

Public Works (190) Department.

RAILWAYS.

G.O., No. 657 R

DATED 3-8-1901 1896

Includes G.O.'s: 849 R 29. 4. 1891
634 R 28. 11. 1894.
389 R 29. 5. 1895
470 R 27. 24. 7. 1895.
84 R 27. 31. 1. 1896.

[Despatch Abstract.]

Joint Expenses at Guntakal Junction

Informing the Government of India
that the question of the basis of the
Division of the — is still under
consideration but that the expenses of the
junction station are at present divided
in accordance with the Agreement
dated 15.12.1893.

Indexed .

[illegible]

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

To

The Secy, to the Govt. of India

P. W. Department

9th April 1891.

SIR,

With reference
to Govt. of India letter No.
581 D. T., dated 14th October
1889, and in continuation
of P. W. D. Docket No. 110 R,
dated 6th January 1891, I
am directed to forward
^{copies}
~~a copy of each~~ of the Agree-
ments between the Madras
and Southern Railway Rail-
ways for the working of Ban-
galore and Gundiah Junction
stations, ~~which~~ The Agent &
Manager Madras Railway

expressed

Undated The 19th October 1894.

Sir,

With reference to the correspondence ending with letter, No. 849 R., dated The 9th April 1891, from the Government of Madras forwarding copies of the agreement between the Madras and Southern Mahratta railways for the joint use and working of the Guntakal junction station, I am directed

No. 8175
to forward herewith a copy of the
marginally
noted papers
and to
request
that, with the permission of His
Excellency the Governor of Madras in
Council, the Government of India
may be furnished with an expression
of opinion on the point at issue.

Letter from the Government
of Bombay, No. 1889 dated the
22nd September 1894, and
its enclosures, Nos. 1 to 6.

2. I am to add that, as the
agreement in question was originally
approved of by the Government of India,
its terms cannot be departed from
without their sanction.

No. 602 I have the honour to be,
No. 27-10-94 Sir,
Your most obedient servant,

P. W. Roberts

Under Secretary

Documents accompanying
Copy of correspondence referred to.

No. 1889 of 1894.

P. W. DEPARTMENT
(RAILWAY.)

Bombay Castle, 22nd September 1894.

FROM
THE SECRETARY TO THE GOVERNMENT OF BOMBAY,
P. W. DEPARTMENT (RAILWAY);
To
THE SECRETARY TO THE GOVERNMENT OF INDIA,
P. W. DEPARTMENT,
SINLA.

SIR,

With reference to correspondence ending with your letter No. 170 R. T. dated 7th April 1891, which conveyed the sanction of the Government of India under Section 50 of the Indian Railways Act IX. of 1890, *inter alia*, to an agreement between the Madras and Southern Mahratta Railway Companies for the joint use and working of the Guntakal Junction Station, clause 16 of which agreement provided for the division of all expenses chargeable to Joint Station Expenses in proportion to the weight of the traffic of each railway using the station, I am directed to forward copies of the undermentioned correspondence for the consideration and orders of the Government of India, and to make the following remarks.

2. It is understood that the Agent of the Madras Railway Company objected to this basis of division, and after considerable correspondence the Agent, Southern Mahratta Railway Company, agreed, subject to the approval of the Board of Directors, to the revised agreement forwarded herewith, in clause 16 of which joint station expenses are divisible, not in proportion to weight of traffic of each railway, but in proportion to the number of trains of each railway entering and leaving the junction station.

3. In his letter No. 1337 dated 1st February 1894, the Agent, Southern Mahratta Railway Company, points out that this departure from ordinary procedure was only agreed to as a "*modus vivendi*," that, in his opinion, it was a retrograde step, and that he was satisfied that it would have sooner or later to be re-considered.

4. The Agent, Southern Mahratta Railway Company, forwarded copies of the agreement to his Board of Directors with para. 5 of his letter No. 5 dated 1st February 1894, repeating the opinion already quoted in para. 3 above.

5. The Board, in para. 6 of their letter No. 251 dated 7th March 1894, asked for an explanation of the grounds on which the Madras Railway Company pressed for a division of joint station expenses on the basis of the number of trains, rather than by weight, and to this the Agent, Southern Mahratta Railway Company, replied in para. 12 of his letter No. 15 dated 19th April 1894, with which he forwarded copies of certain correspondence between himself and the Agent, Madras Railway Company.

6. The Board replied in para. 11 of their letter No. 255 dated 13th June 1894, in which they said that the division now proposed was a change from usual practice; that they considered that any departure from that practice was inadvisable, and that before its adoption the matter should, if still pressed by the Madras Railway Company, be referred to the Government of India, and, perhaps, also to the next Railway Conference.

7. The Agent, Southern Mahratta Railway Company, accordingly addressed the Agent, Madras Railway Company, in his letter No. 9686 dated 3rd July 1894, and enquired if it were possible for him to allow the tonnage basis of division to continue. To this the Agent, Madras Railway Company, replied in his No. 4374—5926 dated 11th July 1894, in which he said he could not accept the tonnage system at Guntakal. The Agent, Southern Mahratta Railway Company, accordingly requests that the matter may be referred for the orders of the Government of India.—No. 10404 dated 16th July 1894.

8. The views of the Agent, Madras Railway Company, are contained in his letter above quoted, and also in his letters Nos. 5017 dated 16th July 1892 and 4199 dated 6th June 1893, copies of which are forwarded herewith.

The conditions at Guntakal are possibly somewhat exceptional; there is no local traffic either of the Southern Mahratta Railway or Madras Railway, but there is a certain amount of goods and passengers transferred between the two Railway Companies; each gauge sends its trains right through the junction, and it may be urged that it needs the same staff to work and look after a metre-gauge train as one on the standard gauge. On the other hand, the Government of India, in para. 3 of Circular No. XII, Railway, dated 13th August 1889, indicated a division by weight as a fair arrangement, and expressed a hope that the conclusions of that circular would be accepted by all Railway Administrations, and as the Board of the Southern Mahratta Railway Company object to the proposed basis, the matter is referred for such action as the Government of India may deem necessary.

I have the honour to be,

Sir,

Your most obedient servant,

H. O. SELBY,

Acting Secretary to Government.

Documents accompanying:—

1. Copy of letter No. 6565—1337 dated 1st February 1894, from the Agent, Southern Mahratta Railway Company, to the Consulting Engineer for Railways.
2. Copy of letter No. 2394 dated 20th March 1894, from the Consulting Engineer for Railways, to the Agent, Southern Mahratta Railway Company.
3. Extract para. 5 from the Agent, Southern Mahratta Railway Company's letter to his Board No. 5 dated 1st February 1894.
4. Extract para. 6 from the Board's letter No. 251 dated 7th March 1894, to the Agent, Southern Mahratta Railway Company.
5. Extract para. 12 of the Agent, Southern Mahratta Railway Company's letter to the Board, No. 15 dated 19th April 1894, and its enclosures.
6. Copy of letter No. 10404 dated 16th July 1894, from the Agent, Southern Mahratta Railway Company, and enclosures.
7. Copy of Guntakal Working Agreement.

GOVERNMENT OF BOMBAY.
P. W. DEPARTMENT.
RAILWAY.

To
THE SECRETARY TO THE GOVT. OF INDIA,
P. W. DEPARTMENT,
SIMLA.

No. 1889.

Dated 22nd September 1894.

Received

SOUTHERN MAHRATTA RAILWAY.

Forwards correspondence relating to the revised agreement for working the Guntakal Junction Station.

Enclosures Nos. 1 to 6 to letter No. 1889 dated 22nd September 1894 from the Government of Bombay, Railway Department, to the Government of India, Public Works Department.

1.—Letter No. 6585—1337 dated the 1st February 1894, from the Agent, Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay.

