook to submit fresh plans with the alterations suggested.

The carriages to be sixty feet long with bogie wheels.

4. With regard to the third-class carriages it was, after considerable discussion, agreed that the plan prepared by the Madras Railway should be adopted. This carriage will also be sixty feet long with thirteen compartments, to carry one hundred and twenty-six passengers, and it was decided that two compartments should be set aside for European and East Indian passengers, one for men and the other for women; also that two other compartments should be reserved for native women, and that all the compartments reserved for women should be provided with latrines.

5. With regard to the provision of joint stock brake-vans, it was stated that a brake-van already runs through from Bombay to Madras, under the usual terms for the interchange of stock, and it was therefore agreed that the question of joint brake-vans might be allowed to stand over for the present.

6. And with regard to the provision of dining cars to be used on the through service, it was stated that the average number of through passengers per day was three first, and five second, throughout the year, and it is considered that with this small number of through passengers the dining car need not be provided, at all events for the present.

7. With regard to the cost of the joint stock, it was agreed that it should be divided between the two railways, in proportion to their respective shares of the through mileage between Bombay and Madras, namely:—Great Indian Peninsula Railway between Bombay and Ráichúr, 443 miles, and Madras Railway between Ráichúr and Madras, 351 miles. The same principle should be adopted in regard to the maintenance, and the Locomotive Superintendents of the two railways should be asked to fix, and advise the Chief Auditors of the two railways of the amount which they may agree upon, at the beginning of each half-year, failing any altered advice from time to time, the amount previously fixed to remain in force.

8. The further question as to which company should build the joint carriages was discussed, and it was decided that the Madras Railway should do so, and the representatives of that company agreed thereto. The Madras Railway to be entitled to add to the actual cost of construction a charge for supervision, not exceeding twelve and a half per cent. on the cost of the labour only involved.

9. In the event of any urgent repairs having to be carried out on the Great Indian Peninsula Railway, it was agreed that the Conference rule, not to make any charge for expenditure of less than Rs. 10, should be adhered to. And that any charges amounting to more than Rs. 10 will be accepted by the Madras Railway as part of their maintenance charges.

10. The question of the payment by the Madras Railway for the haulage of Great Indian Peninsula store gas wagons, during the time that the Great Indian Peninsula supplied gas at Ráichúr for the carriages between that station and Madras, was discussed, and as it was found that the holder was sent partly for Great Indian Peninsula and partly for Madras Railway purposes, it was agreed that half the cost of haulage only should be paid by the Madras Railway.

11. These minutes are agreed to subject to the sanction of the Agents of the two railways.

HENRY CONDER,
General Traffic Manager,
Great Indian Peninsula Railway.

D. ROSS JOHNSON,
Acting Traffic Manager,
Madras Railway.

S. GORE BROWNE,
Chief Auditor,
Great Indian Peninsula Railway.

C. E. PHIPPS,
Locomotive Superintendent,
Madras Railway.

R. L. TREVITHICK,
Locomotive Superintendent,
Great Indian Peninsula Railway.

E. W. KEILY,
Deputy Traffic Manager,
Great Indian Peninsula Railway.

EXTRACT from a letter to the Secretary, dated 23rd June 1897, No. 2314.

Re construction of joint stock.

7. The question of building joint stock has been under consideration between the officers of the Great Indian Peninsula and Madras Railways for some time, and a meeting was held at Ráichúr on the 18th February last to finally consider the matter, as per copy of the minutes forwarded to you by the last mail. You will have observed from paragraph 7 of these minutes that the cost of construction and maintenance of the stock is to be divided upon a mileage basis between the two companies. I also forwarded by the same mail extracts from a letter from the Secretary of the Great Indian Peninsula Railway to the Agent of that Company on the subject.

The Madras Railway Locomotive Superintendent has now worked out the estimates for the vehicles, and I forwarded to you on the 16th instant an extract from his letter, dated the 31st ultimo. The difference between the amount sanctioned by the Great Indian Peninsula Railway Company's Board and the estimate is due apparently to the Locomotive Superintendent not being in a position to correctly estimate the cost of underframes and other materials to be imported from England. The Great Indian Peninsula Railway Company have approved of the designs, copy of which was sent to you on the 16th instant.

