

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 247 R

DATED 24th April

[Despatch Abstract.]

Bangalore-Guntakal Railway. — Letter from the Govt of India forwarding despatch from the Secretary of State on the subject of the working of the — by the Southern Mahratta Railway Company, recorded.

BACK PAPERS.

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	2385	R	21-10-91				
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	745	R	23-3-92				
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	1630	R	30-6-92				
	1630A	R	30-6-92				
	901	R	21-3-93				

FURTHER PAPERS.

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

India Office,
London, 1st February 1894.

Railway.

No. 9.

To His Excellency The Right Honourable The Governor General of India
in Council.

My LORD,

*Working of the Bangalore-Guntakal
Railway by the Southern Mahratta Railway
Company.*

• Telegram from Viceroy, 9th January 1894.
" Our Railway Despatch 14, 1st March,
regarding terms for working Guntakal to
Mysore frontier section Bangalore-Guntakal
Railway. When may they be expected ? "

Telegram to Viceroy, 11th January 1894.
" Yours, 9th January. Contract with
Southern Mahratta Railway Company for
working Bangalore-Guntakal Railway un-
der preparation. May be expected in about
two months. Despatch follows."

† Letter to Railway Company, dated
12th April 1893.
Ditto from ditto, dated 19th April 1893.

With reference to the telegraphic corres-
pondence quoted in the margin, * I transmit
herewith, for your Excellency's information, copy of
correspondence which has passed between this
Office and the Directors of the Southern Mahratta
Railway Company, on the subject of the working
by that Company of the Bangalore-Guntakal
Railway, since the receipt of your predecessor's
Railway letter No. 14 of the 1st March 1893.

2. Your Excellency will observe from the Com-
pany's letter of the 19th April last, that, with
regard to passenger fares, the Board agree that the
rates shall be the lowest mileage rates levied on
any part of their system, excluding, however,
special low fares in the vicinity of towns.

3. With respect to goods rates, the Board have
suggested that, instead of the lowest mileage
charge on any portion of the system, the mean
mileage rates on through traffic between Bangalore
and P'cona, via Hubli and Londa, be adopted for
traffic interchanged between the Bangalore-
Guntakal and other lines.

4. I have agreed to the Board's proposals, and a
draft contract is now, as stated in my telegram of
the 11th January 1894, under preparation. A
copy of the contract will be sent to you as soon as
it is executed.

I have the honour to be,

My Lord,

Your Lordship's most obedient, humble Servant,

(Signed) KIMBERLEY.

ENCLOSURES.

No. 1.

P. W. 186.

India Office,

12th April 1903.

Sir,

I am directed by the Secretary of State for India to acknowledge the receipt of your letter, No. 24, of the 20th March 1903, inquiring when the Directors of the Southern Mahratta Railway Company may expect to receive for their consideration a copy of the contract for the working by the Company of the Bangalore-Guntakal Railway.

In reply I am to inform you that the preparation of a contract has been deferred pending the result of a reference which the Secretary of State considered necessary to make to the Government of India.

A reply has now been received from that Government, who 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. They accordingly request that the contract to be drawn up in this country may be confined to the line from Guntakal to the Mysore frontier, south of Hindupur.

It is proposed to word the protective clause, referred to in the correspondence quoted in the margin*, so as to prevent the passenger traffic being sent or charged for otherwise than by the shortest route. Further, it is proposed to insert a clause giving the Secretary of State full powers in regard to the timing and speed of trains.

As regards goods traffic, the Government of India do not think it necessary to require that it shall invariably be sent by the shortest route, as they say that such a condition is unusual and would sometimes involve a double transshipment. They consider, however, that some provision should be made to prevent the through traffic with the Great Indian Peninsula and Madras Railways being penalized, and they suggest that a clause should be provided in the contract 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.

I am to ask whether the Board agree to the proposed conditions.

I am, &c.,

GEORGE W. E. RUSSELL.

The Secretary,
Southern Mahratta Railway Company.

No. 2.

The Southern Mahratta Railway Company, Limited,
41, Finsbury Circus, London, E.C.,

No. 30.

Sir,

19th April 1903.

