

G.O., No. 12 R

DATED 7. January

[Despatch Abstract.]

Broad Gauge: Letter to the Govt of Bombay enquiring whether the S. M. Ry. Company are in favour of the proposal to add a third rail so as to allow a - train to run between Guntakal and Bellary.

BACK PAPERS.

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

FURTHER PAPERS.

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

1ST FEBRUARY 1886, No. 92 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From Major-General H. F. HANCOCK, R.E., Officiating Deputy Secretary to the Government of India, Public Works Department (Railway—Construction), to the Secretary to the Government of Madras, Public Works Department, dated Fort William, 13th January 1886, No. 28 R.C.

I am directed to forward, for information and guidance, a copy of the Secretary of State's Railway despatch, No. 129, dated the 26th November 1885, detailing the arrangements which Lord Randolph Churchill has been enabled to effect with regard to the transfer of the Bellary branch from the Madras Railway Company to the Southern Mahratta Railway Company.

2. I am to request that every facility may be given for the early transfer of the branch to the Southern Mahratta Railway Company, as, now that a section of the Bellary-Kistna Railway is nearly ready for opening to traffic, it is most desirable that the metre-gauge track should be laid without delay from Bellary to Guntakal.

3. The Government of India understands that the junction arrangements between the Madras Railway and the Bellary-Kistna have received the approval of the Government of Madras, so it would be well if the portion of the work to be done by the Madras Railway Company were put in hand as early as possible.

4. The Government of India considers that the arrangements for transshipping goods should be in the hands of the Southern Mahratta Railway Company, as then no difficulty need arise as to the interchange of goods and stock between the two metre-gauge systems meeting at Guntakal.

5. A copy of this letter will be sent to the Government of Bombay for such action as may be required, and I am to request that your Government will place itself in direct communication with the Bombay Government and settle all the details of the transfer. It is not known to the Government of India in what manner the Southern Mahratta Railway Company intends to lay the metre-gauge line on the branch, but if a third rail on pot sleepers is added, it may be that the Madras Railway Company will be able to supply the material from their stock of good second-hand material.

6. A copy of this will also be sent to the Director-General of Railways, for information and guidance, with reference to the arrangements necessary at the Guntakal junction.

7. I am to request that the Government of India may be furnished with information showing the total cost to Government of acquiring the land on this section of the Madras Railway.

ENCLOSURES.

Despatch from the Right Honorable Lord RANDOLPH S. CHURCHILL, Her Majesty's Secretary of State for India, to His Excellency the Right Honorable the Governor-General of India in Council, dated India Office, London, 26th November 1885, Railway, No. 129.

With reference to paragraph 4 of my Railway despatch, of the 16th July last, No. 84, and to the telegram and letter noted in the margin,* I transmit, herewith, for your Excellency's information, a copy of a correspondence† with the Directors of the Southern Mahratta and Madras Railway Companies, relative to the transfer to the former Company of the Guntakal-Bellary branch belonging to the latter Company.

Transfer of Guntakal-Bellary Branch of the Madras Railway to the Southern Mahratta Railway Company.
* Telegram from Viceroy of 6th August 1885.
Railway letter from the Government of India, No. 132, of 14th August 1885.

† Letters to Southern Mahratta and Madras Railway Companies of 15th July 1885.
Ditto from Southern Mahratta Railway Company, No. 56, of 30th July 1885.
Ditto from Madras Railway Company, No. 7049, of 31st July 1885, and enclosure.

Ditto to Southern Mahratta and Madras Railway Companies of 9th October 1885.
Ditto from Southern Mahratta Railway Company, No. 77, of 15th October 1885.

Ditto to Madras Railway Company of 23rd October 1885, and letters to Southern Mahratta and Madras Railway Companies, dated 25th November 1885.

2. It will be observed that the Southern Mahratta Railway have agreed to purchase the branch in question for the sum of 30 lakhs of rupees, and have also agreed to bear the cost of putting down a third rail to adapt the road for the use of metre-gauge stock, the broad-gauge line being still retained.

3. It now remains for your Government to give the necessary directions, both with regard to the formation of a narrow-gauge line and to the transfer of the section to the Southern Mahratta Railway Company.