It will be noticed from G.O., No. 136 R., of the 18th February 1896, a copy of which was sent to the Board with letter, No. 2241, that the Government expressed an opinion that three more bogie composites were necessary for the through service to Bombay; but the Committee which considered the subject are of opinion that five vehicles of each description are necessary to meet the case. It is not anticipated that there will be any difficulty in obtaining the sanction of Government. I have, therefore, to request that the sanction of the Board to the proposed outlay on the five composites and five third-class bogie vehicles may be communicated with as little delay as possible.

EXTRACT from a letter from the Secretary, dated 16th July 1897, No. 958.

Joint carriage stock.

7. The papers and drawings referred to in paragraph 7 of No. 2314, relative to the question of acquiring joint carriage stock for the through service of passenger trains upon the Madras and Great Indian Peninsula Railways, were forwarded to the Consulting Engineer for any observations he might have to offer and, in returning them, Mr. Hayter remarks that the principle of a joint carriage stock has long been recognised and adopted in this country, and there seems to be no reason why it should not succeed equally well in India. With regard to the difference between the amount sanctioned by the Great Indian Peninsula Railway Company (Rs. 1,25,000) and our Locomotive Superintendent's estimate of Rs. 1,50,000, Mr. Hayter states that it is difficult to arrive at an accurate estimate; but as the manufacturers of rolling-stock are full of orders, and prices in consequence are high and seem likely to be still rising, it would not be safe at present to assume a lower estimate than Mr. Phipps'. I am therefore to convey the Board's sanction to the proposed outlay of Rupees 1,50,000 on the five composites and five third-class bogie vehicles, and their approval of the cost of construction and maintenance of the stock being divided upon a mileage basis between the two companies.

From the Acting Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, Madras, dated 21st August 1897, No. 8736/809.

In continuation of my letter, No. 8736/804, dated 19th August 1897, I have the honour to forward herewith, in duplicate, two ferro-types of the designs for bogie stock for through service between Madras and Bombay.

Order—No. 625 R., dated 6th September 1897.

The Government of India will be addressed.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 6th September 1897, No. 626 R.

As the result of correspondence and discussion which has been proceeding for some time past, the Agent of the Madras Railway Company has submitted the accompanying estimate and plans for five composite first and second class and five third-class, long bogie, carriages for the joint use of the Madras and Great Indian Peninsula Railways for the through journey between Madras and Bombay.

2. I enclose a copy of the Agent's letter, No. 8736/804, dated the 19th August 1897, with its enclosures, from which it will be seen that both railway companies affected have agreed to divide the cost of the carriages between them on a mileage basis.

3. The amount of the estimate now submitted is Rs. 1,50,000, and I am directed, by His Excellency the Governor in Council, to recommend that it be sanctioned, because the break of the through train service at Ráichúr has long been felt by the public in this Presidency as a serious inconvenience.

G.O., No. 715 R., dated 22nd September 1897.

From the Acting Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, Madras, dated 16th September 1897, No. 8736/B.896.

With reference to G.O., No. 625 R., dated the 6th instant, on the subject of joint bogie stock for through service between Bombay and Madras, I have the honour to inform you that the Agent of the Great Indian Peninsula Railway advises me that his Board have sanctioned a sum of Rs. 83,690, chargeable to that company, for the construction of the above stock.

Order—No. 715 R., dated 22nd September 1897.

The Government of India will be addressed.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 22nd September 1897, No. 716 R.

In continuation of my letter, No. 626 R., dated 6th September 1897, I am directed to forward herewith, for the information of the Government of India, a copy of letter, No. 8736/B.896, dated 16th September 1897, from the Agent and Manager, Madras Railway, reporting that the Agent of the Great Indian Peninsula Railway has received the sanction of his Board to the expenditure of Rs. 83,690, chargeable to that company, for the construction of the joint bogie carriages for through service between Bombay and Madras.

Read also the following paper:—

From the Under Secretary to the Government of India, Public Works Department (Railway Stores), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 4th October 1897, No. 395 R.S.

