

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 901R

DATED 24th May

[Despatch Abstract.]

Bangalore-Guntakab Railway.—Despatch from the Govt of India to the Secretary of State regarding the provision of certain special clauses in the contract for working the — by the Southern Mahratta Railway Company, communicated to the Consulting Engineer for Railways with request that para 4 of the despatch may be communicated to the South Indian Railway Company regarding the retention by that Company of the rolling-stock of the Dharmavaram-Guntakab Section.

Indexed.

[illegible]

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

5. We have also the honour to enclose, herewith, for information, a letter from the Government of Madras suggesting that the protective clause above referred to should be so worded as to prevent the traffic being sent, or charged for, otherwise than by the shortest route, whether over the Southern Mahratta Railway, or over that and other lines, and that a clause should also be provided giving the Secretary of State full powers in regard to the timing and speed of trains. We agree with the local Government that it is necessary to provide for the exercise of full powers by the Government in regard to the timing and speed of trains in order to secure to the new line its

fair share of the coaching traffic. As regards goods traffic, we do not think it necessary to require that the traffic shall invariably be sent by the shortest route, as such a condition is unusual and would sometimes involve a double transshipment. We, however, consider that some provision should be made to prevent through traffic with the Great Indian Peninsula and Madras Railways being penalised and desire that, in addition to the proposals contained in the letter* from the Board of Directors of the Southern Mahratta Railway Company to the India Office, mentioned in our despatch No. 100 (Railway), dated 7th October 1891, to the effect that the mileage rates charged on the new line for through goods traffic shall not exceed the lowest mileage charge for similar traffic on any portion of the system worked by the Southern Mahratta Railway Company.

* No. 34 of April 1892, forming enclosure No. 3 to despatch from the Secretary of State, No. 45 (Railway) of 1892.

ORDER—dated 24th May 1893, No. 901 R., Public Works.

The Consulting Engineer will communicate para. 4 of the despatch to the South Indian Railway for the orders to be carried out.

(True Extract.)

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

To the Consulting Engineer for Railways.
,, Examiner, Guaranteed Railway Accounts.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated May, 24th.

Recd.

Encl.

G.O., 24th May 1893, No. 901 R.

MAY.

Bangalore-Guntakal Railway

Despatch from the Government of India to the Secretary of State regarding the provision of certain special clauses in the contract for working the — by the Southern Mahratta Railway Company, communicated to the Consulting Engineer for Railways with request that para. 4 of the despatch may be communicated to the South Indian Railway Company regarding the retention by that Company of the rolling-stock of the Dharmavaram-Guntakal section.

Copy.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

To

HER MAJESTY'S SECRETARY OF STATE
FOR INDIA.

No. 14 Railway.

Dated Calcutta, the 1st March 1893.

Received

BANGALORE-GUNTAKAL RAILWAY.

*Working by the Southern Mahratta Railway
Company.*

Provision of certain special clauses in the working contract.

G. I. C. P. O.—No. 1049 P. W. D.—23 2-93.—86.—T. C. S.

No. 14 Railway of 1893.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

To

THE RIGHT HONOURABLE THE EARL OF KIMBERLEY, K.G.,
Her Majesty's Secretary of State for India.

Calcutta, the 1st March 1893.

MY LORD,

In Despatch No. 45 Railway, dated 5th May 1892, we were informed that the necessary contract for the working of the Bangalore-Guntakal chord line by the agency of the Southern Mahratta Railway Company would be taken in hand, and that provision would be made in the contract for securing to the new line its proper share of the traffic with the company's system.

2. Subsequently we learnt by Despatch No. 64 Railway, dated 30th June

Telegram No. 634 R. C., dated 10th June 1892.

"Our Railway Despatch No. 41, dated 30th March 1892. Please defer working agreement with Southern Mahratta Railway Company with regard to Bangalore to Mysore frontier section, as by inadvertence we have not yet consulted Mysore administration, which should be consulted before ratification."

1892, replying to our telegram marginally quoted, that the formal contract had not been drafted, and that, pending the receipt of a further communication from us, no further steps would be taken in the matter.

3. In reply to paragraph 3 of Lord Cross' Despatch No. 64, dated 30th June 1892, we have now the honour to state that the Mysore Durbar prefer that the working agreement for the section of the line in Mysore territory, from Bangalore to the Mysore frontier, should be executed separately in India. We see no objection to this course, and we have accordingly to request that the contract to be drawn up in England may be confined to the line from Guntakal to the Mysore frontier south of Hindupur.

4. With regard to paragraph 3 of Lord Cross' Despatch No. 45 Railway, dated 5th May 1892, we have to say that no portion of the rolling stock, machinery, plant and stores belonging to the Dharmavaram-Guntakal section will be transferred with the working of this section to the Southern Mahratta Railway Company. The South Indian Railway Company will retain the rolling stock, and the surplus construction plant and stores will be disposed of by the Government of Madras to the best advantage.

