Public Works (1899) Department.

RAILWAYS.

G.O., No. 472 Ry

DATED 26th April/99

Includes G.O. No. 188 Ry dd 18.2.99
" 247 Ry dd 1.3.99

[Despatch Abstract.]

Madras Electric Tramway Co's Rules

Recording letter from the President, Madras Municipal Commission, forwarding letter from the Attorney to the Trustees for the Debenture Holders of the Tramway, informing that the insertion of the latter portion of rule 4 of the — is a Clerical error.

Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS

G.O.	No.	Deparment.	Date.	G.O.	No.	Department.	Date.

RAILWAY.

Government (1899) of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*
Regd. } *Spare copies*

G.O., No. 472 Ry., 26th April 1899.

APRIL.

Madras Electric Tramways

Recording correspondence according sanction to the rules made by the local authority and the promoters for working the —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From—The Attorneys to the Trustees for Debenture Holders, M. E. Trmys., Madras.
To—The Chief Secretary to the Government of Madras.
Dated—Madras, 26th February 1895.

Herewith we have the honour to hand you, for the information of His Excellency the Governor, a draft of the bye-laws under which it is proposed to work the electric tramways and which are now before the municipality.

Order—Mis. No. 639 M., dated 9th April 1895.

The draft rules should be published by the local authority or the promoters, as the case may be, under section 26, clauses (2) and (3), in three alternate issues of the *Madras Mail* and the *Madras Times*, and after the receipt and consideration of any objection or suggestion which may be made in respect of them, they should be resubmitted with such objections or suggestions to Government for sanction under section 24, clauses (2) and (3), respectively.

2. The Government observes that the latter * part of No. 4 of the rules made by the local authority appears to be open to objection, and will not be prepared to accord sanction to it unless upon good cause shown.

* Two-wheel carts when laden with materials which project more than three feet beyond the cart, shall not pass through the streets where a single line of tramway rails is laid between the hours of 6 A.M. and 7 P.M.

From—The President, Municipal Commission, Madras.
To—The Chief Secretary to the Government of Madras.
Dated—Madras, 5th June 1895, No. 144 G.

In forwarding the copy of rules made by the local authority, I have the honour to inform you that they were published in the manner prescribed in G.O., No. 639 M., Mis., dated 9th April 1895, viz., in three alternate issues of the "*Madras Mail*" and the "*Madras Times*" on the dates marginally noted, and that no objections or suggestions have been made in respect of them.

Madras Mail, 2nd, 4th and 7th May 1895.
Madras Times, 1st, 3rd and 6th May 1895.

From—The Attorneys to the Trustees for Debenture Holders, M. E. Tramways.
To—The Chief Secretary to the Government of Madras.
Dated—Madras, 22nd November 1898.

Tramway Bye-laws.

Referring to G.O., Mis. No. 639 M. of 9th April 1895, we have the honour to request that the above which have duly received the sanction of the local authority and have been published in three alternate issues of the "*Madras Mail*," "*Madras Times*" and "*Hindu*", viz., those of 23rd, 25th and 27th April 1895, without objection being raised in respect of any of them, may receive the sanction of Government accordingly.

We may add that, though we are unable to find positively that we have received any copy of the orders of Government upon the matter, we are under the impression that such sanction, as we now solicit, has already been granted somewhere towards the end of the year in question, viz., 1895.

Order—No. 188 Ry., dated 18th February 1899.

No objections having been received to the rules, a draft of which were published by the promoters of the Madras Electric Tramways Company in three alternate issues of the local papers, sanction is hereby accorded to their being brought into use.

From—The Attorneys to the Trustees for Debenture Holders, M. E. Tramways.
To—The Chief Secretary to the Government of Madras.
Dated—Madras, 6th January 1899.

Referring to the copy of the Tramway Company's rules—made by the promoters under section 24 (3). Act XI of 1886—we have the honour to request that His Excellency in Council will be good enough to authorize the following alteration in clause 5, on page 5, viz., the interpolation, at the end of the first sentence, of the words "in such manner as to admit of full verification."

This has been rendered necessary by the fact that some passengers have lately taken to refusing to hand their tickets to inspectors and will only exhibit a small portion of their margin, alleging that the above-mentioned bye-law asks for nothing more, in which they have been upheld by a decision of one of the inferior Magistrates.

It will be obvious that this evasion of the bye-law may entirely frustrate its object and make it impossible to maintain an adequate check upon ill-doers amongst both passengers and conductors, and we therefore pray that the sanction now requested may be accorded at an early date.

Order—No. 247 Ry., dated 1st March 1899.

Sanction is accorded to the alteration proposed in clause 5 of the rules made by the promoters of the Madras Electric Tramways Company under section 24 (3) of Act XI of 1886.

2. The attention of the Madras Municipality will be drawn to the fact that the rules published by the promoters as having been made by the local authority under section 24 (2) of the Act, do not agree with the rules submitted to Government with the President's letter No. 144, dated 5th June 1895, in so far as the former contains the latter part of rule 4 to which Government took exception in its order Mis. No. 639 M., dated 9th April 1895, and which the local authority did not publish.

From—The President, Municipal Commission, Madras.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Madras, 15th April 1899, No. 34 G.

With reference to the concluding portion of paragraph 2 of G.O., No. 247 Ry., dated 1st March 1899, I have the honour to forward, herewith, a copy of letter from the Attorneys to the Trustees for the Debenture Holders, Madras Electric Tramways, dated 10th April 1899.

Enclosure.

From—The Attorneys to the Trustees for Debenture Holders, Madras Electric Tramways.
To—The President, Municipal Commission, Madras.
Dated—Madras, 10th April 1899.

With reference to your No. 1343 G of the 7th ultimo, we have the honour to inform you that the insertion of the latter part of rule 4 in the Tramway Company's bye-laws is a clerical error which we are having rectified.

MADRAS ELECTRIC TRAMWAYS COMPANY (LIMITED).

Rules made by the Local Authority under section 24 (2) *of Act XI of* 1886.

1. *The rate of speed to be observed in travelling upon the tramway.*—No car shall be driven at a greater speed than 8 miles an hour.

2. *The distances at which carriages using the tramway shall be allowed to follow one after the other.*—Cars driven in the same direction shall be kept at least 50 feet apart, except at stations or turn-outs, or to avoid collision or prevent injury, or in case of accident.

3. *The stopping of carriages using the tramway.*—At the intersection of narrow streets, cars shall be stopped so that the rear platform shall not remain opposite the intersected street.

4. *The traffic on the road in which the tramway is laid.*—Labour carts shall not use the portion of the street occupied by the tramway tracks except when necessary to cross the track, or when the other portion of the street is occupied.

5. Any servant of the Company who shall be in a state of intoxication whilst engaged in any duty connected with the travelling of the cars, or who shall whilst so engaged negligently omit to perform his duty or shall perform the same in an improper manner, shall be punishable with fine which may extend to Rs. 20.

6. That suitable signals by day and night shall be maintained at all bends in the roads, so that people may be warned of the approach of cars; and that on each car a bell or horn shall be carried for warning people off the track, to be rung or sounded at the driver's discretion. The cars to carry an efficient light at night on their advance side similar to that used by the Railways. That proper arrangements be made to prevent the electric current causing accidents to people or animals.

Rules made by the Promoters under section 24 (3), *Act XI of* 1886.