I am directed to acknowledge the receipt of your No. 626 R., dated 6th September 1897, and, in reply, to convey the sanction of the Government of India to the plans and estimate, amounting to Rs. 1,50,000, forwarded therewith for the construction of five composite first and second class (bogie) and five third-class long bogie carriages required for the joint use of the Madras and Great Indian Peninsula Railways for the through journey between Madras and Bombay, the cost of the carriages being divided between the two railway companies on the mileage basis agreed upon in paragraph 7 of the minutes of a meeting held at Ráichúr on Thursday, the 18th February 1897.

2. It is understood that no cash outlay will be incurred during the current official year, as the underframes and other material will first have to be obtained from England.

3. The sanction given in paragraph 1 of this letter is chargeable to Capital, and has been registered as No. 7 Madras Railway of 1897, for Rs. 66,310, and No. 8 Great Indian Peninsula Railway of 1897, for Rs. 83,690.

ORDER—No. 814 R., dated 13th October 1897.

Communicated to the Agent and Manager, Madras Railway, for information and guidance.

2. This sanction has been registered as No. 23 R. of 1897–98.

3. A copy of these Proceedings will be forwarded to the Government of Bombay for information.

[Here enter No. 815 R., dated 13th October 1897.]

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Agent and Manager, Madras Railway.
„ Examiner, Guaranteed Railway Accounts.
„ Consulting Engineer for Railways.

ENDORSEMENT—No. 815 R., dated 13th October 1897.

Forwarded.

(By order.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Secretary to the Government of Bombay,
Public Works Department, Railway Branch.

Exd. W. D'Moss.

RAILWAY.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated February, 18th.

Recd. *Encl.*

G.O. No. 136 R., 18th Feb. 1896.

FEBRUARY.

Carriage

Estimate of Rs. 19,500 for the construction of a bogie corridor composite — for the Madras Railway, sanctioned with remarks.

No. 136 R., 18th February 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Agent and Manager, Madras Railway, dated 18th January 1896, No. 8736/50.

Order—No. 136 R., dated 18th February 1896.

The estimate, amounting to Rs. 19,500, chargeable to Capital, for the construction of a bogie corridor composite carriage, is sanctioned.

2. This sanction has been registered as No. 39 R. of 1895–96.

3. The Government is of opinion that three more carriages of the above description are still required for each mail train running between Bombay and Madras and *vice versâ*.

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
„ Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.
Spare Copies

2

4 S.P

the Board consider that better accommo-

Enc to No. 1

3 S.P

Extract from a letter from the Secretary G. I. P. Railway to the Agent of that Rail-way. No. 86, dated 16th October 1896.

Joint Passenger stock with the Madras Railway Company

Agent's letter No. 37 of 1896, paragraph 512
" " " 38 " " " 532,

3. The Board view with favor the proposal made by the Madras Railway Company for joint passenger stock for the service between Madras and Bombay. The bogie type of carriage seems the best for such stock, as these carriages will be run right through between the two termini, and there can be no question of their detachment at road-side stations. You state that more first and second-class carriages are required for local demands; so, if joint-stock is sanctioned, the present carriages in use on the through service can be easily utilized elsewhere.

4. As regards the class of vehicle, the

4 S.P

the Board consider that better accommodation for long distance traffic is not only necessary but should be provided whenever new carriages have to be built.

The design suggested by the Madras Railway gives perhaps more than is really required, but the design suggested by Mr Trevithick does not come up to what the Board consider should be given. Some few years ago it was decided that all new first-class carriages, except for suburban service, were to be constructed on what was known as the East Indian Railway pattern, i.e., each compartment was only to contain four sleeping berths, two below and two above; yet, in this design Mr Trevithick wishes to revert to our old pattern, which provided six sleeping berths by night, and ten sitting places by day. Corridor carriages are now coming into very general use but there seems still a preference in India for the separate compartments. But if a large compartment for servants could be introduced at one end of a bogie carriage, and reserved entirely for servants of passengers in that carriage, the corridor

arrangement

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated

Recd.

No.

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated
Recd.
No.

Encl. no. 2

1 S.P

5 S.P

arrangement would probably be liked by the travelling public.

