Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 548R

DATED 22nd June 1896.

[Despatch Abstract.]

"List of Railways in India which have been surveyed, reconnoitred or proposed, but not Sanctioned." —

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

[P. W. Ry. 1,000—11-8-99.]

Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
732	R	24-3-91					
1770	R	1-8-91					

FURTHER PAPERS.

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

All communications should be addressed to the Secretary.

SERIAL No. 21

No. 233 R. 6

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction

To

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

Fort/1873

Calcutta, the 11th March 1891

Sir,

I am directed to forward herewith, for information and guidance, a memorandum 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.

I have the honour to be,
Sir,
Your most obedient Servant

F. A. Hobart
Offg Under Secretary

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

PWC No: 2962

B.
No. 732 R & 24-March 91.

Ind
20 Mar

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

R 16-3-91

E 1/1 (495)

Ind/1893
Pol: R

B
No. 732 R & 24-March 91.

No. 371/645/1300 dt 4. May. 1891.
Copy to C.E., S and SWR
for information & guidance
(Sd) W.R.C

G
I
3

Das/3
with 1 index
to
The Consg Engr for Rys.
with 35 spare copies.
1 Nov 1893
Rec'd
Dec 3/93

W
3

J

All communications should be addressed to the Secretary.

SERIAL
No. 3

No. 623 R. 6.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

To

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

Simla, the 17th July 1891.

Sir,

I am directed to forward herewith, for information and guidance, a revised Memo: of instructions for the guidance of promoters in the submission of proposals for the construction of railways, ~~together with~~ and 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

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

8217

I have the honour to be
Sir
Your most Obedient Servant

H. B. Hobart
Offg Under Secretary.

Documents Accompanying Revised Memo: with Form A.

B. No. 1770 Rg 1st aug 91

B.
No. 1770 Rg 1st aug 91
No 717 / 1117 dt 10th August 1891.
304. 2125

E.C.R. 3
Copy & A. Rec. 2 A/L SN.R. 4 wi
Cont of previous G.O.

(Lo) a.d.G.S.
10/8/91

6 Secretaries

All 2717
Rly 2817. R 29/7

Rly 29 July.

Communicated to the Consulting Engineer for Railways for information and guidance in supersession of Progs. No. 732 R. dated 24th March 1891.

For Offg: R
27/2/91

To The Comptroller for Railways

QC 10/8

1

SERIAL
No. 7

No. 628 R. C.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

Simla, the 17th June 1893.

The following together with six copies of the list, forwarded 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.

H. B. Hobart
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.

----------o----------

I am directed to forward, a copy of the Memorandum for the guidance of Promoters when submitting proposals for the construction of railways and with reference to paragraph 5 thereof 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

P. W. CURRENT No. 5721

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----------

Yrs.

Encls 1 (5 S-C)
Recd: 26.6.93.

Copy forwarded to the Agent Madras, Southern Indian, Nilgiri & Nizam Railways.

for Secretary to
Govt. R.

To A.M. A No. 556/687 dt. 30.6.93

Cir. No. 1445 dt. 30.6.93
To N.R. & N.G.S.R. etc.

2. His Excellency the Governor -
1. Hon. W. Martin

I don't think it means a guarantee of 4%.
All that it means is that in addition to the share of Govt earnings of the branch (arrived at by the application of the main line percentage of working expenses) a portion of the receipts of the main line from traffic interchanged with the branch should be added. Such portion is limited in two ways - by the difference between the share of the branch & 4% on 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 reasonable that, conversely, the branch line should not contribute to the main line a special share of the receipts which accrue 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 a be the gross receipts of the main line, & b its (their) working expenses the fraction a/b will determine the share of the branch line in its gross receipts. But a (and branch) is made up of the main line receipts proper & of the receipts from the interchanged traffic & the branch gets an expenses share up to 10% of the latter. (a of the branch)

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

Hon. Members for perusal - and circulation of concession No 5.

I understand that the reasoning underlying this clause is that the difference between the net profits of the branch & what would give 4 % on the capital will be paid from a deduction of the profits of the main line - but this is not quite clear from the word towards as the deduction may or 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 made up -

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

The concession appears to be a State subsidy under a new title

Yrs.

Hon
Sent
2/10
B.T.O

I don't think the term rebate is properly used in connection with No 5.