1. Passengers are forbidden to enter or leave the car while it is in motion.

2. Passengers are forbidden to stand on the footboard of the cars or on any part thereof appropriated for the occupation of the driver or conductor thereof.

3. Passengers are required to enter and alight from the cars on the side nearest the footpath, if any.

4. Passengers are forbidden to talk with the driver while on duty.
The following are also forbidden :—

Smoking in the cars when the curtains are down.
Spitting on the floor, or any other portion of the car.
Any noise or language which may cause inconvenience to other passengers.

5. Every person travelling on the tramway will, on payment of his fare, be furnished with a ticket specifying the amount of the fare, and shall, when required, show his ticket to any servant of the Tramway Company in such manner as to admit of full verification. Any such person not producing his ticket shall be liable to pay the fare from the place where the tramway car originally started. Each tramway car shall be in charge of a conductor, and each conductor will be furnished with tickets consecutively numbered. Any conductor who shall neglect to issue a ticket to a passenger, or shall issue a ticket of lower denomination than the amount of the fare paid or non-consecutive in number, or a ticket other than the ticket provided by the Company for the journey to be travelled, shall, for every such offence, be punishable with fine which may extend to Rs. 20.

6. *Transfers.*—(1) A ticket is good only for the car in respect of which it is issued, except when a transfer ticket is attached.

(2) Transfer tickets must be detached by the conductor of the car into which passengers are transferred.

(3) A transfer ticket will be available only when the passenger holding it leaves one car and enters another at the appointed place of change, and only for the first car having a vacant seat which leaves the place of change after such passenger's arrival there.

(4) Passengers desiring to proceed by a later car, or walking on from the place of change, must pay another fare. Any passenger attempting to make use of a transfer ticket which such passenger is not entitled to use shall be punishable with fine which may extend to Rs. 10 for each such offence.

(5) Any passenger who having received a transfer ticket leaves the car before arriving at the place of change, or who does not proceed by the first available car which leaves the place of change after his arrival there, or who walks on from the place of change, must, on demand, give up the transfer ticket to the conductor or to any other servant of the Company, and in default of his so doing shall be punishable with fine which may extend to Rs. 10.

7. Any person who shall be in a state of intoxication or shall commit any nuisance or act of indecency in or upon any car, or shall wilfully interfere with the comfort of any passenger on such car, shall for every such offence be punishable with fine which may extend to Rs. 20, and shall also be liable to be removed by any of the servants of the Company or any Police officer from such car, and shall forfeit his fare.

8. If any car or part of a car shall be provided by the Company for the exclusive use of females, any male person who, without lawful excuse, shall enter such car, or part of a car, knowing or having reason to believe the same to be so exclusively appropriated as aforesaid, or shall remain therein after having been informed of such exclusive appropriation thereof, shall be punishable with fine which may extend to Rs. 20 and, in addition thereto, may be removed from such car by any of the servants of the Company or any Police officer, and shall forfeit his fare.

9. Any person who shall wilfully or without sufficient cause obstruct or impede any servant of the Company in the discharge of his duty on such tramway, shall be punishable with fine which may extend to Rs. 20.

10. When a car has in it full paying passengers, the Company shall have the right to refuse to receive any additional passenger on that car, and it shall be lawful for any servant of the Company to eject any passenger beyond the above-mentioned number who may get into or on such car; and any such passenger shall, on prosecution by the Company, be punishable with fine which may extend to Rs. 10.

Order—No. 472 Ry., dated 26th April 1899.

Recorded.

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Local and Municipal Department.
,, Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar.

6

Madras Electric Tramways Company Limi
Rules made by the Local Authority
Under Section 24 (2) of Act XI of 1886

CHIEF SECRETARY
20 FEB. 1895
GOVERNMENT OF MADRAS

1. The rate of speed to be observed in travelling upon the Tramway.-	1	No car shall be driven at a greater speed than eight miles an hour.-
2. The distances at which carriages using the Tramway shall be allowed to follow one after the other.-	2	Cars driven in the same direction shall be kept at least fifty feet apart, except at stations or turn-outs, or to avoid collision or prevent injury, or in case of accident.-
3 The stopping of carriages using the Tramway	3	At the intersection of narrow streets cars shall be stopped so that the rear platform shall not remain opposite the intersected streets.-
4. The traffic on the road in which the Tramway is laid.-	4	Labour carts shall not use the portion of the street occupied by the Tramway tracks except when necessary to cross the track, or when the other portion of the street is occupied. Two-wheel carts, when laden with materials which project more than three feet beyond the cart, shall not pass through the streets where a single line of Tramway rails is laid between the hours of 6 a.m. and 7 p.m.-
	5.	Any servant of the Company who shall be in a state of intoxication whilst engaged in any duty connected with the travelling of the cars or who shall whilst so engaged negligently omit to perform his duty or shall perform the same in an improper

This has been [illegible]

This is going very far & I wd not allow it without good cause shown AA manner shall be punishable with fine which may extend to ℞ 20/-

Rules made by the Promoters under Section 24 (3) of 1886.-

1 Passengers are forbidden to enter or leave the car while it is in motion.

2 Passengers are forbidden to stand on the footboard of the cars or on any part thereof appropriated for the occupation of the driver or Conductor thereof.-

3 Passengers are required to enter and alight from the cars on the side nearest the footpath if any.-

4 Passengers are forbidden to talk with the Driver while on duty.-

The following are also forbidden:

Smoking in the cars when the curtains are down.-

Spitting on the floor, or any other portion of the car.-

Any noise or language which may cause inconvenience to other passengers.-

5 Every person travelling on the Tramway will, on payment of his fare be furnished with a ticket specifying the amount of the fare, and shall, when required, show his ticket to any servant of the Tramway Company Any such person not producing his ticket shall be liable to pay the fare from the place where the Tramway car originally started. Each Tramway

and each Conductor will be furnished with tickets consecutively numbered. Any Conductor who shall neglect to issue a ticket to a passenger, or shall issue a ticket of lower denomination than the amount of the fare paid or non-consecutive in number, or a ticket other than the ticket provided by the Company for the journey to be travelled shall, for every such offence, be punishable with fine which may extend to Rs 20/.

6 Transfers — (1) A ticket is good only for the car in respect of which it is issued except when a transfer ticket is attached.

2 Transfer ticket must be detached by the Conductor of the car into which passengers are transferred.

3 A transfer ticket will be available only when the passenger holding it leaves one car and enters another at the appointed place of change, and only for the first car having a vacant seat which leaves the place of change after such passengers arrival there.

4 Passengers desiring to proceed by a later car, or walking on from the place of change, must pay another fare. Any passenger attempting to make use of a transfer ticket which such passenger is not entitled to use shall be punishable with fine which may extend to ten rupees for each such offence.

5. Any passenger who having received a transfer ticket leaves the car before arriving at the place of

change, or who does not proceed by the first available car which leaves the place of change after his arrival there, or who walks on from the place of change, must, on demand, give up the transfer ticket to the Conductor or to any other servant of the Company, and in default of his so doing shall be punishable with fine which may extend to Rs 10.-

7 Any person who shall be in a state of intoxication, or shall commit any nuisance or act of indecency in or upon any car, or shall wilfully interfere with the comfort of any passenger on such car, shall, for every such offence, be punishable with fine which may extend to Rs 20, and shall also be liable to be removed by any of the servants of the Company or any Police Officer from such car, and shall forfeit his fare.