I am directed to acknowledge the receipt of your letter No. P. W. /186, dated the 12th instant, on the subject of the proposed working agreement of the Bangalore-Guntakal Railway, intimating

that, in the opinion of the Government of India, it is not necessary that all traffic should be despatched by the shortest route, but that it will be sufficient, first, to guard against passengers being sent or charged for except by the shortest route, by giving the Secretary of State full power to settle the timing and speed of trains; second, to give passengers the benefit of the lowest scale of fares prevailing on the Southern Mahratta and Mysore Railways; and third, that rates for goods should not exceed the lowest mileage charge for similar traffic on any portion of the system worked by the Southern Mahratta Railway Company.

2. In reply, on the first point, I am directed to remark that, under Section 19 of the Southern Mahratta Railway Contract of 1882 and Section 27 of the Mysore Railway Contract of 1887, the Secretary of State has full power to require the running of as many trains at such times, at such rates of speed, and between such places as he may deem fit. As these powers will be incorporated in the Bangalore-Guntakal agreement, other provision seems unnecessary.

3. As regards the second point, passenger fares, the Board have no objection to the lowest mileage scale levied for the several classes of passengers on any part of their system being fixed as the scales to be followed on the Bangalore-Guntakal section, excluding, however, special low fares in the vicinity of towns.

4. In respect to the third point, goods' rates, the Board think it will be better to adopt for all through traffic interchanged between the Bangalore-Guntakal line and other railways, as a maximum on, and strictly confined to the mileage passed over of, the Bangalore-Guntakal section, the mean through mileage rates charged for the time being on the several classes of goods, and for special class goods on through traffic between Bangalore *via* Hubli and Londa to Poona and *vice versa*. The mean mileage to be deduced from the total through charge from Bangalore *via* Hubli and Londa to Poona and *vice versa* for different classes of goods divided by the total distance. The Board's reason for recommending this change from the proposal of the Government of India is that very low special rates may have to be fixed occasionally on special parts of this railway system in order to attract traffic or to meet competition, and the Board might be precluded from adopting such low special rates where needed by exigencies of traffic, if they had at the same time to extend those special low rates to the Bangalore-Guntakal section, where they would cause a needless sacrifice of revenue. The proposal of the Board will meet the objects that the Government of India have in view, *viz.*, to prevent this Company exercising undue preference in favour of their Bangalore *via* Hubli and Londa to Poona route, but it will press rather heavily upon this Company, as their through mileage rates, on a lead of only 168 miles from Bangalore to Guntakal, would be the same as on the longer lead of 625 miles from Bangalore to Poona. The Board, however, prefer this loss to being tied down to charge on the Bangalore-Guntakal Railway the lowest rates in force on any part of their extensive system. The local rates on the Bangalore-Guntakal are, it is understood, to be left to this Company to settle in accordance with its standard tariff.

5. At a conference lately held at Mysore, at which the Consulting Engineer to the Government at Bombay was present, the Agent of this Company submitted to Mysore Durbar a draft agreement for the working of the railway from Bangalore to the Mysore frontier, near Hindupur. This draft agreement is on the same lines as the agreements concluded for the working of the Kolhapur State Railway, and of the portion of the Mysore Railway between Mysore and Nanjangude.

6. It is not improbable that the agreement will be accepted by the Mysore Durbar. All that is, therefore, necessary in the agreement now about to be prepared at the India Office is to insert a clause that the stipulations regarding through rates and fares shall extend over the whole distance from Bangalore to Guntakal, and not be limited to the section between Guntakal and the Mysore frontier, near Hindupur.

I have, &c.,
EDWARD Z. THORNTON,
Secretary.

The Under Secretary of State
for India.

Recd
14/4/94
P.W.D.
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All communications
should be addressed to
the Secretary.

No. 139 R. T.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY Traffic.

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

Simla, the 6th April 1894.

Sir,

In continuation of Government of
India No. 246 R. T., dated the 6th May 1893,
I am directed to forward, for information, a
copy of a despatch from Her Majesty's Secretary
of State for India, No. 9 Railway dated the 1st
February 1894, and of its enclosures, on the subject
of the working of the Bangalore - Suntakal -
railway by the Southern Mahratta Railway Company.

I have the honour to be,
Sir,

Your most obedient servant,

J. D. K. V. Govt

Under Secretary.

Documents accompanying:-
A copy of Secretary of State's Despatch
No. 9 Railway dated 1st February 1894 and its enclosures.

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