4. In accordance with the arrangements made, the sum of 30 lakhs of rupees should be credited to the Capital Advance Account of the Madras Railway Company by debit to the Capital Account of the Southern Mahratta Railway Company in your accounts.

From the Under Secretary of State for India, to the Secretary, Southern Mahratta Railway Company, dated India Office, 15th July 1885, No. P.W. 1176.

I am directed to acknowledge receipt of your letter, No. 42/85, dated 27th May 1885, submitting the views of the Board of the Southern Mahratta Railway Company regarding the terms on which the Bellary-Guntakal branch of the Madras Railway might be taken over by the Company and incorporated in their system under the present contract with the Secretary of State.

The terms proposed by the Board are, that the Capital of the Company should be charged with Rs. 21,22,512, being at the rate of Rs. 68,612 per mile of the length of the branch, and the average rate per mile which the Company's own lines, exclusive of rolling stock, are estimated to have cost.

This sum is so far below the original cost of the line, viz., Rs. 39,98,438, that the Secretary of State is of opinion that the matter should be further considered with the view of ascertaining whether it really represents its true value at the present time; and, as the Madras Railway Company is interested in the question, he suggests that the Southern Mahratta Railway Board should discuss it with the Directors of the Madras Railway Company, and endeavour to arrive at an agreement as to what sum should be fixed upon as fairly representing the present and prospective value of the line in question.

I am to add, for the information of the Board, that it is now proposed to convert the section in question to a metre-gauge, pure and simple, and that the cost of doing so is estimated at Rs. 25,000.

From the Under Secretary of State for India, to the Secretary, Madras Railway Company, dated India Office, 15th July 1885, No. P.W. 1176.

With reference to the correspondence which has passed on the subject of the transfer to the Southern Mahratta Railway Company of the Guntakal-Bellary branch of the Madras Railway, I am directed by the Secretary of State in Council to forward, herewith, extract from a letter from the Government of India, dated the 5th June, in regard to the financial arrangements consequent thereon.

The Secretary of State is aware that it was at first proposed that the original cost of the line in question should be credited to the Madras Railway Company, but he is disposed to concur with the Government of India, that the real value of the line in question at the present time should form the basis of negotiation, and he would therefore invite the Board of the Madras Railway Company to confer with that of the Southern Mahratta Company and discuss the question as to what the fair value may now be.

Upon learning that the two Boards have agreed, Lord Randolph Churchill would be prepared to consider their proposal, and, if he concurs, would allow the sum in question to be available for the use of the Madras Company, subject to the conditions of the present contract.

Lord Randolph Churchill trusts, notwithstanding what has passed, that this mode of settling the matter will commend itself to the Directors of the Madras Company. Bearing in mind the position of the Madras Railway, the interests of the shareholders cannot be affected thereby.

From Colonel E. Z. THORNTON, Secretary, Southern Mahratta Railway Company, to the Under Secretary of State for India, dated 31, Lombard Street, London, E.C., 30th July 1885, No. 56/85.

In conformity with the request contained in your letter, P.W., 1176, dated 15th instant, the Chairman and Deputy Chairman of this Company met the Chairman of the Madras Railway Company, and conferred with him as to the present and prospective value of the Bellary-Guntakal branch.

As regards present value, i.e., the sum for which a complete metre-gauge line with buildings, &c., such as those to be transferred could now be constructed, the Chairman and Deputy Chairman of this Board would remark that the buildings are larger and more costly than would be required by the Southern Mahratta Railway with our knowledge of the present traffic, and the sum, 8½ lakhs, expended on the Hagari bridge is more than a structure suited to a narrow-gauge railway would cost at the present time. Probably the estimate given by the Chairman of the Madras Railway Company of 30 lakhs as the value of the section is not excessive for broad gauge, but seeing that the line earns only an average net profit of about Rs. 44,660 per annum, taking the traffic returns of the last two years, when the receipts were considerably swollen by the carriage of materials for this Company for the line from Bellary to Gadak, the capital value on the basis of interest at 4 per cent. would not exceed 11 lakhs of rupees.