8 If any car or part of a car shall be provided by the Company for the exclusive use of females, any male person who, without lawful excuse, shall enter such car, or part of a car, knowing or having reason to believe the same to be so exclusively appropriated as aforesaid, or shall remain therein after having been informed of such exclusive appropriation thereof shall be punishable with fine which may extend to Rs 20 and in addition thereto, may be removed from such car by any of the servants of the Company or any Police Officer, and shall forfeit his fare.-

9 Any person who shall wilfully or

or without sufficient cause obstruct or impede any servant of the Company in the discharge of his duty on such Tramway, shall be punishable with fine which may extend to Rs 20.-

10 When a car has in it full paying passengers, the Company shall have the right to refuse to receive any additional passengers on that car, and it shall be lawful for any servant of the Company to eject any passenger beyond the above mentioned number who may get into or on such car; and any such passenger shall, on prosecution by the Company be punishable with fine which may extend to ten rupees.-

1/706 M of 95

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11 18

ARBUTHNOT & CO.,
MADRAS.

LONDON HOUSE,
P. MACFADYEN & CO.,
WINCHESTER HOUSE,
OLD BROAD STREET, E.C.

Madras, 26th February 1895.

CHIEF SECRETARY 26 FEB 1895 GOVERNMENT OF MADRAS

Local & Municipal Dept.
CURRENT No. 706 M

To

The Chief Secretary
to the Government of Madras
Madras

Sir,

Herewith we have the honor to hand you for the information of H. E. the Governor a draft of the Bye laws under which it is proposed to work the Electric Tramways & which are now before the Municipality.

We have the honor to be
Sir,
Your most obedient Servants,

Arbuthnot &

Attorneys for Trustees
M. E. T. C. Debenture holders

[0]

LOCAL AND MUNICIPAL DEPARTMENT

Local & Municipal Dep
CURRENT No. 706 M

From

The Attorneys for Trustees
M. E. T. C. Debenture holders

No.

Dated 21-2-1895
Received 28-2-95
Enclosures 1

SUBJECT.

Submitting for information a draft of the Bye laws under which it is proposed to work the Electric Tramways.

(with orders)

---

665 b 6-4-95

Hon
mise

Order.

The draft rules should be published by the local authority or the promoters as the case may be, under Section 26(3) clauses (2) and of the Act, and after the receipt and consideration of any objection or suggestion which may be made with respect to them, they should be resubmitted for the sanction of Government.

V.R.
13/3/95

W. 15.3.95

17/3/95

Under S. 26(2) the publication is to be "in manner prescribed", that is, prescribed by Rules made by the Local Govt. — What rules have been made by the Local Govt.?

22/3/95

To,
The Attorneys for Trustees
M. E. T. C. Debenture Holders.
" Presidt. M. C. Madras.

b/o. a 13/3

No doubt our rules should be published but I think this ~~the~~ requirement must be waived for the present or we shall have a most regrettable delay. The publication in the Local papers shd. be advised as suggested & Rules to be ~~f~~ made by Govt. shd. be prepared as soon as may be. Precedents for them can no doubt be found as there are tramways in operation in Calcutta & B'bay

3/4/95

I think you should point out when issuing ~~this~~ order the objections which occur to you to any of the rules — The rules can only be made with the previous sanction of the Local Govt. [S. 24(2)] — I imagine this implies previous scrutiny,

---

13

L & M. DEPARTMENT.

C. No. 706 M.

& AMS note dated 22.3.95 thereon

From

Dated 189 .

FOR ORDERS.

It is regretted that the fact that the Act specially defines the word "prescribed" in section 3. was overlooked when the papers were sent up.

The Local Govt. does not appear to have laid down any rules on the point. Rules which may now be laid down would require themselves to be published etc. in accordance with sec. 26. Orders are solicited as to whether this should be done. In strictness it apparently must.

The Rule may perhaps be that any rules by the promoter ~~or~~ or the local authority should be published in the "Times" & the "Mail". It is not likely that many of the general public see the Fort St. George Gazette, & several of these rules, Eg. the one which proposes to prevent country-bandies or "labour carts" from using the roadway between the metals, is likely to meet with some opposition if its terms are known to the general public.

W. 27.3.95

29/3/95.

further is no provision under S. 26 for the sanction of the Local Govt. after publication has been made. Of course, we can cancel any rules under S 24 (4), but prevention is better than cure — The rules are very badly drafted but the only. X

-X: really objectionable one seems to be No. 4

CS.

Print

Order. d/ 9-4-95 No. 639 Miscs

The draft rules should be published by the local authority or the promoters as the case may be under section 26 clauses (2) and (3) in three alternate issues of the "Madras Mail" & the "Madras Times", and after the receipt of and consideration of any objection or suggestion which may be made in respect of them they should be resubmitted with such objections or suggestions to Govt. for sanction under sec. 24. clauses (2) and (3) respectively.

2. The Govt. observes that the latter part of No. 4 of the rules made by the local authority appears to be open to objection ~~is likely to cause complaint~~, & will not be prepared to accord sanction to it ~~as~~ unless upon good cause shown.

4.4.95 7/4/95 (for orders.)

Note.

Sec 24 clauses (2) & (3) seems to give Govt. power to review the rules after publication. Sec. 26. is a section by itself on the subject of publication. Were no review possible after publication sec. 26. would seem to be of less use than it wd. otherwise be. It is submitted therefore that the order may go in the above form. Or H.M.'s express orders may be again taken.

4.4.95

Please see draft letters to Bengal & Bombay about their rules attached for approval.

14

7062

Rules by the Electric Tramways' Co

H.M.

(for orders.)

To,

The Attorneys for trustees M.E.T.C. Debenture holders.

" Pres. M.C. Madras.

Despd. 10/4/95

[G./53]
2,500—14-8-94.

15

Department.

CHIEF SECRETARIAT. MADRAS

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Letter d/ 9-4-95 No. 640 Miscs

~~READ the following paper:—~~

To the Chief Secretary to the Govt. of Bombay / Bengal.

Sir,

~~I have the~~ I have the honor to request that, with the permission of H.E. the Governor ~~of Bombay~~ in Council / His Honor the Lieut. Gov. ~~of Bengal~~ this Govt. may be furnished with copies of any rules that have been issued by ~~you~~ the Govt. of Bombay / Bengal ~~in~~ for the control of the tramways in Bombay & Calcutta / Calcutta under the Indian Tramways Act (XI of '86).

4.4.95 (for orders.) 7/4/95

Copies despatched 11/4/95

Despd. 10/4/95

Rules for the

Electric Tramways Madras

OS/

(from orders)

639-640 M.

Read again Order of Government, dated
189 , No. , Miscellaneous.

Back Paper, No. of 18

Further Paper, No of 189

Enclosures.

Current No.

Statement with ditto.

Order of Government

Statement with ditto.

Papers not filed up, being meant for despatch
in original (not paged).

N.B.—

A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.

Copied by

Examined by

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6/3/10 1898-
995-1105-04

18

[illegible] al Dept.
1617/14

No. 1914 of 1895.
General Department.
Bombay Castle, 13th May 1895.

From,

J. De C. Atkins, Esqr., I.C.S.,
For Secretary to the Government
of Bombay.

To,

The Secretary to the Government
of Madras,
Local and Municipal Department,
Fort St George.