5. The Board think that the desig of the joint-stock carriages can be muc improved if the Locomotive Superintendents, of the two Companies were to discuss the matter again. The Madra design seems to follow the lines of the Mann carriages which run on all t main lines of travel in Europe, but for India the width of the compartments in those carriages is too restricted for comfort even for short journeys. The actual design can be left to the approval of the Agents of the two Companies and to the Consulting Engineers to Government, and in order to regularize procedure, the Board now sanction the following outlay:-

Five composite carriages	at Rs 15,000 =	Rs 75,000
Five third class "	at Rs 10,000 =	Rs 50,000
	Total ---	Rs 1,25,000

(True Extract)

Henry West

Ag: Agent & Manager.

ENC. No. 1 TO E. R's. C. No. 3634 OF 1897
LETTER No. 804 D 19. 8. 97
FROM A. M.

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated

Recd.

No.

Encl. No. 2

6 S. P

Minutes of a Meeting held at Raichur on Thursday, the Eighteenth February, 1897.

Present :

G. I. P. Railway.	Madras Railway.
Mr. Henry Conder, General Traffic Manager, In the Chair.	Mr. Ross Johnson, Acting Traffic Manager.
„ S. Gore Browne, Chief Auditor.	„ C. E. Phipps, Locomotive Superintendent.
„ R. L. Trevithick, Locomotive Superintendent.	
„ E. W. Keily, Deputy Traffic Manager.	

With reference to the question of provision of through joint stock for the service between Bombay and Madras, extracts paras. 4 and 5 from the letter No. 86, of the 16th October 1896, from the Secretary of the G. I. P. Railway Company, London, were read, and the plans which had been prepared, No. 4474, by the Locomotive Superintendent of the Madras Railway, and No. 3593, by the Locomotive Superintendent of the G. I. P. Railway, of the proposed first and second class bogie carriages were laid on the table, and further, the letter from the Acting Agent, Madras Railway, to the Agent, G. I. P. Railway, dated the 2nd instant, was read.

2. The letter from the Board of the G. I. P. Railway Company mentioned above, states that the G. I. P. Railway Company agrees to the provision of five composite first and second class carriages, and five third class carriages for the through service, and it was stated that the Board of the Madras Railway, also concurred in this arrangement.

3. The plans prepared respectively by the Locomotive Superintendents of the two Railways, were carefully considered.

The plan No. 3593 was considered to be suitable with the following modifications, namely :—That servants' quarters need not be provided for the second class passengers and that the space occupied by the servants' quarters might be utilised for the provision of a coupe, at each end, one for first and one for second class passengers. This arrangement would provide, as is considered to be desirable, a small compartment of each class which might be reserved for ladies, without sacrificing too much of the first and second class accommodation.

The Locomotive Superintendents undertook to submit fresh plans with the alterations suggested.

The carriages to be sixty feet long with bogie wheels.

4. With regard to the third class carriages it was, after considerable discussion, agreed that the plan prepared by the Madras Railway should be adopted. This carriage will also be sixty feet long with thirteen compartments, to carry one hundred and twenty-six passengers, and it was decided that two compartments should be set aside for European and East Indian passengers, one for men and the other for women; also that two other compartments should be reserved for native women, and that all the compartments reserved for women should be provided with latrines.

5. With regard to the provision of Joint Stock Brake Vans, it was stated that a Brake Van already runs through from Bombay to Madras, under the usual terms for the interchange of Stock, and it was therefore agreed that the question of Joint Brake Vans might be allowed to stand over for the present.

6. And with regard to the provision of dining cars to be used on the through service, it was stated that the average number of through passengers per day was three first, and five second, throughout the year, and it is considered that with this small number of through Passengers the dining car need not be provided, at all events for the present.

7. With regard to the cost of the Joint Stock, it was agreed that it should be divided between the two Railways, in proportion to their respective shares of the through mileage between Bombay and Madras, namely :—G. I. P. Railway between Bombay and Raichur, 443 miles, and Madras Railway between Raichur and Madras, 351 miles. The same principle should be adopted in regard to the maintenance, and the Locomotive Superintendents of the two Railways should be asked to fix, and advise the Chief Auditors of the two Railways of the amount which they may agree upon, at the beginning of each half year, failing any altered advice from time to time, the amount previously fixed to remain in force.