"I have the honour to forward, for favour of approval, a copy of a revised working agreement with the Madras Railway Company for Guntakal Junction Joint Station, the only alterations, as compared with the agreement sanctioned in Bombay Government Resolution No. 862 dated 17th April 1891, being with reference to clauses 16 and 19.

"With regard to clause 16 in the old agreement the basis of division of the joint station expenses was the weight of the traffic of each Railway using the station; in the agreement now submitted, the number of trains of each Railway in and out of the station has been adopted. This arrangement has only been accepted as a 'modus vivendi' after a prolonged correspondence with the Madras Railway, whose proposals were that either the number of trains in and out of the station or the number of lines into the station should form the basis of division.

"It is, however, in my opinion, a retrograde step, and in putting it forward for adoption I am satisfied that it will have to be re-considered sooner or later.

"The addition to clause 19 is of no great importance and was accepted at the request of the Madras Railway who do no local tranship work at the station."

2.—Letter No. 2394 dated 20th March 1894, from the Consulting Engineer for Railways, Bombay, to the Agent, Southern Mahratta Railway Company.

"In reply to your letter No. 1337 dated 1st February 1894, I have the honour to remark that, as the joint station at Guntakal is peculiarly situated, there are some grounds in favour of the plan of dividing expenses according to the number of trains in and out.

"2. I understand from your letter that, although you do not favour the proposal, you are willing to accept it as in the draft. If so, I shall be glad to hear definitely that you have accepted the agreement as drafted. Besides requiring the approval of the Boards of both your Companies, it also requires sanction of the Governor General in Council under the provisions of the Railways Act of 1890. I shall be obliged, therefore, after you have received the approval of your Board, if you will send me some spare copies for further necessary action."

3.—Extract para 5 of Agent, Southern Mahratta Railway Company's letter to the Board, No. 5, dated 1st February 1894.

"5.—Working Agreement for Guntakal Junction.

"I beg to forward, for the approval of the Board, a copy of a revised working agreement with the Madras Railway for Guntakal Junction Station. The only alterations in the new agreement, as compared with that sanctioned in Board's letter No 186 of 1891, are with reference to clauses 16 and 19.

"With regard to clause 16 in the old agreement, the basis of division of the joint station expenses was the weight of the traffic of each Railway using the station, while in the agreement now submitted the number of trains in and out of the station has been adopted as the basis of division. This arrangement has only been agreed to as a 'modus vivendi' after a prolonged correspondence with the Madras Railway, whose proposals were that, either the number of trains in and out of the station or the number of lines into the station should form the basis of division. It is, however, in my opinion, a retrograde step, and in putting it forward for adoption, I am satisfied that it will have to be re-considered sooner or later.

"The addition to clause 19 is of no great importance, and was accepted at the request of the Madras Railway who do no local tranship work at the station."

4.—Extract para. 6 of Board's letter No. 251 dated 7th March 1894, to the Agent, Southern Mahratta Railway Company.

"6. The Board request that the grounds on which the Madras Railway Company presses for the division of joint station expenses in proportion to the number of trains entering and leaving the junction station, instead of to the weight of the traffic of each Railway using the station, as is usual, may be explained."

a 876—2

Oh. S. 2
8175/12

5.—Extract para. 12 of Agent, Southern Mahratta Railway Company's letter to the Board, No. 15 dated 19th April 1894.

"I forward, for the information of the Board, copies of the correspondence marginally noted, which explains the position assumed by the Madras Railway. I find that for the half-year ending June 1893 we have to pay Rs. 1,677 more than we should have been debited with as our share of joint station expenses, had the tonnage basis been adhered to. During the current half-year, the figures will be still more unfavourable, because we now have more trains running into the station. The matter requires further consideration, and I may think it necessary to advise a revision of the working agreement: in the meantime to admit of accounts being settled, I would ask for the Board's approval to the revised agreement as submitted."

Accompaniments to para. 12 of Agent's letter No. 15 of 1894.

Copy of letter No. 5017 of 10th July 1893, from the Agent and Manager, Madras Railway, to the Agent, Southern Mahratta Railway Company, Dhurwar.

I have the pleasure to acknowledge receipt of your No. 6565—9633 of the 8th instant.

2. I am not sure that I correctly understand the 3rd para. of your letter which reads as follows, viz.:

"What we propose is that traffic to and from the South Indian Railway should be added to Southern Mahratta Railway traffic, and a larger share of the total joint expenses placed against this Company."

3. Do you refer to tranship and local traffic only, or to all traffic that is carried to and from the Dharmavaram and Hindupur lines, whether such traffic remains at, or emanates from the Guntakal Junction as local traffic; is transferred at the junction or is carried past the junction, by metre gauge lines? If your proposal includes traffic carried past the junction, we may be prepared to accept it as a basis to work upon, but I think myself that under the present system of division very much work is placed upon the Audit Offices which might be avoided if a more simple arrangement were agreed to.

4. We have hitherto worked into and past the Guntakal Junction with two lines of Railway on each side of the station, on the standard gauge side (1) the line running to Madras and (2) the line running to Raichur; and on the metre gauge side (1) the line running to Bellary and (2) the line running to Nandyal.

5. We have for a long time been aware that the metre gauge system brought more work to, and entailed greater expense upon, the joint station than the standard gauge system, and so long as the standard gauge trains carry 2 and 3 times the weight that a metre gauge train carries this must always be so.

6. We have however not wished to raise any question: so long as each Railway had only two lines each even although you were running into and past the station a larger number of trains than we were doing.

7. The introduction of a 3rd metre gauge line, viz. the line between Guntakal and the south, alters the conditions under which the station is worked, and we raise objections to these conditions continuing whether the Dharmavaram line is worked by either the South Indian or the Southern Mahratta Railways.

8. Each line brings necessarily into the station increased work and adds to the expense of the station, and so does every additional train that work into or past the station.

9. As an instance of what I mean, I may refer you to what you have already advanced officially, viz. the necessity for increased platform accommodation.

10. The accommodation existing at the station is sufficient for the standard gauge line, but the introduction of this 3rd metre gauge line adds at once to the expense of the station buildings, and as traffic and trains increase so must the staff of the station increase, the extra staff we contend being worked solely for metre gauge purposes.

11. The most simple suggestion that occurs to me is that the expense of the station should be divided either:—

(a) By the number of lines that run into the junction

or

(b) By the number of trains that enter the junction station.

12. Either of these proposals will be simple to work to, and if one of them is adopted, it will relieve both Companies of work that only presses heavily upon the Audit Offices.

Copy of letter No. 5017 of 3rd May 1893, from the Agent, Southern Mahratta Railway Company, to the Agent and Manager, Madras Railway.

With reference to correspondence ending with your letter No. 5017 dated 16th July 1892, I beg to inform you that I have very carefully considered your proposals, and I am still strongly of opinion that the basis of division of joint station expenses provided for in the working agreement for Guntakal junction, which came into operation on the 1st January 1891 is, taking it all round, the most equitable that can be devised, and this view is further supported by the fact that in many of the more recent working agreements elsewhere this basis has been adopted.

To get an absolutely correct basis would involve the taking into account of several factors, and would involve an amount of labour in the Audit Offices, which would be quite out of proportion to the advantages either Railway would derive therefrom, and it is for this reason, I assume, that a simple basis of division has hitherto been accepted as sufficiently correct for all practical purposes.

I still venture to hope that on re-considering the matter you will find it possible to allow matters to remain as they are, but should you not see your way to do so, I will, with a view to terminate discussion on the subject, accept the number of trains of each Railway into Guntakal as the basis of division as from the 1st day of January 1893, subject to the approval of the Government of India and of my Board.

Copy of letter No. 4489 dated 6th June 1893, from the Agent and Manager, Madras Railway

Basis of Division of Guntakal Joint Station Expenses.