As for the prospective value, if there was a certainty of the Southern Mahratta Railway, by taking over this section, getting the command of the metre-gauge lines about to be concentrated on Guntakal, without risk of loss to their shareholders, its prospects as a going concern would be an element for consideration, but there is considerable uncertainty on this point.

They therefore go on to explain on what basis the calculation was made of the price, 22 lakhs, offered by the Southern Mahratta Railway in their letter, No. 42, dated 27th May 1885. The traffic receipts for the last two years show an average net profit on this sum of a little less than 2 per cent., of which the Company's share would be one-fourth; this would be sufficient to protect them (if they issued their debentures at something over 8½ per cent.), but to go beyond this would involve the Company in a risk of some loss.

If, however, the Secretary of State will guarantee that the money to be paid to the Madras Railway Company be raised as debenture capital, to be placed at 3½ per cent. for 21 years (if necessary, at a discount), then the Southern Mahratta Railway Company would propose to meet the Madras Railway Board's offer to fix the sum total to be paid at 30 lakhs. Without some such guarantee on the part of the Secretary of State, the Directors would not feel justified in proposing to offer a larger sum than Rs. 21,22,512.

From JULIAN BYRNE, Esq., Secretary, Madras Railway Company, to the Under Secretary of State for India, dated 61, New Broad Street, London, E.C., 31st July 1885, No. 7049.

In compliance with the request made in your letter, P.W. 1176, dated 15th instant, the Chairman of this Company met the Chairman and Deputy Chairman of the Southern Mahratta Railway Company, and conferred with them on the question as to what may now be the fair value of the Guntakal-Bellary branch of this railway.

The Board have since been furnished with a copy of the letter addressed by the Southern Mahratta Company to the Secretary of State, which gives the conclusions come to after full discussion of the subject by the representatives of the two Boards, and I am directed to state that, in the opinion of this Board, the sum of 30 lakhs, or, at 1s. 8d. the rupee, 250,000l., represents the very lowest amount which they would be justified in taking on behalf of the Company for the branch, which has cost upwards of 366,000l.

The transfer to the Southern Mahratta Company of this connecting link with the Bezvada-Guntakal State Railway is so manifestly advantageous on public grounds that the Board do not hesitate to accept, as an addition to the capital available for the use of the Company, a sum which is so much below that which was originally offered by the Government;* and they trust the Secretary of State will either consent to

* One-fourth less, see statement appended.

afford the guarantee suggested in the concluding paragraph of the letter from the Board of the Southern Mahratta Railway, or effect the same results in some other manner.

		Bellary Branch.		£	
Original cost, Rs. 40,00,000, at 1s. 10d. per rupee ..		...		366,666	
Present value, say, Rs. 30,00,000, at 1s. 8d. per rupee		...		250,000	
				£	
Bellary station build-ings ...	Rs. 5,13,200, at 1s. 10d. per R. = 47,044	£ 77,944	Present value, say, 25 per cent. less than original cost.	Rs. 3,85,000, at 1s. 8d. per R. =	32,000
Hagari Bridge ..	8,50,300	77,944	Do. do.	6,37,000	53,000
Permanent-way ..	8,32,300	76,294	Do. do.	6,25,000	52,000
Ordinary works, &c. 18,04,200		165,384	Do. do.	13,53,000	113,000
		366,666		30,00,000	250,000
	40,00,000				

From J. A. GODLEY, Esq., to the Secretaries, Southern Mahratta Railway Company and Madras Railway Company, dated India Office, 9th October 1885, No. P.W. 1646.

With reference to the Board's letter of the 30th (31st) July 1885, stating the terms which had been arrived at between the Boards of the Southern Mahratta Railway and the Madras Railway Companies for the transfer to the former Company of the Guntakal-to-Bellary branch, I am directed to state that the Government of India have quite recently informed the Secretary of State that it will be necessary, for military reasons (it having been decided by that Government to establish an arsenal at Bellary), to maintain the existing broad gauge on the line, in addition to the narrow gauge, which it is intended to lay down.

