

Public Works (189 6) Department.

RAILWAY BRANCH.

G.O., No. 548R

DATED 22<sup>nd</sup> June 1896.

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[Despatch Abstract.]

List of Railways in India which have been surveyed,  
reconnitred or proposed, but not sanctioned.—

Letter to the Government of India requesting to be  
furnished with four more copies of the.

BACK PAPERS.

| G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|
| 732  | R   | 24-3-91     |       |
| 1440 | R   | 1-8-91      |       |

FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
|      |     |             |       |      |     |             |       |

*All communications  
should be addressed to  
the Secretary.*

No. 233 R. 6

GOVERNMENT OF INDIA.

PUBLIC WORKS ~~DEPARTMENT.~~

RAILWAY

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

Calcutta, the 11<sup>th</sup> March 1891

Sir,

I am directed to forward herewith,  
for information and guidance, a memo-  
randum of instructions, which have  
been approved by His Excellency the  
Governor General in Council, for the  
guidance of Promoters in the submission  
of proposals for the construction of railways  
in any part of British India.

Have the honor to be,  
Sir,  
Your most obedient Servant.

Documents accompanying  
Memo: of Instructions for promoters  
of Railway projects with appendices  
A. B. and C.

F. H. Bennett  
Offg. Under Secretary

2708

B. No. 732 R of 24-March/91.

1461  
20/10/91

Communicated  
to the Consulting Engineer  
for Railways for information  
and guidance.

R. 16-2-91

W. R.

B. No. 732 R of 24-March/91.

No. 371 of 4-May-1891.

645

1300

Copy to A. M. and S. R.  
for information & guidance

(24) W. R. C.

2  
1  
3

20/3

The Comptroller for R. & S. R.  
with 35 spare copies.

1. 14/3/91  
2. 14/3/91  
3. 14/3/91

2708

SERIAL

No. ....

No. 623 R. 6.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction

All communications  
should be addressed to  
the Secretary.

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

Simla, the 17<sup>th</sup> July 1891.

Sir,

I am directed to forward here-  
with, for information and guidance,  
a revised Memo. of instructions for the  
guidance of promoters in the submis-  
sion of proposals for the construction of  
railways, ~~together with~~ <sup>and</sup> an amended  
"Form A" (accompaniment thereto);  
which have received the approval of  
the Secretary of State, and to request that  
they may be substituted for the Memo.

And

8217

and Form A. which were forwarded with  
Public Works Department letter No. 233 R.C.  
dated 11<sup>th</sup> March 1891.

I have the honour to be  
Sir  
Your most obedient servant

No. 3-18-91  
Enc 1 (4950)

J. D. Roberts

Offg Under Secretary

Documents Accompanying  
Revised Memo. with Form A. No. 1770 R & 1<sup>st</sup> Aug 1891

Recd 24 July.

Communicated to the

Consulting Engineer for Railways  
for information and guidance  
in supersession of Progs. No. 732 R.  
dated 24<sup>th</sup> March 1891.

No. 1770 R & 1<sup>st</sup> Aug 1891  
No. 717  
304. 2/25

E.C.R.  
Copy to A. Secy, Sd. & Sd. R. in  
cont of previous C.O.

(20) a.d.g.s.  
10/8/91

For M. R.  
27/2/91

To the Commr for Railways

27/4  
R29/7

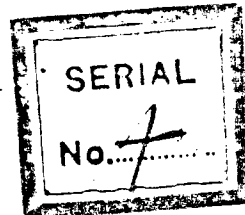
All communications  
should be addressed to  
the Secretary.

No. 628 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.



Simla, the 17th June 1893.

The following together with six copies of the list, for-  
warded to the Joint Secretary to the Government of Madras  
(Railway Branch), Public Works Department for information, in  
continuation of Government of India No. 628 R.C. dated 17th  
July 1891.

By order.

J. D. Roberts

Under Secretary.

Copy of letter No. 627 R.C. dated the 17th June 1893, from the  
Secretary to the Government of India, Public Works Department,  
to the Superintendent Government Printing, Calcutta.

I am directed to forward, a copy of the Memorandum for the  
guidance of Promoters when submitting proposals for the con-  
struction of railways and with reference to paragraph 5 there-  
of, to send for custody, 100 copies of a list of railways in  
India that have been surveyed, reconnoitred or proposed but  
not sanctioned, which has been prepared for the information of  
persons desiring to promote the construction of railways in

India

India by private enterprise; and I am to request that you will issue copies on application from private persons or parties on payment of a fee of Rs.5 per copy.

2. Copies of the list required for official use will be supplied from this office.

-----0-----

26  
26  
26

7th.