Taking the terms of the concession as stated in the Observations and also the terms of No 7 of the Draft conditions in the Resolution which follows, I consider the arrangement to be equivalent to a guarantee of 4% from the main line's receipts that main line will have to make up. It is equivalent to a State subsidy of a limited character.

not an absolute guarantee.
WS

Yes - of a limited character.

Office to bring him by his share of its net earnings, (calculated on the rate of main line) known as the main line if the main line shall pay 4% on capital of branch line, difference to be made up from the earnings of the main line. Traffic interchanged between the two lines to be limited to 10% of the gross receipts from traffic within the limits of the State, other than gross earnings of main line, or any surplus of.

8/10/50

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

What I understand by the rules 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 deficiency 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 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.

This is neither a return nor a rebate.
WS
20 Oct

I think this should be pointed out to India, and they should be asked to make this point clear.

WS "The gross earnings of the main line" I do not think can be considered surplus age - 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 Govt. of India is prepared to make, in order to attract private enterprise in railway construction in India, and it is evident that without some concessions, private enterprise will not come forward.

Sir Jerome Shea read with Subject to the proviso.
WS

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 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.

No. 3884 C dy 18-11-93

SERIAL No. 79

Govt. Dept. Govt. Madras
Railways To
Works India

With reference to ~~your~~ ~~dy~~ Resolutions 924 R.C.
of 15 Sept 1893 I am
directed to ~~point out~~ say
~~from the words~~ ~~remark~~
that the terms of the
concessions allowed the
Govt. of India are believed
to grant were it is believed
~~came to the~~ actual private
enterprise to construct
branch lines in India
at the same time I
am directed that
~~the use of the~~ words
7 of the Resolutions
explicit ~~be held to exclude~~ exclude
misconstruction to believe that
the ~~guarantee~~ concessions
practically ~~assures~~ ~~four~~ two per cent
~~but the~~ ~~whole~~ minimum on whole capital
is evidently not the
intention of the ~~resolution~~
~~to the contrary~~
limitation of ~~10~~ 7 of the
~~unchanged traffic~~ receipts

Yours
R.
11

Vide accompanying

Joint Secy. Govt of India

to

Walter Rodie –

Sir, With reference to Govt of India Resolution 924 RC dated Simla 14 Sept 1893 I am directed to inquire whether in para) "Lines Worked in connection with State Railways" it is intended that in addition to the nett earnings of the branch (~~which are the earnings after the application of the 50 per cent. of gross earnings of the branch but~~ ~~working expenses~~) a portion of the gross earnings of the main line (from traffic interchanged with the branch) shall be added –

If a portion being limited to) first the difference between the share of the branch & 4% on its capital & secondly by a succession of 10% on the main line gross earnings from interchanged traffic –

HWL 20/10 93

The Contribution is Calculated as follows – In addition to half the gross earnings of the branch 10% of the main line share of interchanged traffic may be given provided both sums do not exceed 4% on the Capital Cost

HWL 13/11 93

the Concession offered in para 2 (5) and

Agd. I have altered 2 words in pencil which seem to me to convey the correct interpretation – please correct me if I am wrong.

yours sincerely
HWL
Oct

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 rules seems to me quite clear.

HWL
21 Oct.

His Excellency the Governor.

Enquiries accompanying – Nil –

R. Form No. 12.

No. 548. R. No. 29.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secy. to the Govt. of India,

P. W. Department.

Simla

Ootacamund the 22nd June 1896

Sir,

With reference to your Memorandum No: 628 RC. of 17th June 1893, I am directed to request the favor of this office being furnished with 4 copies each of the List of Railways in India which have been surveyed, reconnoitred or proposed but not sanctioned."—

20/6

D. R.

I find that 6 copies were sent to us of which 4 are required for official use: file "

1 Case

AM

to A

Despatched 22-6-96

Two of the 4 copies must have been sent only to private parties.

Documents accompanying—

Nil.

BJ 20/6

B/ No 548 R dated 22.6.96

2C/37
30/6

SERIAL No. 30

All communications should be addressed to the Secretary.

No. 962 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Construction.

To

TThe 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,

G A Buttemm

Offg: Under Secretary.

Documents accompanying.
4 copies of list referred to.

R.W.
No 2849C dy 14th July 1896
Recorded

R.L.

C
10/7 R

...T. CURRENT No. 6/28

Enclosure 1 (35.c)

Ques: 8.7.96

5-48 R

22.6.96

15/7