5. We have also the honour to enclose herewith, for information, a letter from the Government of Madras suggesting that the protective clause above referred to should be so worded as to prevent the traffic being sent, or charged for, otherwise than by the shortest route, whether over the Southern Mahratta railway, or over

that and other lines, and that a clause should also be provided giving the Secretary of State full powers in regard to the timing and speed of trains. We agree with the Local Government that it is necessary to provide for the exercise of full powers by the Government in regard to the timing and speed of trains in order to secure to the new line its fair share of the coaching traffic. As regards goods traffic, we do not think it necessary to require that the traffic shall invariably be *sent* by the shortest route, as such a condition is unusual and would sometimes involve a double transshipment. We however consider that some provision should be made to prevent through traffic with the Great Indian Peninsula and Madras railways being penalised and desire

* No. 34 of April 1892, forming enclosure No. 3 to Despatch from the Secretary of State, No. 45 Railway of 1892.

that in addition to the proposals contained in the letter* from the Board of Directors of the Southern Mahratta Railway Company to the India Office, marginally quoted, a clause should be provided in the contract, as suggested in paragraph 13 of our Despatch No. 100 Railway, dated 7th October 1891, to the effect that the mileage rates charged on the new line for through goods traffic shall not exceed the lowest mileage charge for similar traffic on any portion of the system worked by the Southern Mahratta Railway Company.

We have the honour to be,

MY LORD,

Your Lordship's most obedient humble Servants,

LANSDOWNE.

ROBERTS.

PHIL. P. HUTCHINS.

D. BARBOUR.

ALEX. EDW. MILLER.

H. BRACKENBURY.

C. B. PRITCHARD.

Document accompanying.

Letter from the Government of Madras, No. ^{1830 R.}_A, dated 30th June 1892.

All communications
should be addressed
to the Secretary.

No. 246 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY *Traffic*

Simla, the 6th May 1893.

The under-mentioned paper is forwarded to
the Joint Secretary to the Government
of Madras in the Public Works De-
partment, Railway Branch, for in-
formation.

By order,

J. R. Fortescue

Under Secretary.

Document referred to.

Copy of Despatch No. 14 R. T. dated 1st
March 1893, from the Government
of India in the Public Works Depart-
ment to the Secretary of State for
India, regarding provision of certain
special clauses in the Contract for
the working of the Bangalore -
Guntakal Chond Railway by the
Southern Maharashtra Railway Com-
pany:-

EW 4515/93

Ends!
Recd 16.5.93

A N. 901 R 24 May 1893.

W

Communicated to
the Consulting Engineer for
Railways for information
with reference to Propo. to
1630 P. dated 20 June 1892.

Mr.

18/5

2

The Com. Eng. for Rys. & P. copy taken

- Ex. G. P. Ry. Com.

24.5.93

24/5

16/5

Working of the Bangalore
Guntakul chand Railway
by the Southern Mahratta
Ry. Co.

Thurs. 10.
W. 11.10.

I don't think we have anything
to do with this matter. It concerns
the Govt of Bombay which controls
the S.M.R. W. 18 May
The latter part of para 4 almost
concerns us.

1/10/93

26

The Com. Eng. for Rys. & P. Sept 24/93
Ex. G. P. Ry. Com.

Circulated to
H.E. The Governor
Sir Henry Stokes

The clause in the
latter part of para
5 of Despatch 1044
Railway of 93 will
probably protect the
J. S. P. & Indian Ry.
Working
as the agreement for
the Bangalore - Mysore
pure section is to be
executed in India
shall the Mysore
Section be address-
ed on the subject?

A N. 901 R 24 May 1893
The Com. Eng. will com-
municate para 4 of
the Despatch to the S. S. Ry.
for the notes & the coming
out J.M. 23/5

6

No. 901 R of 24 May '93

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Endorsement from the } H.E. No. 246 R. T. of 6 May '93
Govt. of India P.W.D. }

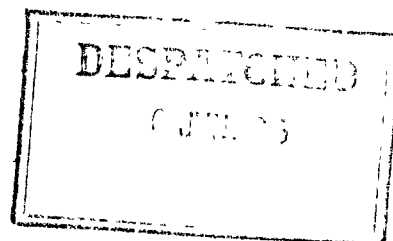
H P

The Consulting

Engineer will communicate para 4 of the Despatch to the South Indian Railway for the orders to be carried out. -

Intd L. R. U.

23/6



To The Consulting Engineer
- to Govt. Engrs.

A
901 R a, 24. 5-93.