Encls 1 (55-C)  
Recd: 26.6.93.  
P. W. GUNNING

Copys forwarded to  
the Agent Madras, South  
Indian, Nilgiri & Nilamb  
Railways.

Imbueeto  
for R.R.

To A.M. No 556  
A 687 of 30.6.93

for No 144504 30.6.93  
To N.R. & N.C.S.R. & P.R.

His Excellency the  
Governor -  
1. Hon. W. Parthasarathy

I don't think it means a guarantee  
of 4%.  
All that it means is that in addition  
to the share of gross earnings of the branch  
(arrived at by the application of the main  
line percentage of working expenses)  
a portion of the <sup>receipts</sup> of the main line  
from traffic interchanged with the branch  
shall be added. Such portion is limited  
in two ways - by the difference between  
the share of the branch & 4% on the capital  
& by 10% of the main line receipts on the  
traffic interchanged.

It appears reasonable that the main  
line should concede to the branch a special  
share of the receipts which accrue to the  
main line in consequence of the existence  
of the branch. But it does not seem rea-  
sonable that, conversely, the branch line  
should not contribute to the main line  
a special share of the receipts which ac-  
cure to the branch line in consequence  
of the existence of the main line. The  
arrangement seems thus one-sided. Also,  
it does not seem right that the branch should  
get the benefit of the receipts from interchanged  
traffic twice in a double way as seems to  
be the case. Thus, if  $\frac{a}{b}$  be the gross receipts  
(and branch) of the main line, &  $\frac{c}{d}$  its <sup>(main)</sup> working expenses  
the fraction  $\frac{a-c}{b}$  will determine the share of  
the branch line in its gross receipts. But  $\frac{a-c}{b}$   
is made up of the main line receipts proper  
& of the receipts from the interchanged traffic  
of the branch & a separate share up to 10% of  
the latter.

Art 15 seems to provide sufficiently for the  
consent of guaranteed companies being obtained

Ser. Member for pro-  
sal - and elucidation  
of concession no 5.

I understand that  
the maximum concession  
under this clause is due  
that the difference between  
the net profits of the  
branch & what would  
have been paid from a de-  
duction of the profits of  
the main line - but  
this is not quite clear  
from the word towards  
as the deduction may  
not be sufficient to  
raise the total percentage  
to 4%.

But article 7 of lines  
connected with State Rys.  
distinctly says that the  
dividend of 4% is due.  
made up -

In article 16 of lines  
connected with guaranteed  
or assisted companies  
it says the above condition  
will be applied - but  
how can they be if the  
agreement between the  
govt. & the guaranteed  
cos. does not contain  
any such proviso?

The concession appears  
to be a State Subsidy under  
a new title  
Yrs. Mr  
To P.T.O.

Taking the terms of the contract as set out in the "Specification" and also the terms of No. 7 of the terms & conditions in the Resolution which follow, I consider the arrangement to be equivalent to a guarantee of 4 1/2% from the <sup>branch</sup> main line's receipts, ~~that~~ <sup>as</sup> that amount will be paid to the R.R. it is equivalent to a State subsidy, a guarantee of a limited character.

Of the branch line has had its share of ~~the~~ <sup>its</sup> net earnings, ~~and~~ (calculated on the rate of main line) ~~has~~ <sup>been</sup> ~~on~~ <sup>on</sup> the main line) if that main line had 4 1/2% as the rate of the branch line, the difference is to be made up from the earnings of the main line.

and ~~the~~ <sup>the</sup> ~~interchange of traffic~~ <sup>interchange of traffic</sup> ~~within the limits of 1871~~ <sup>that</sup> ~~and~~ <sup>that</sup> ~~the~~ <sup>the</sup> ~~gross~~ <sup>gross</sup> ~~earnings of the main line~~ <sup>earnings of the main line</sup> as an ~~offset~~ <sup>offset</sup>.

7/10/90 Lf

1/4 in - of a limited character.

It is within a return now a robot.  
 W  
 20 Oct

10% will not be sufficient to make up 4% on the capital, and a shortage will result. Therefore the wording of para 7 - (as far as the proviso) is, to say the least of it, misleading - as it certainly says that the return to be made by the main line to the branch line is to be sufficient to make up 4% on the capital expended on the branch line. While it goes on to say that such return or "rebate" as it is (I think erroneously) called is never to exceed a certain limited amount. I think this should be pointed out to India, and they should be asked to make this point clear. "The gross earnings of the main line" I do not think can be considered surplusage - as it will make a great difference if this is not clearly stated in a great many ways.

The arrangement may be as Sir H. Stokes says rather one sided - but it is, I take it, one of the concessions which the Gov. of India is prepared to make, in order to attract private enterprise in railway construction in India, and it is without that without some concessions, private enterprise will not come forward.