Sir,

In reply to your letter No. 640 M.-Mis., dated 9th April 1895, I am directed to inform you that no rules have been issued by this Government for the control of tramways in Bombay under the Indian

Tramways

Tramways Act XI of 1886.

I have the honor to be,

Sir,

Your most obedient Servant,

J D C

For Secretary to Government.

G.O. 639 and 760 m of 95.

[9]

LOCAL AND MUNICIPAL DEPARTMENT.

Local & Municipal Dept.
PR. CURRENT No. 1607 M

19

From

The Secretary to the Gov^t. of Bombay

No. 1914

Dated 13-5-95

Received 15-5-95

Enclosures

[illegible]

SUBJECT.

Informing that no rules have been issued by the Bombay Gov^t. for the control of tramways in Bombay.

To lie over pending receipt of the information called for from the Gov^t. of Bengal.

V.R.
16/5/95

C.G.
18.V

20

A.

Regulations made by the Corporation of the Town of Calcutta under section 24, *clause* 1, *Act I* (*B.C.*) *of* 1880.

1. No car shall be driven at a greater pace than six miles an hour on the Chitpore line, or seven miles an hour on the Sealdah and Chowringhee lines. On all sharp curves, such as that between Lall Bazar and the Chitpore Road, cars shall not be driven at a greater pace than four miles an hour.

2. A clear space of at least 50 feet shall be kept between successive cars except at stations or turn-outs, unless it may be necessary to approach nearer in order to avoid collision or prevent injury.

3. No two cars proceeding in opposite directions shall stop abreast of one another and so block the street. They shall stop so as to have a clear distance along the line of 50 feet between them.

4. At the intersection of narrow streets cars shall not be driven at a greater speed than five miles an hour, and they shall be stopped, so that at most the rear platform only shall remain opposite the intersected street.

5. For the breach of any of the above four Rules, the driver and conductor shall each be liable to a fine not exceeding Rs. 20.

6. At curves and turnings at which it is, in the opinion of the Commissioner of Police, necessary, the Tramway Company shall station signallers. When the line is clear, they shall shew a white flag by day and a white light at night. When the line is obstructed, they shall show a red flag by day and a red light by night. Every car shall be stopped until the line-clear signal is given. The penalty for infringement of this rule by signaller, driver, or conductor, shall be a fine not exceeding Rs. 20.

7. The driver shall at all times be responsible for seeing that the line is clear of obstruction; and if there is any risk of collision, or the line is in any way obstructed, the car shall be stopped till the line is clear of obstruction. The penalty for infringement shall be a fine not exceeding Rs. 20.

8. If a procession be passing along the street, the driver shall stop the car till it has passed. For breach of this rule the conductor and driver shall be each liable to a fine not exceeding Rs. 10.

9. The Commissioner of Police shall be responsible for the regulation of tramway traffic in the Town and Suburbs of Calcutta during native festivals. These festivals are divided into two classes, and are shown below.

In the case of festivals placed under Class I, all traffic will be stopped altogether on the Chitpore Road for certain hours.

In the case of festivals placed under Class II, traffic will be regulated by the Police, who will stop cars as processions approach, and allow them to proceed when the processions have passed.

Class I comprises the following festivals:—

Name of festival.	Hours during which Tramway will be closed.
Sree Punchomi Poojah	4 to 8 P.M.
Doorga Poojah	4 to 8 P.M.
Juggodhatree Poojah	4 to 8 P.M.
Kartick Poojah	4 to 8 P.M.
Mohurrum	Cars to be stopped as occasion requires.

By closing the traffic from 4 to 8 P.M. it is intended that no car shall leave either end of the Chitpore Road after 4 or before 8 o'clock. Cars that have left before 4 o'clock may complete their journey if not unusually delayed.

Class II comprises the following festivals:—

Dole Jattra.
Basuntee and Unnopoorna Poojahs.
Ruth Jattra.
Ulta Ruth.
Kali Poojah.

The penalty for infringement of this rule shall subject the conductor to a fine not exceeding Rs. 20.

10. The *purdahs* or other side arrangements on the cars shall be so arranged as not to project beyond the foot-board, flap about, or otherwise interfere with the passing traffic.

11. No horse that is not thoroughly broken in shall be used in any tram-car.

For any breach of Rules 10 and 11 the Company and the conductor shall each be liable to a fine not exceeding Rs. 20.

12. Every conductor and driver shall wear a distinguishing badge in such a way as to be fully exposed to view, and shall state his number to any passenger asking for it. Penalty for breach of this rule shall be a fine not exceeding Rs. 5.

13. The classes of cars enumerated below shall not carry more than the number of passengers stated opposite to each class—

One-horse car with four rows of benches	20
" five "	25
Two-horse cars with eight "	40

In the event of passengers in excess of the above numbers being carried, the conductor shall be liable to a fine not exceeding Rs. 5.

14. Every passenger has a right to cause the car to be stopped for the purpose of leaving it, and, if there is room in the car, every intending passenger has the right to cause the car to be stopped for the purpose of getting into it. The conductor shall, under the above circumstances, be bound to stop the car as soon as possible after being required to do so by any passenger or intending passenger. For breach of this rule he shall incur a penalty not exceeding Rs. 5.

15. On the occurrence of any accident causing serious injury to person or property, it shall be the duty of the Company to report the matter at the police station within the jurisdiction of which the accident may have occurred, or at the nearest police station, whichever may be most convenient, within one hour of such accident, and to give the police full and prompt assistance in the prosecution of any enquiry which they may institute. For neglect to comply with this regulation the Company shall be liable to a penalty not exceeding Rs. 20.

16. If, in connection with such accident, any person receives any serious bodily injury, it shall be the duty of the conductor to make arrangements to send such person to hospital with the least possible delay, unless his friends desire otherwise and agree to take charge of him. If the conductor omits to make such arrangements, he shall incur a penalty not exceeding Rs. 20.

17. No conductor or driver shall use abusive language to any of the passengers or intending passengers, or behave in an insolent manner, or misconduct himself in any other way in the performance of his duty. Penalty for breach of this rule shall be a fine not exceeding Rs. 5.

18. Every car running after sunset shall carry two bright lights, one in front of the car, and one at the back. The penalty for infringement of the rule either by the driver or conductor shall be a fine not exceeding Rs. 20.

B.

Regulations made by the Calcutta Tramways Company under Section 24, Clause 2, Act I (B.C.) of 1880.

1. Passengers are forbidden, under a penalty not exceeding Rs. 5—

(*a*) to enter or leave a car while in motion;
(*b*) to travel standing on the foot-board of the car;
(*c*) to commit nuisance or spit upon the floor or any part of the car;
(*d*) to converse with the driver while on duty.

2. No person shall swear, or use obscene or offensive language whilst upon any car, or wilfully interfere with the comfort of any passenger. The penalty for infringement of this rule shall be a fine not exceeding Rs. 20.

3. The conductor may refuse to allow any of the following persons to travel upon any car, and may at any time require any such person to leave such car; and any such person entering or attempting to enter a car after the conductor has refused permission, or refusing to leave the car when so called upon to do so, shall be liable to a fine not exceeding Rs. 20:—

(*a*) Any person drunk and disorderly.
(*b*) Any person suffering from a contagious disease.
(*c*) Any person whose clothing or body is in an offensively dirty state.
(*d*) Any person carrying more luggage than can be accommodated in the space allotted to him or under his seat.