Referring to your letter No. 5017 of the 3rd ultimo, I beg to inform you that this subject was considered at an Officers' meeting held on the 1st instant, when it was decided that the arrangement for dividing the Guntakal joint station expenses between our respective Companies in proportion to the number of trains of each Company that enter the station should be accepted.

I will cause a draft agreement to be prepared for your approval.

I propose that this method of division shall have effect from the date of the opening of the Guntakal-Dharmavaram section of your line, or say from 1st July 1892.

6.—Letter No. 10404 dated 16th July 1894, from the Agent, Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay.

"With reference to your No. 2334 dated 20th March 1894, I have the honour to submit Board's letter No. 254, para. 11. copies of correspondence marginally noted, from which it will be observed that my Board do not agree to the proposed basis of division of the joint station expenses at Guntakal, and that the Agent of the Madras Railway finds himself unable to revert to the basis of tonnage."

"Under these circumstances, it but remains for me to request that the matter may be referred to the Government of India for orders in accordance with the wishes of my Board."

"As requested in your letter under reply six additional copies of the agreement are herewith forwarded."

Extract para. 11 of Board's letter No. 255 dated 13th June 1894.

"11. COPIES OF CORRESPONDENCE WITH THE AGENT, MADRAS RAILWAY, HAVE BEEN ENCLOSED FOR THE BOARD'S INFORMATION, AND THE FACT THAT FOR THE HALF-YEAR ENDING JUNE, 1893, THIS COMPANY HAD TO PAY RS. 1,677 MORE THAN THEY SHOULD HAVE BEEN DEBITED WITH, AS THEIR SHARE OF JOINT STATION EXPENSES, HAD THE TONNAGE BASIS BEEN ADHERED TO, IS POINTED OUT. DURING THE CURRENT HALF-YEAR THE FIGURES WILL BE STILL MORE UNFAVOURABLE, AS THIS COMPANY HAVE MORE TRAINS RUNNING INTO THE STATION. THE MATTER REQUIRES FURTHER CONSIDERATION, AND, IN THE MEANTIME, THE AGENT ASKS THE BOARD'S APPROVAL TO THE REVISED AGREEMENT AS SUBMITTED.—The proposed division of joint charges in proportion to the number of trains entering and leaving, instead of tonnage dealt with at the joint station, is a change from usual practice, and the Board think any departure from that practice to be inadvisable, and that before its adoption the matter should if still pressed by the Madras Railway be referred to the Government of India, and also perhaps to the next Railway Conference."

Copy of letter No. 9686 dated 3rd July 1894, from the Agent, Southern Mahratta Railway Company, to the Agent and Manager, Madras Railway.

"With reference to correspondence ending with your No. 4374 D.—909 of 3rd February 1894, I beg to inform you that my Board consider that the proposed division of joint station expenses at Guntakal in proportion to the number of trains entering and leaving, instead of on the basis of the tonnage dealt with at the joint station, is a departure from the usual practice, which they consider inadvisable, and that, before its adoption, the matter, if still pressed by you, be referred to the Government of India, and before taking any further action, I have to enquire if it is possible for you to allow the tonnage basis of division to continue operative."

Copy of letter No. 4374 D.—5926 dated 11th July 1894, from the Agent and Manager, Madras Railway Company, to the Agent, Southern Mahratta Railway Company, Dharwar.

"In reply to your letter No. 6565—9686 of the 3rd instant, I beg to say that the settlement of the Guntakal junction station expenses on the basis of tonnage transhipped is not, in my opinion, an equitable mode of adjustment, and on behalf of the Madras Railway I cannot accept such a settlement. I am not aware that any arbitrary practice has been accepted by Railways, generally, either in this country or in England, for dividing expenses at junction stations used by two Railways, nor in equity could any general practice be agreed to, seeing that the condition of working trains and traffic into and out of junctions differ at most of such stations.

"In my letter of the 16th July 1892 addressed to your office, I stated my objections to a tonnage basis of division, and experience has since shown that the views I then held were correct.

"You have three lines of Railway entering the station at Guntakal, and we have only two lines, and the simplest and most equitable way of adjusting expenses would be for you to accept 2/3ths of the cost leaving us to bear the other 1/3ths.

"This would abolish account-keeping and render the submission of station returns unnecessary.

"The tonnage system is troublesome, both to the station staff and to Audit Offices and is expensive.

"It has, moreover, at Guntakal, as I have stated, the disadvantage of being inequitable."

Pls. E.
8175/74

Summary.

Madras Railway Traffic	Days	Sub.	Qrs	Rs
Local as per Statement	3541.	11.	2.	9 3/4
Through as per S.M. Ry Statement	25251.	13.	2.	8
Total Madras Railway Traffic	28796.	8.	1.	18

Southern Mahratta Railway Traffic	Days	Sub.	Qrs	Rs
Local	5999.	17.	2.	13
Through	25251.	13.	2.	8
Total Southern Mahratta Railway Traffic	31251.	11.	0.	21

South Indian Railway Traffic	Days	Sub.	Qrs	Rs
Being difference between	40338.	7.	1.	4
Appearing in Account Current				
and as per S.M. Ry detail Statement	31251.	11.	0.	21. 9086. 16. 00

No. Ry.
 Guntakal. Joint Station expenses for half year. Ending
 31. December. 1892.
 — Local.

Description of Traffic		No.	Weight	Total	Tons	Cwt	Qrs	lbs
Passengers	Forwarded	2839 1/2						
	Received	3196 7/8						
Excess fares	Forwarded	389						
	Received	38 1/2		586 1/2	2903	4	2	
Troops	Forwarded	152						
	Received	122						
Luggage	Forwarded		170 27					
	Received		395 19	566 6	20	15	3	25
Parcels	Forwarded	77423 1/2						
	Received	53996		61738 1/2	27	11		26 1/2
Horses	Forwarded	6						
	Received	3		9	4	10		
Carrriages	Forwarded	1						
	Received	1		2	1			
Bags	Forwarded	20						
	Received	11		31		15	2	
Goods	Forwarded		3613 7		2957	17	0	22 1/2
	Received		12361 16	15974 23	586	17	1	14
					3544	14	2	9 1/4

Audit office
 Bharwar 17 Feb 93

(50) Wood
 for auditor

S. No. 115.

Statement of Coaching and Goods traffic with M. R. (weight)
 1. to and from and passing through Gunbatal Junction during half
 Year ended 31. 12. 92

Particulars	Weight.				Total		
	Tons	cwt	qrs	lb	Tons	cwt	lb
<u>Goods.</u>							
Local outwards	361	2	3	3			
— Do — Inwards	3009	7	3	5			
Through outwards + Inwards	21963	12	2	10	25334	5	18
<u>Passengers.</u>							
Local outwards	1116	8	-	-			
— Do — Inwards	1156	10	-	-			
Through outwards + Inwards	2971	17	2	-	5544	15	2
<u>Luggage.</u>							
Local Outwards	23	6	3	23			
— Do — Inwards	14	2	2	26			
Through outwards + Inwards	145	3	1	16	151	13	9
<u>Parcels</u>							
Local outwards	2	15	2	4			
— Do — Inwards	8	8	3	8			
Through outwards + Inwards	132	1	-	10	143	4	22
<u>Horses and Carriages</u>							
Local outwards	3	10	-	-			
— Do — Inwards	3	10	-	-			
Through outwards + Inwards	36	10	-	-	43	10	-
<u>Dogs and other small Animals</u>							
Local outwards	-	19	-	-			
— Do — Inwards	-	14	-	-			
Through outwards + Inwards	2	9	-	-	4	2	-
Total					31251	11	21
Local	5999	17	2	13			
Through	25251	13	2	8			
Total	31251	11	0	21			

С

from the Chief Auditor Madras Railway

44

Compared by R.E.