I think Article 15 makes it clear that the Govt. will do all it can to get railways other than State to co-operate - while Article 16 lays down that the <sup>provisions</sup> ~~conditions~~ and stipulations as between branch and State railways will be applied where relevant - in the case of new railways connecting with non State railways.

I think this is all right.

W  
10 Oct.

It does not appear to me to mean a downright guarantee of 4% to the new railway.

What I understand by the rule is that the branch railway is to get for its profit that percentage of earnings over expenses which results from the working of the whole system - main line and branch together. If that is found to be short of 4% on the capital expended on the branch, the main line is to make up the difference - always provided that the main line is not to contribute towards this deficit more than 10% of the gross receipts which have accrued on the main line from traffic interchanged between the two lines. But it is quite possible that this

Walt

1900

at the same time I  
 am to remark that  
~~the use of the 10 para~~  
 of the Revolution  
 might be held to induce  
 nations to believe that  
 the Government concerning  
 practically <sup>thence</sup> ~~avows~~ <sup>avows</sup> ~~some~~  
<sup>at interest capital</sup>  
 per cent but ~~the~~ which  
 is evidently not the  
 intention of ~~the~~ <sup>the</sup> ~~revolution~~  
~~but~~ <sup>no</sup> ~~the~~ <sup>the</sup> ~~return~~  
 limitation of 10% of the  
 interchanged traffic ~~page~~

Free  
12/11

22/11/20

- Mel - accompanying -

Joint Secty. Ry. Board  
to

Walter H. H. -

Sir, with reference to Joint  
of India Resolution 924 R.C.  
dated Simla 14 Sept 1893

I am directed to inquire  
whether in para 7 "Lines & the  
connected with State Railways"

it is intended that in  
addition to the net earnings  
of the branch (which are the  
gross earnings of the branch  
less 50 per cent. of gross earnings of  
the main line) a portion  
of the gross earnings of the  
main line (from traffic in-  
terchanged with the branch)  
shall be added -

Such portion being limited  
by first the difference between  
the share of the branch & 4%  
on its capital & secondly  
by a maximum of 10% of the  
main line gross earnings  
on interchanged traffic -

Yours 20/10/93

The Contribution is Cal-  
culated as follows - In  
addition to half the gross  
earnings of the branch  
10% of the main line share  
of interchanged traffic may  
be paid provided both  
sums do not exceed 4%  
on the capital cost

Yours 13/11/93

The Concession offered  
in para 2 (5) and

Am. I have altered  
2 words in para note  
which seem to me to  
convey the correct in-  
terpretation - please  
correct me if I am  
wrong.

Yours faithfully  
W. H. H.

I don't think it is necessary to ask the  
question in the draft, as it is quite clear  
from para 7 that the 10% is on the gross  
earnings of the main line from traffic  
interchanged. But I don't understand  
what it is that H.E. wants to be asked.  
The meaning of the rule seems to me  
quite clear.

Yours  
21 Oct.

His Excellency the Governor.

Yours accompanying  
- H.E.

No. 548.

Government of Madras.

PUBLIC WORKS DEPARTMENT,  
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

*Similar*

*Coty the 22<sup>nd</sup> June 1896*

SIR,

*With reference  
to your memorandum  
no: 628 R.C. of 17<sup>th</sup> June  
1893, I am directed to  
request the favor of  
this office being furnished  
with 4 copies more of  
the List of Railways  
in India which have  
been surveyed, reconstructed  
or proposed but not sanc-  
tioned."*

D. R.

*I find that 6 copies  
were sent in accordance to  
an order for a formal*

*in E.P. file*

*1 copy*

*1 copy*

*1 copy*

*the 2 copies must have been*

*sent to the P.W. Department*

*Documents accompanying*  
*- Nil -*

*JH*  
*20/6*

No. 962 R. C.  
GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
Railway Construction.

All communications  
should be addressed to  
the Secretary.

To

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

Simla, the 3rd July 1896.

Sir,

In compliance with the request contained in your  
letter No. 548 R., dated 22nd June 1896, I am directed to  
forward herewith for the information of the Government of  
Madras 4 copies of the "List of railways in India which have  
been surveyed, reconnoitred or proposed but not sanctioned."

I have the honour to be,

Sir,

Your most obedient servant,

*H. A. Anderson*

Offg: Under Secretary.

Documents accompanying.

4 copies of list referred to.

*No. 2849 C of 14 July 1896*

*Recorded*

*E  
10/9 R*

R.L.

*24/3/96  
30/6*

*Rf. No. 548 R. dated 22.6.96*

... No. 6125

Encls 1 (38. c)

Recs: 8. 7. 96

542 K

2-1-97

15/7