4. No person shall take a dog or other animal into any car. Any dog or other animal taken into any car in contravention of this regulation shall be immediately removed from the car by the person in charge of such dog or other animal upon the request of the conductor, and, in default of compliance with such request, the dog or other animal may be removed under the direction of the conductor. The penalty for infringement of this rule shall be a fine not exceeding Rs. 20.

5. When any car contains the full number of passengers which it is licensed to carry, no additional person shall enter or remain on any such car when warned by the conductor not to do so. The penalty for infringement of this rule shall be a fine not exceeding Rs. 20.

6. Any male person above the age of 10 years, knowingly and wilfully entering, or remaining in, a car exclusively reserved for females, shall be liable to a fine not exceeding Rs. 20.

7. Each passenger shall, upon demand, pay to the conductor, or other duly authorized officer of the Company, the fare legally demandable for the journey. The penalty for infringement of this rule shall be a fine not exceeding Rs. 20.

8. Any passenger found travelling upon any car without a ticket, or not producing his ticket when called upon to do so by any servant of the Company, being in uniform, shall be liable to pay the fare from the place whence the car originally started. The penalty for infringement of this rule shall be a fine not exceeding Rs. 20.

9. No person shall wilfully obstruct or impede any officer or servant of the Company in the execution of his duty upon, or in connection with, any car or tramway of the Company. The penalty for infringement of this rule shall be a fine not exceeding Rs. 20.

10. The conductor of the car shall enforce or prevent the breach of these bye-laws and regulations to the best of his ability, and if he wilfully and wrongfully omits to enforce them, he shall be liable to a penalty not exceeding Rs. 20.

The "conductor" means any servant of the Company in charge of a car.

Published for general information.

ROBERT TURNBULL,
Secy. to the Corporation of the Town of Calcutta.

MUNICIPAL OFFICE, CALCUTTA,
The 21st August 1882.

R. D'R.—Reg. No. 899C—100—9-3-95.

23

Municipal DEPARTMENT.

~~*Municipal*~~ BRANCH.

Local & Municipal Dep

No. *1921 M.*

CURRENT No. *1668 M.*

5

From *H. H. Risley, Esqre., C.I.E.*

Secretary to the Government of Bengal,

To *The Chief Secretary to the Government of Madras*
Local and Municipal Departmen

Calcutta, the *13th May* 1895.

Sir,

With reference to your letter No 640 M. mis: dated the 9th April 1895, I am directed to say that the tramways in Calcutta are governed by a special enactment of the Bengal Council Act I of 1880, and to forward ten copies of the regulations made under that Act by the Corporation of Calcutta and the Calcutta Tramways Company, respectively.—

I have the honour to be,
Sir,
Your most obedt. servt.,

W. Egerton

For Secretary to the Govt. of Bengal.

C. A. P.—Reg. No. 1077F—2,000—8.6.93.

Recs

LOCAL AND MUNICIPAL DEPARTMENT.

Local & Municipal Dept.
CURRENT No. 1668 M

R

From

The Secretary to the Govt. of
Bengal

[illegible]

No. 1921 M

Dated 13-5-95

Received 20-5-95

Enclosures ten copies of regulations

SUBJECT.

Stating that the tramways in Calcutta are governed by a special enactment of the Bengal Council Act I of 1880 and forwarding ten copies of the regulations made under that act.

Note for H. M.

With reference to the C. S's and H. M's notes on C. No. 1480 M. within regarding the transfer of all papers relating to the Madras Electric Tramways to the Pu Works Deptt., a copy of the original notes, i accordance with which all papers connected with the construction and working of the tramways are being transferred, is submitte Orders are solicited as to whether that department should be now asked to dispos of all papers in this connection.

(Initialled) C. G. S.
8/5.

I should be glad if every thing connected with tramways went to Public Works Deptt. as I have more than enough to do without them.

(Initialled) J. C. P.
1. 6. 95.

I think so, of course with H. E's permission.

(Initialled) H. W. B.
5. 6. 95.

P. T. O.

Note for H.E. the Governor.

In passing orders on C. No. 1060.M. which sanction was requested for the pening of the first section of the Madras Electric Tramway, the Honourable Mr. Bliss stated it as his opinion that all papers connected with the construction and working (as distinguished from the financing) of tramways should be dealt with in the Public Works Deptt. on the ground that the questions raised therein were of a technical nature. In accordance with his order all papers of the kind specified have been transferred.

2. On a further reference (vide G.O. $\frac{\text{No. 874 M. Mis}}{\text{22-5-95}}$ and the Honourable Member's note d/ 5.6.95) it has been decided that it would be better for that department to deal finally with all papers connected with tramways.

3. The Honourable Member's notes are herewith submitted and the sanction of

of H.E. the Governor to the proposed arrangement is solicited.

(Initialled) E.G.T.
8.6.
(Initialled) J.T.P.
8.6.95.

I have no objection to all papers connected with Tramways being transferred to the D.P.W.; but the Local and Municipal Deptt. must be prepared to have all the papers which concern this subject and Local and Municipal being referred to them at times.

The inception of tramway schemes is almost invariably so mixed up with the Municipalities concerned, that the D.P.W. cannot well dispose of them without reference to the Local and Municipal.

(Initialled) W.
9th June.

[illegible]
4/10/95

Enclosure to G.O. No. 44

MADRAS MUNICIPALITY.

3

ACT No. XI OF 1886.

The Indian Tramways Act, 1886.

Section 24 (2)—A local authority may, from time to time, with the previous sanction of the Local Government, make rules consistent with this Act and with the order and any rules made by the Local Government under this Act for regulating-

(*a*) the rate of speed to be observed in travelling upon a tramway within the circle of the local authority;

(*b*) the use of animal power on the tramway;

(*c*) the distances at which carriages using the tramway are to be allowed to follow one after the other;

(*d*) the stopping of carriages using the tramway, and the notice to be given to the public of their approach;

(*e*) the manner in which carriages using the tramway after sunset and before sunrise are to be lighted;

(*f*) the traffic and roads along or across which the tramway is laid;

(*g*) the number of passengers which may be carried in any carriage;

(*h*) the licensing and control of drivers, conductors and other persons having charge of the carriages of the promoter or lessee or a licensee; and,

(*i*) generally, the mode of use of the tramway.

Municipal Office,
Madras,
23rd April 1895.

Rules made by the Local Authority under Section 24 (2) of Act XI of 1886:—

1. No car shall be driven at a greater speed than eight miles an hour.

2. Cars driven in the same direction shall be kept at least fifty feet apart, except at stations or turn-outs, or to avoid collision or prevent injury, or in case of accident.

3. At the intersection of narrow streets cars shall be stopped so that the rear platform shall not remain opposite the intersected street.

4. Labour carts shall not use the portion of the street occupied by the Tramway tracks except when necessary to cross the track, or when the other portion of the street is occupied.

5. Any servant of the company who shall be in a state of intoxication whilst engaged in any duty connected with the travelling of the cars, or who shall whilst so engaged negligently omit to perform his duty or shall perform the same in an improper manner, shall be punishable with fine which may extend to Rs. 20.

6. That suitable signals by day and night shall be maintained at all bends in the roads, so that people may be warned of the approach of cars; and that on each car a bell or horn shall be carried for warning people off the track, to be rung or sounded at the Driver's discretion. The cars to carry an efficient light at night on their advance side similar to that used by the Railways. That proper arrangements be made to prevent the electric current causing accidents to people or animals.