(Sol) Partridge
Clerk of S. M. Co.

Dr. General 10th June 1894

Particulars	Amount
<u>Southern Mahratta Railway Receipts</u>	
To Staff as per statement No. I	180 . .
" Miscellaneous charges as per No. II	1,075 . .
" 30% of Labor and Stores sup- plied at Pancharla were Southern statement No. III attn Railways	22 . . 1,257 2 .
" Stores, Stationery &c. as per of Trains No. IV attn Station	
" Police charges as per statement 30 th June 1894	
" Medicines supplied during Trains 2,691	11,782 12 9
" Clothing supplied to the Staff during the year	1,141 4,995 15 8
	<u>3,832</u> 16,778 12 5
<u>Madras Railway Expe</u>	
Nil	
	Total Rs. 18,035 14 5

Audit Officed) E. A. Wood
Dharmwar 10th Octr Auditor, S. M. Railway
Compared by

Note

For. India ask our
opinion of on division
of charges at junction
between S. M. Ry and the
M. Ry -

The agreement under
which the line is station
is worked provides that
the division shall be by
tonnage etc para 16 thereof.

The Agent M. Ry has been
during this year dividing the
expenses by the number of
trains entering & leaving the
line - The S. M. Ry speak
to this as a "sudden" ^{only} -

The Agent M. Ry ^{now} proposes
that the number of lines
each Co. proposes running
into junction, shall be
the division -

This division is under the
example given as near
the tonnage division that
I recommend it

Expenses of junction the
for 1/2 year ending Dec. 92.
was 14,200/.

Division	S. M. R	M. R.
by tonnage	8290	5918
Division by no. of lines $\frac{3}{4}$ and $\frac{1}{6}$	8526	5643

It would make the audit
office very much -

But no alterations can
properly be made, except
under a new agreement

Yours

21/11/94

L. 634R
28.11.94

Works India -

SERIAL

No. 7

in reply to yours
of 19 Oct. 94 regarding the
adjustment of charges at
the joint frontier stations.
I am directed to
say that under the agreement
entered into between the
Madras & Southern Mahratta
Rly for the working of this
station, it does not appear
that the Agent Madras Rly
has any ~~power~~ authority to
claim a division of charges
otherwise than by tonnage -
under the Agent Madras
Railway in his letter to the
S. M. Rly No 6326 of 11 July 94
^{proposed} proposes that the charges
should be divided according
to number of lines running
into the frontier station
that is, to divide the charges
^{charge} $\frac{2}{5}$ to Madras Rly who have
2 lines
 $\frac{3}{5}$ to the S. M. Rly who have
3 lines

For the purpose of com-
parison the joint station
accounts of the half year
ending Dec 92 may be
taken - these are given as
14208/- and divided by
the tonnage basis, the
Southern Mahratta bore
5290/- and the Madras
Total
Rly 5918/- of the cost

W
22 Nov

HJ
27/11/94

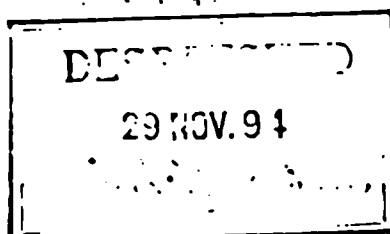
28
27/11

of the decision had been
by the number of lines
the S. M. Ry had had
paid $\frac{3}{5}$ of 14200/- = 8520/-
and the Madras Ry $\frac{2}{5}$ of
14200/- = 5680/- and as
these figures agree very
closely with those arrived
at on the tonnage basis
and would abolish much
labour in the Audit Office
I am to say this Govt. is
of opinion that it would
be desirable to introduce
this method under a
new agreement.

Yours

21/11/94

B. No 634 R d. 28.11.94.



This Excellency the Governor
Hon W. P. Rivers
Hon W. P. Rivers

21/11/94

7/12

21/12

SERIAL
No. 8

No. 24 R.J.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic.

All communications
should be addressed
to the Secretary.

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

Calcutta, the 16th January 1895.

Sir,

I am directed to acknowledge the receipt of your
letter No: 634 R., dated the 28th November 1894, regard-
ing the proposals of the Madras Railway Company
for the division, with the Southern Mahratta Railway
Company, of the joint expenses at Gunstakal Station
either—

(a) in proportion to the Number of Trains of each
Company that enter and leave the junctions,
or

(b) in proportion to the Number of Lines of each Rail-
way running into it,
instead of on the basis of the Weight of Traffic of

of each railway using the Station as provided under
Clause 16 of the agreement of the 22nd December 1890.

2. In reply, I am to say that as the Agent of the
Madras Railway Company appears to have no authority
to claim a division of charges otherwise than by ton-
nage, and his proposals do not appear likely to effect
a final or satisfactory settlement of the question,
the Government of India see no good reason for any
departure in this case from the principles enunciat-
ed in the Circular No. III Railway, dated the 12th
August 1889, which have generally been adopted and
give satisfaction on all Indian Railways.

I have the honour to be,
Sir,

Mas. 22.1.95 Your most obedient servant,

J. H. M. B. W.
Under-Secretary.

Documents accompanying:-
Nil.

[Signature]

P.W.C. No. 457
SERIAL
No. 9

Letter to the Govt of India
No. 634.R of 28-11-94.

Letter from the Government
of India
No. 24.R.S. of 16-1-95.

No. 254 of 23 January 1895.

Copy forwarded
to the Agent and Manager
Madras Railway, for in-
formation.

C.M.S. 23
Jany
95

(2 Encls.)

(No. 1.)

No. 4374^d
303

MADRAS RAILWAY

AGENT AND MANAGERS OFFICE,

Madras, 28th March 1895.

SERIAL
No. 10

From

The Agent and Manager.

M. A. C.

To

The Consulting Engineer for Railways.

SIR,

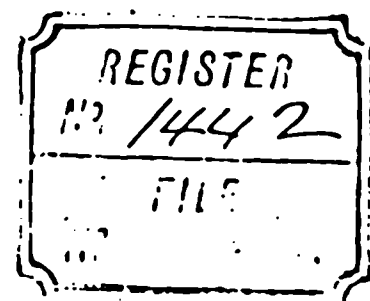
Madras.

Your endorsement 254 of the
23rd January upon copy of letter P.W. D. 11th
24 A.I. dated 16th January 1895 from the
Government of India.

I have the honour to point out
that your letter of the 28th November 1894 to the
Government of India appears to have been
written under a misunderstanding. You say
in the 2nd para. of this letter 'that under the
agreement entered into between the Madras
and Southern Mahratta Railways for the working
of this (Guntakal Junction) station it does not
appear that the Agent and Manager, Madras
Railway has any authority to claim a division
of charges otherwise ^{than} by tonnage'.

With my letter 4374^d of the 15th January
34

1894



2
1894 I sent to you 10 copies of the revised agreement with the Southern Mahratta Railway for working Guntakal Junction.

3. This revised agreement is dated the 15th December 1893 and under clause 16 it is ruled that "all expenses which under this agreement are chargeable to Joint station expenses shall be divided between the Companies parties to this agreement in proportion to the number of trains entering and leaving the Junction station. The agreement previously in force between the two Railways, namely, the agreement dated the 22nd of December 1890 was cancelled by my predecessor Mr. F. B. Hanna in his letter of the 18th May 1891 when he notified to the Southern Mahratta Railway that the agreement in force for working the Joint station would have to be revised when the line was opened from Guntakal to Dharmavaram.

4. Mr. Carter who was acting as Agent and Manager reminded the Agent of the Southern Mahratta Railway of this fact on the 2nd June 1892 and for ready reference I attach a copy of his letter.