This necessity for a mixed gauge being maintained on this link of communication will somewhat modify the conditions on which the recent arrangement between the two Companies was arrived at, and I am to suggest that the two Boards should confer again, with a view to the arrangement being still carried out, though with probably some modifications in respect to the actual terms involved.

From Colonel E. Z. THORNTON, Secretary Southern, Mahratta Railway Company, to the Under Secretary of State for India, dated 31, Lombard Street, London, E.C., 15th October 1885, No. 77-85.

In reply to your letter, P.W. 1646, dated 9th instant, the Board note the decision of the Government of India that the broad gauge should be kept on the line from Bellary to Guntakal, and they will therefore, in addition to paying the sum of 30 lakhs of rupees for the line as specified in the last paragraph of their letter, No. 56, dated 30th July 1885, bear the cost of putting down a third rail to adapt the road for the use of metre-gauge stock.

It, therefore, appears unnecessary to reopen the negotiations with the Board of the Madras Railway Company.

From HORACE WALPOLE, Esq., to JULIAN BYRNE, Esq., Secretary, Madras Railway Company, dated India Office, 23rd October 1885, No. P.W. 1893/85.

With reference to this office letter of the 9th instant, I am directed by the Secretary of State for India to inform you that the Directors of the Southern Mahratta Railway Company do not propose, in consequence of the retention of the broad gauge on the Guntakal-Bellary section, to disturb the terms of transfer agreed to by them and the Directors of the Madras Railway Company, as they will themselves undertake to establish the two tracks, and charge the Southern Mahratta Company with the cost of the alteration.

The Secretary of State agrees in this course.

From the Under Secretary of State for India, to JULIAN BYRNE, Esq., Secretary, Madras Railway Company, and Colonel E. Z. THORNTON, Secretary, Southern Mahratta Railway Company, dated India Office, 25th November 1885, No. P.W. 1893.

With reference to previous correspondence, ending with my (your) letter of the 23rd October (15th October, No. 77), relative to the transfer of the Guntakal-Bellary section of the Madras Railway to the Southern Mahratta Railway Company, I am directed by the Secretary of State for India to request that the Directors of the Madras (Southern Mahratta) Railway Company will issue the necessary instructions to their Agent in India to place himself in communication with Government, with the view of receiving their orders on the subject.

ORDER—dated 1st February 1886, No. 92 R., Public Works.

Communicated to the Consulting Engineer for Railways for early attention to the several points noticed by the Government of India.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

Exd. E. Fernandez.
Spare Copies

RAILWAY.

Gobt. of (1886) Madras.
PUBLIC WORKS.

Dated February, 1st.

Recd.

Encl.

G.O., 1st Feb. 1886, No. 92 R.

FEBRUARY.

Bellary Branch

Letter from the Government of India forwarding copy of despatch from the Secretary of State detailing the arrangements with regard to the transfer of the — from the Madras Railway Company to the Southern Mahratta Railway Company, communicated to the Consulting Engineer for Railways with instructions.

14TH AUGUST 1886, No. 636 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

From Major W. H. COAKER, R.E., Acting Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Joint Secretary to the Government of Bombay, Public Works Department (Railway), dated 10th April 1886, No. 309 R.

I am directed to address you on the subject of letter from the Government of India, dated 13th January 1886, No. 28 R.C., copy of which, it is therein stated, was sent to the Government of Bombay.

2. The points requiring decision appear to be the following:—

- (1) The arrangements for the transfer of the Bellary Branch, Madras Railway, to the Southern Mahratta Railway Company.
- (2) The terms under which the Madras Railway will continue to work the branch from the time it is transferred to the Southern Mahratta Railway Company until the metre-gauge track has been laid.
- (3) The agency by which the metre-gauge track shall be laid.
- (4) The arrangements for working the joint station at Guntakal on the opening of the through metre-gauge lines.

3. In a subsequent letter, dated 24th February 1886, No. 145 R.C., the Government of India ordered the transfer of the branch to be made on 1st July next. In that Government's despatch to the Secretary of State, dated 4th July 1884, No. 108, Railway, occurs the following paragraph:—

“But whatever form the negotiations take, we consider that the mutual agreements should be between the Madras Railway Company and Government, and not directly between the Madras and Southern Mahratta Railway Companies.”