8. The further question as to which Company should build the joint carriages was discussed, and it was decided that the Madras Railway should do so, and the representatives of that Company agreed thereto. The Madras Railway to be entitled to add to the actual cost of construction a charge for supervision, not exceeding twelve and a half per cent, on the cost of the labour only involved.

9. In the event of any urgent repairs having to be carried out on the G. I. P. Railway, it was agreed that the Conference Rule, not to make any charge for expenditure of less than ten Rupees should be adhered to. And that any charges amounting to more than ten rupees will be accepted by the Madras Railway, as part of their maintenance charges.

10. The question of the payment by the Madras Railway, for the haulage of G. I. P. Store gas wagons, during the time that the G. I. P. supplied gas at Raichur for the carriages between that station and Madras, was discussed, and as it was found that the holder was sent partly for G. I. P. and partly for Madras Railway purposes, it was agreed that half the cost of haulage only should be paid by the Madras Railway.

11. These minutes are agreed to subject to the sanction of the Agents of the two Railways.

HENRY CONDER,
General Traffic Manager,
G. I. P. Railway.

S. GORE BROWNE,
Chief Auditor,
G. I. P. Railway.

R. L. TREVITHICK,
Locomotive Superintendent,
G. I. P. Railway.

E. W. KEILY,
Deputy Traffic Manager,
G. I. P. Railway.

D. ROSS JOHNSON,
Acting Traffic Manager,
Madras Railway.

C. E. PHIPPS,
Locomotive Superintendent,
Madras Railway.

ENC. No. 2 TO E. R's. G. No. 3634 OF 1897
LETTER No. 804 d/ 19. 8. 97
FROM Am

Encl: No. 3

Extract from a letter to the Secretary, no. 2314 dated 23d June 1897.

Re: construction of Joint Stock.

7. The question of building Joint Stock has been under consideration between the officers of the Great Indian Peninsula and Madras Railways for some time, and a meeting was held at Raichur on the 18th February last to finally consider the matter, as per copy of the minutes forwarded to you by the last mail. You will have observed from para. 7 of these minutes that the cost of construction and maintenance of the stock is to be divided upon a mileage basis between the two Companies. I also forwarded by the same mail, extracts from a letter from the Secretary of the Great Indian Peninsula Railway to the Agent of that Company on the subject.

The Madras Railway Locomotive Superintendent has now worked out the estimates for the vehicles, and I forwarded to you on the 16th instant an extract from his letter dated the 31st ultimo. The difference between the amount sanctioned by the Great Indian Peninsula Railway Company's Board and the estimate is due apparently to the Locomotive Superintendent not being in a position to correctly estimate the cost of underframes and other materials to be imported from England. The Great Indian Peninsula Railway Company have approved of the designs, copy of which was sent to you on the 16th instant.

It will be noticed from G.O., No. 136 R. of the 18th February 1896, a copy of which was sent to the Board with letter, No. 2241, that the Government expressed an opinion that three more bogie composites were necessary for the through service to Bombay; but the Committee which considered the subject are of opinion that five vehicles of each description are necessary to meet the case. It is not anticipated that there will be any difficulty in obtaining the sanction of Government. I have, therefore, to request that the sanction of the Board to the proposed outlay on the five composites and five third class bogie vehicles may be communicated with as little delay as possible.

stock are full of orders, and prices in consequence are high and seem likely to be still rising, it would not be safe at present to assume a lower estimate than Mr. Phipps'. I am therefore to convey the Board's sanction to the proposed outlay of Rs. 1,50,000 on the five composites and five third class bogie vehicles, and their approval of the cost of construction and maintenance of the stock being divided upon a mileage basis between the two Companies.

(True Extract)

Ag: Agent & Manager.

ENC. No. 4 TO E. R's. C. No. 3634 OF 1897
LETTER No. 804 D 19. 8. 97
FROM Ace

(No. 12.)
5,000-15-3-88.
MADRAS RAILWAY.
From
The Agent and Manager
To
The Consulting Engineer
for Railways.
Dated 188
Recd.
No.

(No. II.)
No. 8736.
804

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 19th August, 18~~8~~97

put up drawings

KLT 23/8 Since read & put up

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
19 AUG. 1897

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
20 AUG. 1897

From

The Ag: Agent and Manager.
Madras Railway.