5 Under clause 1 of the old contract it was

was necessary to give 6 months notice of our intention to terminate the agreement and the letters I have referred to show that the old agreement had ceased to be operative from the date the Guntakal and Dharmavaram Rail-way was opened.

6 On the 16th July 1892 I addressed the Southern Mahratta Railway suggesting the terms of a new agreement and for convenient reference I also attach a copy of this letter. Para 11 (b) of this letter was subsequently accepted as the basis of the new agreement and the agreement signed on the 15th December 1893, I contend, remains in force until notice of its termination is given under clause 1.

7. Writing to Colonel Lindsay on the 11th July 1894 I suggested still another mode of division that would be acceptable to us if a change is ever made from the train system but writing to me on the 14th February of this year the Agent of the Southern Mahratta Railway refers to a resolution of the Bombay Government and says that under the orders of the Government of India a departure from the tonnage basis for the division of Joint Station

10. This question of fixing principles for governing ~~giving~~ Joint Station Agreements was very fully discussed at the Railway Conference of 1893 and I would remind you that Resolution 76 which was eventually carried provides "that the apportionment of Junction expenses is a matter for settlement between the Railways concerned on a consideration of the merits of the case".

11. On this railway we have adopted the tonnage basis of division where it was possible, but where the Passenger and Goods stations are separated as at Guntakal and where the conditions of the two Railways are so totally different, such a division as that suggested cannot be regarded as equitable.

12. I have always held and I still consider that the tonnage system of division advocated by Circular XII is troublesome and expensive.

13. At the close of January last I referred to the late Chairman of the Clearing House - Committee of Railway Superintendents at home for information in respect to English Junction agreements and that Gentleman replying to my letter on the 7th March says:—

6
I would beg to point out that the circumstances in connection with the use of Joint stations varies so much in England, that it is impossible to lay down any hard and fast line upon the subject. In the case of Joint stations built at the expense say of Companies 'A' and 'B', it is of course understood that as a first principle, each of them should find the same proportion of capital for construction - purposes, but the cost of working may vary in proportion to the amount of traffic each Company passes through the station, in short, they should pay according to 'user'; for example: - 'A' may have 40 trains passing through the station daily, and 'B' only 20, hence it follows that 'A' should pay two-thirds of the cost of working the station as against one-third to 'B', assuming all other circumstances to be equal.

There are some stations used on joint account which really only belong to one Company and where the other Company come in as tenants. A case of that kind exists at Northwich on the Cheshire Lines, where it is used by the London & North Western Company daily, but from the enclosed copy of agreement, you will notice that they pay us a fixed rental of £500 per annum, along with some other extra charges for turntable, &c. &c.

Another case of a Joint station which we have is at Altrincham, where we pay the Manchester South Junction and Altrincham Company a rental of £350 per annum for the use of their station; that

NOTE SENT
2.10.11

sum has been arrived at by taking first the total cost of working the station, and dividing the cost in ratio to the number of passengers using it. It is purely a case of a passenger station, but that at Northwich is for Goods as well as passengers and you will observe that we get the terminals upon all the goods traffic, so that the rental of £500 at Northwich is really for passenger work alone.

In the case say of the 'Citadel station' at Carlisle, that station is the joint property of the London and North Western and Caledonian Companies, and all the other Railway Co's running into the station, run in as tenants, and pay to the London & North Western and Caledonian Joint Committee a fixed sum per annum for the privilege. That sum has in some instances been fixed by arbitration, in others by mutual agreement, and in one instance by the Railway Commissioners.

The Companies who run into the station in addition to the owning Companies are the, -

North British.

Glasgow & South Western.

Midland.

Maryport & Carlisle.

North Eastern

Take the case, for example, of the General station at Chester, which is the joint property of the London and North Western, and Great Western, the former Company have the heavier traffic,

and

8
and consequently have to pay the heavier share of the working expenses. It used to be two-thirds to the London and North Western, and one-third to the Great Western, but the arrangement is generally for a term of years subject to revision after expiration of the agreement. In short, the charges to be made for the use of joint stations must necessarily vary with the circumstances of each case.

Supposing you had a station on the Madras Railway, for which the Madras Company had found the whole of the Capital, and one of the state lines wished to make use of it, you would first of all require to take out the Capital value of the land, and then the Capital cost of the station itself. On the former, if it were an English Company, we should charge 4 per cent, and 6 per cent on the buildings, and that per-centage we should put down as the first item in the rent charge, after that we should work out the actual cost of the station staff, stores, &c and apportion in accordance with the number of trains run by each Company, that would form item No. 2 in the charge, and then as a final charge, we should add 10% for general charges and management &c, and the total would necessarily form the amount to be charged per annum for the use of the station.

14. These remarks clearly, I think, show that no general principles can be framed to cover all Junction agreements and that each case must be settled on its merits.

I have the honour to be,

Sir,

Your most obedient servant,

Wm. S. M. V.

Agent & Manager.

(2 Encls.)

N^o 3873

Madrass Railway Company
Agent and Manager's office
Madrass 2^d June 1892.

The Agent.
Southern & Maharashtra Railway
Bharwad.

Dear Sir.

In reply to your letter N^o 6565 dated 31st ultimo, I write to say that the ⁷⁷⁹⁴ agreement formerly in force between our Companies for the working of Guntakal Junction joint station ceased upon the opening of the Bharwad road. Guntakal line into Guntakal station, in accord-
ance with the terms of this office letter N^o 4874 dated 18th May 1891 and your reply ³⁸²⁷ N^o 6565 dated 20th June 1891.
7369.

I am, &c
Sd/ H. R. P. Carter
Ag. Agent & Manager

/ True copy /

Wm S M V B.
Agent & Manager.

Handwritten signature

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

Replied under 1496
8/6/95

No. 4374^L
6017

Marras Railway Company
Agent and Manager's Office
Marras 16 July 1892

The Agent,

Southern Mahratta Railway
@ Nasik.

Dear Sir,

I have the pleasure to acknowledge receipt of your $\frac{6060}{9633}$ of the 8th instant.

2. I am not sure that I correctly understand the 3rd para of your letter which reads as follows, viz:

What we propose is that traffic to and from the South Indian Railway should be added to Southern Mahratta Railway traffic and a larger share of the total joint expenses placed against the Company.

3. Do you refer to branch and local traffic only or to all traffic that is carried to and from the Dharmavaram and Hindupur Lines whether such traffic remains at or emanates from the Guntakal Junction as local traffic, is transferred at the Junction or is carried past the Junction by metre gauge lines? If your proposal includes traffic carried past the Junction

me

we may be prepared to accept it as a basis to work upon, but I think myself that under the present system of division very much work is placed upon the Audit Office which might be avoided if a more simple arrangement were agreed to.

4. We have hitherto worked into and past the Guntakal junction with two lines of Railway on each side of the station, on the standard gauge side (1) the line running to Maddur and (2) the line running to Raichur and on the metre gauge side (1) the line is running to Bellary and (2) the line running to Nandyal.

5. We have for a long time been aware that the metre gauge system brought more work to, and entailed greater expense upon, the joint station than the standard gauge system and as long as the standard gauge trains carry 2 and 3 times the weight that a metre gauge train carries this must always be so.

6. We have however not wished to raise any question so long as each Railway had only two lines each when although you were running into or past the station a larger number of trains than we were doing.

7. The introduction of a 3rd metre gauge line viz. the line between Guntakal and the South alters the conditions under which the station is worked and we raise objections to these conditions continuing as whether the Dharmavaram line is worked by either the South Indian or the Southern Maharashtra Railways.

8. Each line brings necessarily into the station increased work and adds to the expense of the station and as does every additional train that works into or past the station.

9. As an instance of what I mean I may refer you to what you have already advanced officially viz. the necessity for increased platform accommodation.