[illegible]

G. M. J. MOORE, Lieut.-Col.,
President, Municipal Commission.

1/1803 M of 95

Genl. Dept.
9

G. No. 144

29

3 P

3 Print

MUNICIPALITY OF MADRAS,
General Department.
Madras, 5th June 1895.

Local & Municipal Dept.
CURRENT No. 1803 M

From

LIEUT.-COL. G. M. J. MOORE, C.I.E.,
President, Municipal Commission.

To

The Chief Secretary to Government,
Fort St. George.

SIR,

Enclosure. 1.

Reg. S

"Madras Mail" 2, 4 & 7 May 1895 "Sent to Mos."
"Madras Times" 1, 3 & 6 — do —

In forwarding the enclosed copy of rules made by the local Authority, I have the honor to inform you that they were published, in the manner prescribed in G.O. dated 9th April 1895, No. 629 M. Mis: viz: in three alternate issues of the "Madras Mail" and the "Madras Times", on the dates marginally noted, and that no objections or suggestions have been made in respect of them.

I have the honor to be
Sir,
Your most Obedt. Servant,
G. M. J. Moore Lt. Col.
President, Munl. Commn.

Dept.
12

1895.

Madras Municipality Dept.
CURRENT No. 1803 M

From
The President,
Municipal Commission,
MADRAS.

To
The Chief Secretary
to Government
Fort St. George

G. No. 144

Dated 5th
Despd. 5th
Recd 6 JUN. 95 June 1895.

[illegible] / 6710/95

Enc. 1

SUBJECT.

Forwarding Copy of rules made by the Local Authority under Section 24 (2) of Act V of 1886 published in the "Madras Mail" and the "Madras Times" as prescribed in G.O. dated 9th April 1895. No 629 M. Mis: And stating that no ~ objections or Suggestions have been made on them.

CURRENT NO. 4906

31

Madras 22nd November 18

From Print

Messrs Arbuthnot and Co.
Attorneys to the Trustees
for the Debenture Holders
Madras Electric Tramways.

4P

CHIEF SECRETARY
25 NOV. 1898

To

The Chief Secretary to Government
Madras.

Sir

Tramway Byelaws

Ply S

Referring to G.O. of 9th April 1895; no 629 M. Mi
we have the honour to request that the above —
which have duly received the sanction of the Local
Authority and have been published in three alternat
issues of the "Madras Mail", "Madras Times" and "Hindu
viz: those of 23rd, 25th and 27th April 1895; without objectio
being raised in respect of any of them — may receive
the sanction of Government accordingly —

The Municipality

We may add that, though we are unable to find positively that we have received any copy of the orders of Government upon the matter, we are under the impression that such sanction, as we now solicit, has already been granted some-where towards the end of the year in question, viz: 1895 —

NO

Wd/

We have the honour to be
Sir
your most obedient servants

Attorneys to the Trustees
for the Debenture Holders
MADRAS ELECTRIC TRAMWAYS,

1
3672/M/98

Dated

Despd

Recd

Forw

the

24(2)

in the

"Mad

G.O.

M.

object

made

32
8

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

[Poll. / 7 / 800—11-6-97.] Judicial.

~~Political~~ (1898) Department.

LOCAL & MUNICIPAL DEPT.
CURRENT No. 3672 M

CURRENT No. 4906

Endt:- No 2674, d/ 1-12-98.
Transferred to the Local & Municipal Dept.

From Messrs Arbuthnot & Co
Madras

ag Under Secretary.

K.A. 28/11/98 Order

To
The L & M dept.

No.

Dated 22—11—98

Received 25—11—98

Registered 28—11—98

Enclosures

Spare copies

SUBJECT.

Requesting the Sanction of Government for certain Tramway Byelaws which have been published in three of the local papers without any objection being raised against them.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

324

Local & Munl. (1898) Department.

Railway 1478.
CURRENT No. ~~3672 M~~

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
15 DEC. 1898

From The Judicial Department

No. 1388 d/ 14-12-98

~~**Order**~~

Transferred to the Public Works (Railway Department).

No. 2674

A. Edgington
Ag. Assistant Secretary

K.R.
12/12/98

Dated 1-12-98

Received 2-12-98

Registered 15. XII. 98.

Enclosures 1

Spare copies.

SUBJECT.

Transferring letter from Messrs. Arbuthnot & Co requesting sanction for the Tramway Byelaws.

9/12

CURRENT No. ~~126~~

35

Madras 6th January 1899

8P

From

Messrs. Arbuthnot and Co.
Attorneys to the Trustees
for the Debenture Holders
Madras Electric Tramways

CHIEF SECRETARY
-7 JAN. 1899
GOVERNMENT OF MADRAS

LOCAL & MUNICIPAL DEPT.
CURRENT No. 99 M

To Print

To

The Chief Secretary
to the Government of Madras
Fort St. George.

UNDER SECRETARY
7 JAN 99

Referring to the enclosed copy of the Tramway Company's rules – made by the Promoters under Section 24(3), Act XI of 1886 – we have the honour to request that His Excellency in Council will be good enough to authorise the following alteration in clause 8, on page 5, viz: the interpolation, at the end of the first sentence, of the words "in such manner as to admit of full verification".

This has been rendered necessary by the fact that some passengers have lately taken to refusing to hand their tickets to Inspectors and will only exhibit a small portion of their margin, alleging that the abovementioned bye law asks for nothing more, in which they have been upheld by a decision of one of the inferior Magistrates—

It will be obvious that this evasion of the bye law may entirely frustrate its object and make it impossible to maintain an adequate check upon ill doers amongst both passengers and conductors, and we therefore pray that the sanction now requested may be accorded at an early date.

We have the honour to be
Sir
your most obedient servants

Arbuthnot & Co
Attorneys to the Trustees
for the Debenture Holders

MADRAS ELECTRIC TRAMWAYS.

36

Form No. 14.

PUBLIC WORKS DEPARTMENT;

RAILWAY BRANCH.

C. No. 1478 NOTE FOR D1
15.XII.98

In G.O. 639 M. Mis dated 9.4.95 the Local Govt. ordered that the drafts of the bye-laws under which the Promoters (Messrs Arbuthnot & Co) proposed to work the Madras Tramways should be published by the local authority (the Madras Municipality) or the Promoters as the case may be, in three alternate issues of the "Madras Mail" and the "Madras Times" and after the receipt & consideration of any objections or suggestions which may be made in respect of them they shd. be submitted with such objections or suggestions to Govt. for sanction under sec 24 clauses (2) & (3) respectively.

Yes, the G.O quoted referred to the bye laws proposed by both the Promoters & the Local Authority

In para 2 of the same order the Govt. observed that the latter part of No 4 of the proposed rules made by the Local authority (the Madras Municipality) was open to objection

Rule 4 of the Rules made by the Local Authority not the Promoters.

objection and that Govt. would not accord sanction to it unless upon good cause shown. Of the above rules those proposed under Sec 24 (2) shd be published by the Municipality and those under Sec 24 (3) by Messrs A & Co. in the manner prescribed in G.O. 639 M. Mis.

Sir Henry Bliss noting on the rules observed "The rules are very badly drafted "but the only really objectionable "one seems to be No 4."

In acknowledging receipt of the order referred to above, Messrs A & Co. desired to be informed in what manner the Local Govt. wished rule No 4 to be altered (vide flag O) but no reply appears to have been sent to them.