To

The Consulting Engineer for Railways.
Madras.

1P

SIR,

x Rly N

Referring to G. O. No.136 R dated the 18th February 1896, in which the opinion of the Government is expressed as to the necessity for more bogie Carriages for through Service between Madras & Bombay, I have the honor to inform you that I have since been in communication with the Agent of the Great Indian Peninsula Railway, as well as my Board on the subject, and attach copy of the undermentioned correspondence for your information:-

Extract from a letter from the Secretary, G. I. P. Ry to the Agent of that Railway, No.86 dated 16th October 1896.

A copy of the Minutes of a Meeting held at Raichur on the 18th February 1897.

Extract para 7 from my letter to the Board No.2314 dated the 23rd June 1897.

Extract para 7 from a letter from the Board M. Ry, No.958 dated the 16th July 1897.

It will be observed from para 2 of the Minutes that the number of Carriages deemed necessary for through service is five Composite first and second class and five third class, and from para 7 that the cost of these carriages should be divided between the two Companies upon a mileage basis.

1044

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

SM

(2)

2P

The Company's Locomotive Superintendent has submitted an estimate for Rupees. 1,50,000 which exceeds the amount sanctioned by G. I. P Railway's Board by Rs 25,000, and this is explained by the fact that it is not possible at present to correctly estimate the cost of underframes and other materials to be imported from England. This Company's Board have sanctioned the higher figure for the reason setforth in their letter of the 16th Ultimo. This estimate is submitted herewith in duplicate and I request that you will kindly communicate the sanction of the Government to the construction of the proposed stock.

The Great Indian Peninsula Railway Company's proportion of the cost amounts to ($\frac{443}{794}$ x Rs 1,50,000 =) Rs 83,690, and I have asked the Agent of that Railway if he will remit this amount as soon as the estimate is sanctioned by the Government. To this letter I am awaiting his reply.

A copy of the designs of these Carriages approved by both the Companies, will be sent to you shortly.

I have the honor to be,
Sir,
Your most Obedient Servant,

Actg: Agent and Manager.

Ads.

S. No. 3634
Recd. 20/8/97

(No. 12.)
5,000—14-11-85.

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated
Recd.
No.
188

EN

The estimate for the 1,50,000

(No. III.)
No. 8736/809

5,000—15-3-8

MADRAS RAILWAY.

23
20 AUG. 1897
OF MADRAS DIV

AGENT AND MANAGER'S OFFICE,

MADRAS, 21st August 1897.

From
The Ag: Agent and Manager,
M. R. Co.,

9 P

To
The Consulting Engineer for Railways.
Madras.

Note for OM
See G.O.: 136 sanctioning 1 bogie compo. 7s this included in the new est. If so the old sanction must be cancelled.
H.W.T. 25/8/97

+ Flag N

SIR,

In continuation of my letter No. 8736/804 dated 19th August 1897, I have the honor to forward herewith, in duplicate, two ferrotypes of the designs for bogie stock for through service between Madras and Bombay.

Madras G.O.
361 R 20 May 1897

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

R. Pennell
for Ag Agent & Manager.

(with 4 ferrotype plans).

C. No. 3649
Recd. 23/8/97

8736
309

21st August 97.

MADRAS RAILWAY.

From
The Agent and Manager,
M. R. Co.

To
The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

Madras.

Sir,

In continuation of my letter of 8736/304 dated 19th August 1897, I have the honor to forward herewith, in duplicate, two ferrotypes of the designs for bogie stock for through service between Madras and Bombay.

I have the honor to be
Sir
Your most obedient servant

for Ag Agent & Manager.

---

4 + 3649
625 R dated 6.9.97

EN

The estimate for Rs 1,50,000 is for 5 bogie compos and 5 thirds for joint stock – An Estimate has already been sanctioned for one bogie compo S.O. 136R (since altered from corridor to ordinary type) This was asked for (see AMs 8736/50 d. 18/1/96) to run on the N.W. line mail train & so when a double saloon & a composite carriage are run daily on that train It will be seen from para 3 of S.O. 136R that the carriage was provided for through running between Bombay & Madras so that ~~in forwarding the est. for Rs 150000 to India Council~~ when sanction is obtained for the new stock this old sanction should be cancelled.