10. The accommodation existing at the station is sufficient for the standard gauge line but the introduction of this 3rd metre gauge line adds at once to the expense of the station buildings and as traffic and trains increase so must the staff of the station increase, the extra staff we contend being wanted solely for metre gauge purposes.

11. The most simple suggestion that occurs to me is that the expense of the station should be divided either

(a) By the number of lines that run into the junction -.

(b) By the number of trains that enter the junction station

12. Either of these proposals will be simple to work out if one of them is adopted it will relieve both Companies of work that now presses heavily upon the Audit Office.

I am, &c.

W. D. Rose Johnson
for Agent & Manager

True copy /

Wm. J. M. V. S.
Agent & Manager

[Signature]

1442 5
303 28 3 95
A-77

Guntakul Station Working Agreement

The original agreement for working this station was drawn up in 22/12/90 and provided for division of expenses in proportion to wright of traffic (clause 16).

It was sanctioned by India. 170 R.T. 7/4/91 when the new line to Bharmawaram was approaching completion. The Agent M.R. fearing that the additional traffic ^{would} entail additional expenses out of proportion to the wright of traffic proposed a division of expenses in proportion to number of trains. The S.M. demurred and the Agent Madras R. cancelled the agreement of 1890 in his letter 4374 d. 18/5/91 to Agent S.M. 3827

After a prolonged correspondence between the two R. Administrations a new agreement was drawn up and signed by the two Agents on 15/12/93. In this agreement expenses are to be divided in proportion to number of trains. This agreement was accepted by the S.M.R. as a modus vivendi and the matter was referred to India by the Bombay Govt. (N. 1889 of 18/4) at the request of A. S.M.R. in his letter 10402 of 16/7/94.

India then asks the opinion of this Govt. (556 R.T. of 19/10/94) stating at the same time that the terms of the original agreement cannot be departed from without India's sanction. This Govt. replies (634 R. of 25/11/94) that it does not appear that the Agent M.R. had any authority to claim a division of expenses otherwise than of tonnage but that this Govt. approves of the principle of division of expenses & number of

N^o 1496
8.5.95

From E. R

to Am.

Si.

in reply to your letter

N^o 4374^D d. 28.3.95
303

I have the honor to say that
the position of affairs
seems to be as under:-

The original agreement
of 1890 providing for
division of expenses
in proportion to weight
of traffic having been
sanctioned by the Govt.
of India no other
authority has power
to sanction a modification
of that agreement.

The original agree-
ment having been
cancelled by Govt under
the provisions of para
(1) it has ceased to
exist but ^{since} ~~as~~ the new agreement

India replies (24 R.T. d. 16/1/95) that
as the Agent has no authority to alter
the original method of division and as
his proposals are not likely to effect a
settlement India sees no reason to
depart from the tonnage basis.

This reply was communicated to Agent
M.R. who replies at some length.

The position of affairs is that the original
agreement having been cancelled as provided
in para (1) and the new agreement of
1893 (though signed by the Agents) not having
received Indian sanction there is no agree-
ment in force at all.

As regards the question of which system of
division should be adopted, Circular No.
of 1894 enunciates certain general prin-
ciples and tends to show that they may be adopted
as far as possible by all the administrations
but I do not think it was contemplated
that every agreement drawn up in the
future should adhere rigidly to the terms
of that circular. It seems now to be the
policy of Govt of India to follow home
practice in matters of R.T. administration as
far as possible and the Agent's letter very
clearly points out how widely different
agreements ^{in fact} vary according to differing conditions
in the present instance the M.R. appears to be
perfectly justified in his contention that
the tonnage system operates very unfairly
towards his interests and it does not
seem proper that the terms of his ~~letter~~ should
be allowed to stand in the way of a
more equitable and also more economical
method of division presenting itself.

18/4

E.R. or return.

This might be notified to
the Agent M. R. if he
desires it. Works might be
furnished with a copy of
his letter 4374 of 28.3.95
it will then be ascertained
whether India is prepared
to reconsider their letter
24 of 16.4.95 from 30.4.95

of 1893, although signed by the
Governor & of the R. S. M., has
not yet received the sanction
of the Govt. of India there would
appear to be no legal agreement
in force at all.

2. If you wish I will forward a
copy of your letter under
reply to the Govt. of India who

~~may be understood~~
~~that it remains~~ 4/5

~~their letter No.~~

~~24 of the 16th of 1893~~
~~submitted to you~~

~~is a Subordinate~~

~~No 412 of 23.1.1895~~

1874

(No. 11.)

No. 9553

444

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 2nd May 1895

From

The Agent and Manager.

Mr. R. Govt.

To

The Consulting Engineer for Railways.

SIR,

Madras.

With reference to your letter
No. 1496 of the 8th instant, I have the
honour to inform you that I shall be
glad if you will forward to the
Government of India a copy of my
letter of the 28th March last on
the subject of the Quintabal Joint
Station-agreement.

I have the honour to be
Sir,

D. 10/5

Your most Obedient Servant

Henry Clerk.

Offg. Agent and Manager

2074

Dated
Recd.

No.

188

The Consulting Engineer
for Railways.

To

The Agent and Manager.

From

MADRAS RAILWAY.

R. 14.

Circulate

No. ..

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Works Superintendent

189

SIR,

with- ref. to correspondence
ending with- your letter No.
24 R.T. d. 16/1/95 concerning the
division of joint-station ex-
penses at Gunderbakk Junction.
I am directed to forward a
copy of the letter and sub-
sequent letter in the margin
received from the Agent M.R.

- It will be remembered that
the original agreement for
working the station which
was sanctioned by Govt. of
India letter No. 170 R d. 7/4/91
provided for division of ex-
penses in proportion to
weight of traffic.
- On the opening of the new line
to Charaman the
Agent of the M.R. forwarded

No. 4374^D 28-11-95
303

that the method of division of expenses in proportion to weight of traffic did not recoup him for the additional expenses entailed and cancelled the original agreement of 1890. in a letter to the address of the Agent and Manager S.M.R. No. 4374 dated 18/5/91. 3827

4. After a prolonged correspondence a new agreement was drawn up and signed by the Agents of the two Administrations on 15/12/93. In this agreement which was signed by the Agent & Manager S.M.R. as a modification of the expenses are divided in proportion to the number of trains.

5. At the instance of the S.M.R. the matter was referred to the Govt. of India who asked for the opinion of the Govt. of Madras. This Govt. in reply approved of the principle of division by number of trains. The Govt. of India however was unable to adopt this view and saw no reason to depart from the tonnage basis.

6. As the matter now stands - the new agreement not having been sanctioned by the Govt. of India, and the old agreement having been cancelled there appears to be no sanctioned agreement in existence.

7. Such a state of things being very undesirable I am to request that the Govt. of India may be pleased to give the matter further consideration in the light of the facts and arguments put forward by the Agent in his letter above referred to and in which his & the Govt. of Madras' views are suggested.

* Lines entering the station on the ground that such a system would abolish much labour in the Audit office and that the figures thereby arrived at would be more closely calculated with tonnage basis.

Survey of the number of lines in the proportion of $3\frac{1}{2}$ to $2\frac{1}{2}$ which gave the same result as by tonnage basis - see page 634 of 28/11/94 from 21/5

Typed letter from H. 12/4 from 26/5

SERIAL No. 13

No. 389

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE SECT. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.

Coty, the 5th June 1895.

SIR,

With reference to correspondence ending with your letter No. 21.R.T dated 16.1.95 concerning the division of -- Joint Station Expenses at Guntakal Junction, I am directed to forward a copy of the letter and enclosures noted in the margin received from the Agent, Madras Railway.

2 It will be remembered that the original agreement for working the station which was sanctioned by Government of India letter No. 170.R.T.d/ 7-4-91, provided for division of expenses in proportion to weight of traffic.