This had nothing to do with Messrs A & Co, the Municipality took the necessary action; Messrs A & Co shd have been referred to the Munty

M

On the 5th June 1895 the President Municipal Commission forwarded a copy of the rules made by the Local Authority and informed Govt. that they had been published in the manner prescribed in G.O. 639 M. Mis dated 5.4.85 and that no objections or suggestions had been received in respect to them. On comparing the rules published by the Municipality with those which were submitted by the Promoters for the approval of Govt. it is found that the latter part of Rule 4 to which Govt. objected has been omitted in the published rules and that they contain a rule (No 6) which was not included in the rules first submitted to Govt.

There is no objection to the Rule.

As regards the rules which Sec 24 (3) requires Messrs A & Co as the 'Promoters' to publish, there is nothing in the 'correspondence' to show that A & Co. have not complied with the order in G.O. 639 M. Mis.

Their letter flag X distinctly states that the rules were published in three issues; there is no doubt that they refer to the rules made by themselves as well as the Municipality

X In their letter to the 22nd November 1898, Messrs A & Co. request that the Bye-laws which they say have received the sanction of the local authority and have been published in accordance with G.O. 622 M. Mis, may be sanctioned by Govt. But they do not

39

not state whether they have published the Byelaws proposed by them as the Promoters; under Sec 24(3), as required by ~~in accordance with~~ Sec 26, and G.O. 639 M. Mis, nor do they ask for Government's sanction thereto.

It would appear that Messrs A & Co. have without the sanction of Govt. adopted the rules which form an enclosure to their letter of the 6th Jany 1898. These rules differ from those published by the Municipality in so far as they contain the objectionable portion of rule 4 which the Local authority did not publish.

N

Before sanction is accorded to any of the rules, a reference to the Promoters ~~[illegible]~~ (A & Co.) on the above lines wd appear to be necessary.

For orders.

6.2.99

Yes, ask them with reference to their letter No. File X if they refer to the rules issued by them as promoters under Sec 24(3) of the Act. On receiving their reply which I am sure will be in the ~~Also write to them pointing~~ affirmative we can sanction the original rules by G.O making no mention of the rules issued by the Municipality. We can by a subsequent G.O sanction the change they proposed in their other letter & we can draw the attention of the Municipality to the fact that the rules published by Messrs A & Co. do not agree with the rules made by the Municipality & forwarded to Govt. with the President's letter No. [illegible] M.

JHL

40

No. 411

Form No. 1/B.

Madras, 6 February 1899.

From
THE CONSULTING ENGINEER FOR RAILWAYS,
MADRAS,

To
Messrs Arbuthnot & Co.
Attorneys to the Trustees
for the Debenture Holders
Madras Electric Tramways
~~THE AGENT S. I. RY.~~

Reminder

Gentlemen,
~~SIR,~~

With reference to your letter No. dated the 22nd Nov 1898, to the address of the Chief Secretary to Government, Madras, I have the honour to inquire whether you require the sanction of Govt. to the Bye-laws issued by yourselves as the Promoters under Sec 24(3) of the Indian Tramways Act which you state have been published in 3 issues of the daily papers.

2. Please note that your letter should have been addressed to me.

JHL
6/2/99

Reply No. ______
dated 10/2/99

Despatched on 6/2/99

6.2.99

41

Madras 1[illegible] February 99

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
13 FEB. 1899
MADRAS.

From

Messrs Arbuthnot and Co.
Attorneys to the Trustees
for the Debenture Holders
Madras Electric Tramways.

To

The Consulting Engineer for Railways
Madras.

836
13.2.99

C

Sir

With reference to your No. 411 of the 6th inst: 1/99 we have the honour to inform you that we require the sanction of Government to the Bye-laws, as issued by the Promoters, i.e. the Madras Electric Tramway Coy: Ld. - and not by ourselves - we being only Attorneys to the Trustees for the Debenture Holders of the above Company.

We have the honour to be
Sir
your most obedient Servants

Cur

Attorneys to the Trustees
for the Debenture Holders
MADRAS ELECTRIC TRAMWAYS,

Form No.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH,

42

Papers to be read in Proceedings :—

Flag S

18/

Again G.O., dated 9.4.~~95~~ 1895, No. 639 M. Mis

Again G.O., dated 189 , No

Flag X

P.W. Rly Current No. ~~4906~~ 1478 of 1898, dated ~~22.11.98~~ 15.12.98, from Messrs. Arbuthnot & Co.

" " " 189 , " , "

" " " 189 , " , "

Print

7 P

ORDER. No. 188 Rly dated 18/2/99

No objections having been received to the rules, a draft of which were published by the promoters of the Madras Electric Tramways Co. in three alternate issues of the local papers sanction is hereby accorded to their being ~~enforced~~ brought into use.

JH 14.2.99.

FUS 17/2/99

No [illegible] [illegible] draft [illegible] by [illegible] sanctioning the charge the proposal in flag N

Despatched on 18/2/99

To The Attorneys for trustees for M.E.T.C. Debenture holders.

" President Municipal Commission Madras

BACK PAPERS.

G.O.	No.	Department.	Date

FURTHER PAPERS.

G.O.	No.	Department.	Date.

[J. / 52]
1,000—20-4

LHM

~~Judicial~~ (1899) Department.

Railway

CURRENT No. ~~126~~ ~~77M~~ 140

JOINT SECRETARY TO GOVT. OF MADRAS
RECEIVED
27 JAN. 1899

From

Messrs Arbuthnot & Co
Attorneys to the Trustees
for the Debenture Holders
Madras Electric
Tramways

No. 73 of 26-1-99
~~Order~~

Transferred to the Public Works
(Railway) Department.

A Edgington
Ag Assistant Secretary

ECR
24.1.99

No.

Dated 6. 1. 99
Received 9. 1. 99
Registered do } - 27. 1. 99
Enclosures 1.
Spare copies.

SUBJECT.

Alteration in cl. 5 on
page 5 of the Tramway
Company's rules.
Requesting Sanction
to the —

Form No. 1.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

27 FEB 1899

Papers to be read in Proceedings :—

18/-

9 P

Again G.O., dated 18th February 1899, No. 188 Ry
Again G.O., dated 189 , No
DWK Current No. 140 of 1899, dated 27th Jan , from Messrs Arbuthnot & Co
" " " 189 , " , " Attorneys to the Trustees
" " " 189 , " , " for the Debentureholders
Madras Electric Tramways

Print

ORDER. No. 247 Ry dated 1/3/99

Sanction is accorded to the alteration proposed in clause 5 of the rules made by the Promoters of the Madras Electric Tramways Company under Section 24(3) of Act XI of 1886

2. The attention of the Madras Municipality will be drawn to the fact that the rules published by the Promoters as having been made by the Local Authority under Section 24(2) of the Act, do not agree with the rules submitted to Government with the President's letter No. 144 of 5th June, 1895, in so far as

the farmer contains the latter part of rule 4 to which Government took exception in its order No. 639 Mdras of 9th April 1895 and which the Local authority ~~apparently~~ did not publish

24/2/99

28 2 99

to

The Local & Munl Depts for C. i.

To

Messrs Arbuthnot & Co
Attorneys to the Trustees
for the Debenture Holders
Madras Electric Tramway.

The President
Municipal Commission
Madras

The Local & Municipal Dep.