In discussing at O.M. to-day Agent says that traffic want this carriage for ordinary working but if so I think they should submit a separate estimate.

x Flag N

x Flag H

x Flag N

P.T.O

The estimate requires the Sanction of Govt. of India.

[illegible]
26/8/97

Get India's sanction to the new lot of 5 firsts and 5 thirds, as per papers now submitted. Get all papers printed together neatly in order of date, for the Govt. of India. When (or if) we get their sanction we can permit the Agent to build from any out of the five unless he can show that the carriages already built, ostensibly for the purposes of the through traffic, is required for ordinary traffic.

FWS
27/8/97

Consulting Engineers Current No. 364 + 3649

No. 625 R[illegible] 6.9.97

P.W. DEPARTMENT

Railway Branch

ADRAS GOVERNMENT.

R.

Other Papers sent for circulation
30/8/97

Please see draft G.O. for approval. The papers should I think be circulated to H.E.

V.L.
30/8/97

Yes. but send no more papers than are absolutely necessary

FWS
30/8/97

READ the following

p. p.

No. $\frac{8736}{804}$ of 19th August 1897

" $\frac{8736}{809}$ of 21st do –

The Government of [In]dia will be addressed. –

FWS
30/8/97

Please see [illegible]
for approval. The [illegible]
should be [illegible]

Letter from the Agent
& Manager Madras Ry
with enclosures

Letter from do

Consulting Engineers Current No. 36 4 + 3649

(R.) Form No. 3.

No. 625 Rly dated 6.9.97

His Excellency the Governor

P.W.
DEPARTMENT.
Railway Branch

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Print

Letter from the Agent & Manager Madras Ry with enclosures — } No. 8736/804 of 19th August 1897

Print

Letter from — do — " — " 8736/809 of 21st — do —

The Government of India will be addressed. —

2.9.97

30/8/97

To

The Consulting Engineer for Rys
— " — Agent & Manager, Madras Ry
— " — Exr. Gl. Ry. Madras

Despatched on 9/9/97

B/- No. 625/626 R, dated 6.9.97.

R. Form No. 12.

H.E. the Governor

Forwd

No. 626. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To HP

The Secy. to the Govt. of India,
P. W. Department.

Simla

Ooty, the 6th Septr 1897.

Sir,

As the result of correspondence and discussion which has been proceeding for some time past, the Agent of the Madras Ry. Co. has submitted the accompanying estimate and plans for five composite first and second class and five third class, long bogie, carriages for the joint use of the Madras and G.I.P. Ry for the through journey between Madras and Bombay.

R.54
2.9.97

2. I enclose a copy of the Agent's letter No. 8736/804 dated the 19th Aug 97. with its enclosures, from which it will be seen that both railway companies affected have agreed to divide the cost of the carriages between them on a mileage basis.

3. The amount of the estimate now submitted is Rs 1,50,000, and I am

directed by H.E. the Governor of Madras in Council to recommend that it be sanctioned. Because the break of the through train service at ~~[illegible]~~ Raichore has long been felt by the public in this Presidency as a serious inconvenience.

I have &c

F. M.

27/8/97

Documents accompanying.

Letter from the Agent, M. Ry. No. 8736/804 of 19/8/97 with enclosures (including estimate + plans) (8)

Despatched on 9/9/97

(R.) Form No. 3.

No. 715. R dated 22.9.97

PUBLIC WORKS DEPARTMENT,

(No. II.)

No. 8736

B. 896

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 16th September 1897

CONSULTING ENGINEER FOR RAILWAYS, MADRAS. RECEIVED 17 SEP. 1897

From

The Ag: Agent and Manager,
M. R. Coy.

Copy to India in continuation of our previous letter

F. H. 17/9/97

To

The Consulting Engineer for Railways.
Madras.

Yes F. M. 20/9/97

SIR,

With reference to G.O. No. 625 R. dated the 6th instant, on the subject of Joint Bogie Stock for through service between Bombay and Madras, I have the honour to inform you that the Agent of the Great Indian Peninsula Railway advises me that his Board have sanctioned a sum of Rs 83.690 chargeable to that Company, for the construction of the above stock.