3 On the opening of the new metre gauge line to Dharmavaram the Agent of the M.Ry. found that the method of division of expenses in proportion to weight of traffic did not recoup him for the additional expenses entailed and cancelled the original agreement of 1890 in a letter to the address of the Agent

S.M.R.

*No. 4374^D 303 d/28-3-95.

to
So may

1/8/95

25/6

S.M.Rv, No. ⁴³⁷⁴₃₈₂₇ dated 18-5-91.

4 After a prolonged correspondence a new agreement was drawn up and --- signed by the Agents of the two railway administrations on 15-12-93. In --- this agreement which was signed by the Agent, S.M.R, as a modus vivendi only --- the expenses are divided in proportion to the number of trains.

5 At the instance of the S.M.R, the matter was referred by the Government of Bombay to the Govt of India who --- asked for the opinion of the Govt of Madras. This Govt in reply approved of the principle of division by number --- of lines entering the station; on the ground that such a system would abolish much labour in the Audit office and that the figures thereby arrived at approximate closely to those calculated --- on the tonnage basis. The Govt of India however was unable to adopt this view --- and saw no reason to depart from the tonnage basis.

6 As the matter now stands, the --- new agreement not having been sanctioned by the Govt of India, and the old --- agreement having been cancelled there --- appears to be no legal agreement in --- existence.

7 Such a state of things being very undesirable, I am to request that the Govt of India may be pleased to give the --- matter further consideration in the --- light of the facts and arguments put forward by the Agent in his letter above

referred to and in which His Excellency the Governor in Council concurs and to suggest that the new agreement may now be sanctioned.

Free
21^{R.}
5/95

His Excellency the Governor.

Mr. W. Alin

Mr. W. Jones

*Despatch of India on
6.6.95. With*

*Enclosure No 4374 of 28.3.95
303
2 enclosures.*

Same

Free
4
6/95

*14.10.95
R 2/6*

Under Class *L.S.* INDIAN TELEGRAPHS. *Serial* No. *14*

To *C. C. Hammond* From *Dimla*

Words *43/6* Day *26* Hour *10* Minute *15* Special Instructions *Ltd*

To *Works Railway* From *Works*

Modena. *Call 2nd 11/6*

312 R. T. *applauding* 389
R. anomalite place and
plan showing guntakal
junction as at present
existing with both goods
and passenger stations and
all buildings on a scale of about
hundred feet to the inch

Send from *L.S.* Send to *L.S.*

At *Dimla* Mtd. by *Telegraph Master*

IND 27-6-95

02 Word Form.

Telephone *Serial* No. *15*

From *ER.*

To *Am.*

The Govt of India has telegraphed asking for a plan showing guntakal junction as at present existing with both goods & passenger stations and all buildings on a scale of about one hundred feet to the inch. Can you become have such a plan so far as it concerns your line.

for ER.

Telegram *State*

From *ER.*

To *Agent S.M. Ry.*

D 189 India requires plan showing guntakal junction as now existing with both goods and passenger stations and all buildings on scale of about hundred feet

Despatched 2.30 P.M.

Tele despatch 27-7-95

no. 116 12/6

feet in inch. Can
you send me such
plan.

HT

Telephone message

From

The Offg. Agent & Manager
Madras Railway
Rajapuram

To
The Commg. Engineer for
Chennai

Yes. Will prepare
and send plan
Guntakal Junction
on scale of 100 ft
to 1 inch as required.

Recd
4/20/95

AM.

Await receipt of plan

HT
mu

2/7/95

(No. 11.)

No. 590

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 3rd July 1895.

From

The Offg. Agent and Manager.

To

The Consulting Engineer for Railways.

Sir,

I have the honor to inform
you that with reference to your telegram of
the 2nd July 1895, requesting that the Government
of India may be furnished with a plan of
Guntakal Junction on a scale of 100 feet to
the inch, we have a plan drawn to a scale
of 60 feet to an inch. The dimensions of
this plan are 10 feet long by 3½ feet wide,
and if it be reduced to the 100 feet scale, it
would measure 6'7" by 5'4". I shall be
glad to be advised if a tracing of the former
will be accepted by the Government of India,
as the preparation of the plan on the reduced
scale will take a week.

Yours,

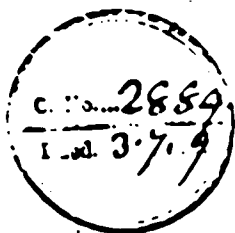
I am with much
66 ft. to inch plan

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

HT 2/7

Steufler

Offg. Agent & Manager.



MADRAS RAILWAY.
From
The Agent and Manager.
To
The Consulting Engineer
for Railways.
Dated 188
Recd.
No.

Telephone

From ER.

To AM.

your letter of 29th the
of 30th inst. :
66 feet to an inch
plan will be sufficient
for the purpose. *Letter*
follows. Please send a
tracing of it.

11/2/7

Recd 5.15 pm 3/7

Full 6/7

SERIAL
No. 17

62508

INDIAN TELEGRAPHS

To (Office)	Madras	From (Office)	Channar
25/6	5	19	15
To (Person)		From (Person)	

Consulting Engineer or
Railways x Agent S.M.R.

64 Word Form.

222 Nov d. 189
plan under preparation
will be sent as soon
as ready +

F.C.2.

1 wire to India office
from

Sent from	LY.	Sent to	MADRAS 5-7-95
At	No.	Mtd. by	At

Telegraph Master.

O. G. P. - N 220 T-15 1.04 - 50 00.000

From
11/12/95
S.M.R.

2929
6-7-95

(No. 11.)

No.

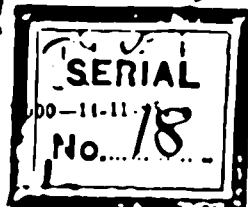
11374^d
610

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS,

8th July 1895



From

The offy: Agent and Manager,
M.R. Co.

To

The Consulting Engineer for Railways,
Madrass

Sir,

In compliance with your request I have the honour to forward herewith a tracing of the plan of Guntakal Junction Station yard.

I have the honour to be,

Sir,

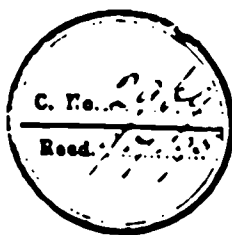
Your most obedt servant,

Henry Webb

Offy Agent & Manager

Wait S. M. of plan
a plan on 7 table
from
4
1

Ad



From
MADRAS RAILWAY.
The Agent and Manager.
To
The Consulting Engineer
for Railways.
Recd.
Dated
188
No.

Southern Mahratta Railway Company.



AGENT'S OFFICE.

DHARWAR, 12th July 1905

No. 84
9735
To,

The Consulting Engineer
for Railways,
Bombay, Madras

Sir, With reference to your telegram
no: 8189 of the 2nd instant, I
have the honor to forward herewith
a tracing of Sunitakal Station
yard - Scale 100ft. to the inch.

I have the honor to be,
Sir,

Your most obedient servant

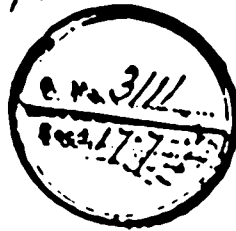
SIR.

Indian asked for a plan
on scale about 100ft. to the inch
The Madras plan is 66' and S.M.R. is 100
shall forward S.M.R.

Send the 100' = 1"
Scale made from 22
with return
when done one Enclosure
with.
Drg: No: 73

L. M. L.
Agent

8734
15-7-85



B. Form No. 12.

B.

No. 470 R



Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

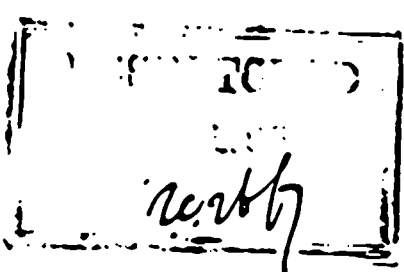
To
THE SECT. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.
Perle

24th July 1895.