Despatched on 1/3/99

23-2-98

Public works
~~Local & Munl.~~ (1899) Department.
Railway Branch

CURRENT No. 545

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
18 APR. 1899

B/

Print 12P

From

THE PRESIDENT,
Municipal Commission,
Madras.

Order- No. 472 Ry dated 26/4/99

G. No. 34

Recorded

22.4.99

Dated 15 April 1899.
Received }
Registered } 18. 4. 99
Enclosures one
Spare copies

SUBJECT.

Forwarding copy of letter from the Attorneys to the Trustees for the Debenture Holders, Madras Electric Tramways, d/ 10 April 1899 with reference to the concluding portion of para 2 of G. O. No: 247 Ry., d/ 1 March 1899.

To

The L & M Depts
& Cons. Engr for Rys.

26/4/99

22

24/4/99.

BACK PAPERS

G.O.	No.	Department.	Date.

FURTHER PAPERS

G.O.	No.	Department.	Date.

47

11P

Madras, 10th April 1899

From

Messrs. Arbuthnot and Co.,
Attorneys to the Trustees
for the Debenture Holders,
Madras Electric Tramways.

To

The President,
Municipal Commission,
Madras.

Sir,

With reference to your G. No.1343 of the 7" Ultimo we have the honor to inform you that the insertion of the latter part of rule 4 in the Tramway Company's Bye-Laws is a clerical error which we are having rectified.

We have the honor to be,
Sir,
Your Most Obedient Servants,

(Sd) Arbuthnot & Co.

Attorneys to the Trustees
for the Debenture Holders
Madras Electric Tramways.

(True Copy)

GMMoore Lt.-Col.

President, Munl. Commn.

21
PW Ry C No 545/99

Genl. Dept.
12.

G. No. 34

48

MUNICIPALITY OF MADRAS,
General Department,
Madras, 15th April 1899.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
18 APR. 1899

From

THE HON'BLE LIEUT.-COL. SIR GEORGE MOORE, KT., C. I. E.,
President, Municipal Commission.

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To

The Under Secretary to Government,
Public Works Department,
Railway Branch.

SIR,

Enclosure.
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With reference to the concluding portion of para. 2 of G. O. No. 247 Ry., dated 1st March 1899, I have the honour to forward herewith a copy of letter from the Attorneys to the Trustees for the Debenture Holders, Madras Electric Tramways, dated 10th April 1899.

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

G. M. Moore Lt.-Col.

President, Munl. Commn.

19/01/99
Messrs

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MADRAS ELECTRIC TRAMWAYS COMPANY, (*Limited.*)

Rules made by the Local Authority under Section 24 (2) of Act XI of 1886.

The rate of speed to be observed in travelling upon the Tramway.

1. No car shall be driven at a greater speed than eight miles an hour.

The distances at which carriages using the Tramway shall be allowed to follow one after the other.

2. Cars driven in the same direction shall be kept at least fifty feet apart, except at stations or turn-outs, or to avoid collision or prevent injury, or in case of accident.

The stopping of carriages using the Tramway.

3. At the intersection of narrow streets cars shall be stopped so that the rear platform shall not remain opposite the intersected street.

The traffic on the road in which the Tramway is laid.

4. Labour carts shall not use the portion of the street occupied by the Tramway tracks except when necessary to cross the track, or when the other portion of the street is occupied.

5. Any servant of the Company who shall be in a state of intoxication whilst engaged in any duty connected with the travelling of the cars, or who shall whilst so engaged negligently omit to perform his duty or shall perform the same in an improper manner, shall be punishable with fine which may extend to Rs. 20.

6. That suitable signals by day and night shall be maintained at all bends in the roads, so that people may be warned of the approach of cars; and that on each car a bell or horn shall be carried for warning people off the track, to be rung or sounded at the Driver's discretion. The cars to carry an efficient light at night on their advance side similar to that used by the Railways. That proper arrangements be made to prevent the electric current causing accidents to people or animals.

Rules made by the Promoters under Section 24 (3) Act XI of 1886.

1. Passengers are forbidden to enter or leave the car while it is in motion.

2. Passengers are forbidden to stand on the footboard of the cars or on any part thereof appropriated for the occupation of the Driver or Conductor thereof.

3. Passengers are required to enter and alight from the cars on the side nearest the footpath, if any.

4. Passengers are forbidden to talk with the Driver while on duty.

The following are also forbidden :—
Smoking in the cars when the curtains are down.
Spitting on the floor, or any other portion of the car.
Any noise or language which may cause inconvenience to other passengers.

5. Every person travelling on the Tramway will, on payment of his fare, be furnished with a ticket specifying the amount of the fare, and shall, when required, show his ticket to any servant of the Tramway Company in such manner as to admit of full verification. Any such person not producing his ticket shall be liable to pay the fare from the place where the Tramway car originally started. Each Tramway car shall be in charge of a Conductor, and each conductor will be furnished with tickets consecutively numbered. Any Conductor who shall neglect to issue a ticket to a passenger, or shall issue a ticket of lower denomination than the amount of the fare paid or non-consecutive in number, or a ticket other than the ticket provided by the Company for the journey to be travelled, shall, for every such offence, be punishable with fine which may extend to Rs. 20.

6. **Transfers.**—1. A ticket is good only for the car in respect of which it is issued, except when a transfer ticket is attached.

2. Transfer tickets must be detached by the Conductor of the car into which passengers are transferred.

3. A transfer ticket will be available only when the passenger holding it leaves one car and enters another at the appointed place of change, and only for the first car having a vacant seat which leaves the place of change after such passenger's arrival there.

4. Passengers desiring to proceed by a later car, or walking on from the place of change, must pay another fare. Any passenger attempting to make use of a transfer ticket which such passenger is not entitled to use shall be punishable with fine which may extend to Rs. 10 for each such offence.

5. Any passenger who having received a transfer ticket leaves the car before arriving at the place of change, or who does not proceed by the first available car which leaves the place of change after his arrival there, or who walks on from the place of change, must, on demand, give up the transfer ticket to the Conductor or to any other servant of the Company, and in default of his so doing shall be punishable with fine which may extend to Rs. 10.

7. Any person who shall be in a state of intoxication or shall commit any nuisance or act of indecency in or upon any car, or shall wilfully interfere with the comfort of any passenger on such car, shall for very such offence be punishable with fine which may extend to Rs. 20, and shall also be liable to be removed by any of the servants of the Company or any Police officer from such car, and shall forfeit his fare.

8. If any car or part of a car shall be provided by the Company for the exclusive use of females, any male person who, without lawful excuse, shall enter such car, or part of a car, knowing or having reason to believe the same to be so exclusively appropriated as aforesaid, or shall remain therein after having been informed of such exclusive appropriation thereof, shall be punishable with fine which may extend to Rs. 20 and, in addition thereto, may be removed from such car by any of the servants of the Company or any Police officer, and shall forfeit his fare.

9. Any person who shall wilfully or without sufficient cause obstruct or impede any servant of the Company in the discharge of his duty on such Tramway, shall be punishable with fine which may extend to Rs. 20.

10. When a car has in it full paying passengers, the Company shall have the right to refuse to receive any additional passenger on that car, and it shall be lawful for any servant of the Company to eject any passenger beyond the abovementioned number who may get into or on such car; and any such passenger shall on prosecution by the Company, be punishable with fine which may extend to Rs. 10.

(BY ORDER)