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

Henry C. Welch

Ag: Agent & Manager.

Odg.

OJ 525

C. No. 4044
Recd. 17/9/97

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

No. 715. R dated 22.9.97

(R.) Form No. 3.

B/

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

---

13 P

READ the following

Letter from the Agent & Manager Madras Ry. } H.E. No. $\frac{8736}{3896}$ of 16 Sept. 97

The Government of India will be addressed

FWS
21/9/97 R

To

The Consg. Engr. for Rys. Cd 24/9/97
do. Agent & Man., M. Ry. — Cd 27/9/97
do. Exr. G. Ry. Accts. Cd 24/9/97

B/ No. 715-16. R dated 22/9/97.

R. Form No. 12.

B/

No. 716. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

148

To

The Secy. to the Govt. of India,

P. W. Department.

Simla

Ootycamund the 22nd Septr 1897.

Sir,

In continuation of my letter No. 626R of 6th September 1897, I am directed to forward herewith, for the information of the Government of India, a copy of letter No. $\frac{8736}{B\,896}$ of 16th Septr 1897, from the Agent & Manager Madras Railway, reporting that the Agent of the G. I. P. Railway has received the sanction of his Board to the expenditure of Rs 83,690 chargeable to that Company for the construction of the joint

Bogie carriages for through service between Bombay & Madras.—

F.H.S.
21/9/97

Despatched on 22.9.97.

ocuments accompanying:—

Copy of letter from the Agent, M. Ry. referred to.

Public Works (1897) Department.

CURRENT No. 10044

From the Govt. of India

Order

No. 395 R.S.

Dated 4th October 1897.
Received } 11-10-97
Registered }
Enclosures
Spare copies

SUBJECT.

Construction of five Composite first and second class (bogie) and five third class long bogie carriages.

Communicating sanction to the plans & Estimates amounting to Rs 150,000 for the ______ required for the joint use of the Madras & Great Indian Peninsula Railways for the through journey between Madras and Bombay.

Os 628

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

15P

No. 395 R.S.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STORES.

All communications should be addressed to the Secretary.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
11 OCT. 1897

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 4th October 1897.

Sir,

I am directed to acknowledge the receipt of your No.626 R., dated 6th/10th September 1897, and in reply to convey the sanction of the Government of India to the plans, and estimate amounting to Rs.1,50,000, forwarded therewith for the construction of five composite first and second class (bogie) and five third class long bogie carriages required for the joint use of the Madras and Great Indian Peninsula Railways for the through journey between Madras and Bombay, the cost of the carriages being divided between the two railway Companies on the mileage basis agreed upon in paragraph 7 of the Minutes of a Meeting held at Raichur on Thursday the 18th February 1897.

2. It is understood that no cash outlay will be incurred during the current official year, as the underframes and other material will first have to be obtained from England.

3. The sanction given in paragraph 1 of this letter is chargeable to Capital, and has been registered as No. 7, Madras Railway of 1897 for Rs. 66,310 and No.8 Great Indian Peninsula Railway of 1897 for Rs. 83,690.

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

G A Anderson
Under Secretary.

Documents accompanying :-
Nil.

(R.) Form No. 3.

No. 814 R dated 13/10/97

A

Af

P. W. DEPARTMENT.
Railway Branch

PROCEEDINGS OF THE MADRAS GOVERNMENT.

16 P

READ the following

Print	Progs: of the Madras Govt: P. W. Depts.	N. E. no: 625-26 R of 6th Septr 1897
Print	Do. —— Do. ——	– – – 715-16 R of 22d do.

Read also

Print	Letter from the Govt. of India P. W. Depts.	N. E. no: 395 R. 5 of 4th Octr 1897

Communicated to the Agent and Manager, Madras Railway for information and guidance.

2. This sanction has been registered as No 23. R of 1897-98.

3. A copy of these Progs. will be forwarded to the Govt. of Bombay for information.

To

The Agent & Man: Madras Ry.
– " – Exr Genl. Ry. Accts.
– " – Consg. Engr for Rys.

Despatched on 8/11/97

N.E. No 815. R of 13th Octr 1897
Forwarded.

FWS
R

A/
No. 814 - 15. R, dated 13/10/97.