SIR,
In compliance with
your telegram 312 RT.
of 26 June 1895, I am
directed to forward
herewith a plan of
Puntikal station and
on a scale of 100 feet to
the inch, and to request
the favor of its return
when no longer required.

Mu

R



branch been worked by the South Indian, have been interchange traffic paying its share of the expenses, became sur- passing traffic and paid nothing, thus throwing a heavier burden on the Madras (as well as Sur.) lines and interchange.

The solution seems to be to estimate what share of the joint expenses should be borne by the passing traffic and divide this in proportion to the weight of passing traffic of the two lines the balance being divided as at present in proportion to the weight of local and interchange traffic.

This is the way we work other agreements the amount deducted and debited to the passing traffic varying according to the local circumstances with which the people on the spot are alone familiar.

from
H. N. S. /

GOVERNMENT OF INDIA.

Public Works Department.

Simla, 17. 8. 1895.

My dear Upcott
A letter is just issuing to you from India about the division of joint station expenses account. We do not quite understand where the difficulty is expending in dividing the expenses on a tonnage basis though of course the circumstances are unusual in that both rail ways have passing traffic instead of one only.

SERIA
No. 2

No. 447 R.T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
Railway Traffic.

Simla, the 17th August 1895.

The following is forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information and guidance, with reference to the correspondence ending with his letter No. 470 R. of the 21th July 1895, the plan received with which is returned as requested.

By Order,

P. h. Mount

Under Secretary.

Copy of a letter No. 446 R.T., dated the 17th August 1895, from the Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Bombay, Public Works Department, Railway Branch.

With reference to correspondence ending with your letter No. 498 of the 6th March 1895, regarding the basis of division of the joint expenses at Guntakal Junction Station between the Southern Mahratta and the Madras Railways, I am directed to forward copy of correspondence noted on the margin and to say Letter No. 389 R., dated the 5th June 1895, from the Government of Madras, and that the two of its enclosures. Railway Companies concerned should endeavour to come to an early settlement

29/7

CONFIDENTIAL No. 6541

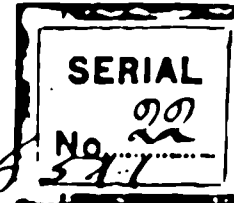
of the matter in direct communication with each other, or

failing this, to submit the question to arbitration.

2. I am to add that the Government of India are of opinion that the agreement in question should, if possible, be based on the principles approved of in their Circular No. XII Railway dated the 13th August 1889, regarding Joint Charges of Railways at Junction Stations, but that they would be willing to consider favourably any solution of the point at issue that may be agreed to by both the railways interested in the matter.

-----33053-----

Recd: 26.8.95



110210 6541

No 2801
3-9-95

with copy of letter No. 389 R
Apr 1/5 June 95

Incoul

to A. L. for information
with reference to con-
-sultation ending with
his No. 8553 8.9.5.95

3744 17/6
29
5

Not have the material of
a copy of our 309 R of 5/6/95
which has been supplied
to the I. M. Ry? 3744 30/8/95

ER. No. - 14/1/96

They should have a
copy 3744 30/8/95

ER. Have material
above.

D. 11/1/96
D. 11/1/96

SERIAL
No. 23

No. 768 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

All communications
should be addressed
to the Secretary.

To

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

Calcutta, the 19th December 1895.

Sir,

With reference to Government of India letter
No. 447 R.T., dated the 17th August 1895, forwarding, for an
early settlement of the matter, correspondence in connection
with the question of the basis for the division of the
joint expenses at the Guntakal junction station between
the Southern Mahratta and the Madras railways, I am directed
to enquire how the matter now stands.

I have the honour to be,

Sir,

Your most obedient servant,

W. R. E.

Captain, R.E.,

Assistant Secretary.

Documents accompanying:-

Nil.

branch been worked by the South

SERIAL
No. 24

Indio, Cal. Dec. 19
of 19 Dec: 1895.

No 4148
31.12.95

Copy forwarded to
the Agent & Managers
Indian Railway for
favorable note refer-
ence to this office and re-
ment No. 2801 of 3rd Sept 1895

Remains
No. 4148 of 2.1.96

AM 22/1

2002 23 1/2 46

AM 31/12

for R

OK 7th 6/7 96

Di 11/11

(No II.)

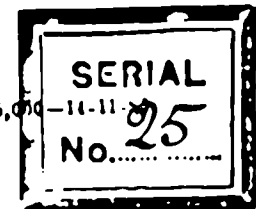
No. 8553

75

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 27th January, 1896



From

Chas Agent and Manager.

A. R. A.

To

Chas Consulting Engineer for Railways.

SIR,

Madras.

In reply to your endorsement
of 6/10/95 dated the 30th ultimo on letter
from the Government of India re 760 Out
of the 17th idem and its subsequent remarks,
I have the honour to inform you that I
am waiting for a reply to a letter
addressed to the Agent, Southern
Madras Railway, on the subject of
the division of Joint station expenses
at Guntakal.

I have the honour to be,

Sir,

your most obedient servant,

Chas

Agent and Manager

*in
nil*

20/1

SERIAL
No. 27

No. 541 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

All communications
should be addressed
to the Secretary.

To

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

Simla, the 14th July 1896.

Sir,

With reference to your letter No. 84 R., dated the 31st
January 1896, I am directed to enquire if a settlement has
yet been come to regarding the question of the basis for
the division of the joint expenses at the Guntkal Junction
Station between the Southern Mahratta and Madras railways.

I have the honour to be,

Sir,

Your most obedient servant,

W. B. ...

Captain, R.E.,

Assistant Secretary.

Documents accompanying:-

N11.

M.L.M.

13/-
No. 84 R. dated 31.1.96

24/2 5/2

... 6498

SERIAL
No. 28

no 2485
21-7-36

Ans. 20.7.36

copy forwarded with
information of the office
understand that for favor
of early reply with reference
to correspondence ending
with his no 8353 of 27.1.36
75

e

W

21-7-36

101
2017

(No. 1.)

No. 8553

652

MADRAS RAILWAY

AGENT AND MANAGERS OFFICE,

Madras, 27th July 1886

SERIAL

No. 29

From

The *Agent and Manager.*

Madras Railway

To

The *offg. Consulting Engineer for Railways.*

Madras

SIR,

Civil

Referring to your endorsement N^o 2185 of the 21st instant on copy of letter from the Government of India N^o 541 R. I. dated 14th idem, I have the honor to state, that a settlement of the question of the basis for the division of the joint expenses at Gumbakhal Junction has not yet been arrived at. The subject is still under correspondence between the *Agent.* Southern *Madras* Railway and myself.

The expenses of the Junction station are at present being divided

divided in accordance with the terms
of the working agreement signed by
the agents of the respective companies
on the 15th December 1893.

I have the honor to be
Sir,

Your most Obedt. Servt.

Harry C. Webb

Ag. Agent & Manager

In reply

12/2/97

3234
23/7/96

R. Form No. 12

SERIAL
No. 30

No. 657

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.

3^d August 1896.

SIR,

In reply to your letter no 541 R.T dated 14th July 1896. I am directed to state that a settlement of the question of the basis for the division of the joint expenses at Puntal Junction has not yet been arrived at. The subject is still under consideration between the Agents of the railways concerned. The expenses of the junction station are at present being divided in accordance with the terms of the working agreement signed by the Agents of the respective Companies on the 15th Dec 1893.

CMM 28/7

R. C. M. R.

Despatched 5-8-96

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

188

Recd.

No.

Bf

no 657 Rof3 286

11/10/88

20/5

10/8