In accordance with these views, the Madras Railway Company propose to make over the Bellary Branch to the Government, who would then transfer it to the Southern Mahratta Railway Company. On this point I am to state that the Government Solicitor will be instructed to prepare the necessary deeds for giving effect to the above proposals.

4. On the subject of the terms on which the Madras Railway Company should work the branch when it becomes the property of the Southern Mahratta Railway Company, I am to invite an expression of the views of His Excellency the Governor of Bombay. In the opinion of this Government it would be more convenient that the line should remain the property of the Madras Railway Company until the metre-gauge track has been laid, and the other Company is prepared to work it. Any agreement for the working of the branch by the Madras Railway Company should be of the simplest form possible, and I am to suggest that a fixed percentage of the earnings would probably be the most convenient arrangement.

5. As regards the agency by which the metre-gauge should be laid, it appears to this Government that so long as the working and maintenance of the branch remain in the hands of the Madras Railway Company, any work required should be carried out by them, and I am to say that the Madras Railway Company will be prepared to undertake the laying of the metre-gauge track on the materials being supplied by the Southern Mahratta Railway.

6. The joint station at Guntakal is being constructed by the Bellary-Kistna State Railway, and it is estimated that the buildings will be completed in about six months. The Government of India desire that the arrangements for transshipping goods shall be in the hands of the Southern Mahratta Railway, and if this course be adopted, I am to state that it appears desirable that that Company should undertake the whole working of the station, with a view to the avoidance of divided responsibility. His Excellency the Governor in Council will be glad to be favored with the views of the Government of Bombay on this point.

Read also the following papers :—

From Major-General H. F. HANCOCK, R.E., Joint Secretary to the Government of Bombay, Public Works Department, Railway Branch, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Bombay Castle, 7th June 1886, No. 1325.

I am directed to acknowledge the receipt of your letter, No. 309 R., dated 10th April 1886, and to forward, for the information of His Excellency the Governor of Madras in Council, copy of letter from the Government of India, No. 402 R. C., of the 25th May, and of the letter from the Bombay Government, No. 887, dated 8th April, which describes the alternative proposals submitted by the Chief Engineer, Southern Mahratta Railway Company, for laying the mixed-gauge track between Bellary and Guntakal, including scheme No. 2 as modified by the Consulting Engineer for Railways, Bombay.

2. I am at the same time directed to state that a copy of your letter under acknowledgment has been furnished to the Agent, Southern Mahratta Railway Company, and that he has now been requested to furnish the revised estimate called for by the Government of India, and also to report whether he is prepared to fall in with the proposal that the track should be laid by the Madras Railway Company, the line remaining their property until the track has been laid.

3. A further communication will follow on receipt of the Agent's reply.

ENCLOSURES.

From Colonel F. S. STANTON, R.E., Deputy Secretary to the Government of India, Public Works Department (Railway—Construction), to the Secretary to the Government of Bombay, Public Works Department, dated Simla, 25th May 1886, No. 402 R.C.

With reference to previous correspondence regarding the laying of a mixed gauge between Bellary and Guntakal ending with your letter, No. 1140, of the 17th May 1886, I am directed to inform you that the Government of India agrees with the Government of Bombay in preferring scheme No. 2 as modified by the Consulting Engineer for Railways, Bombay, which provides for a new line with 41½ steel rails with three rails on a 9-feet 9-inch sleeper, 1,800 sleepers to the mile being allowed. I am therefore to accord sanction to this scheme, and to state that the Government of India hopes that the work will now be pushed rapidly through to completion.

2. It is noted that the weight of 5,280 yards of rails weighing 41½ lb. per yard for three tracks has been entered in the estimate at 72½ tons including fittings, but I am to point out that the correct weight is 97½ tons excluding fittings. I am therefore to request that a revised estimate may be prepared and submitted for sanction, showing also the credit, according to latest information, which should be allowed for the value of the material on the present track to be dismantled. Meanwhile, this sanction, which has been registered as No. 3 S.M.R. of 1886, has been entered as for Rs. 1,19,680 against Capital.

Proceedings of the Government of Bombay, Public Works Department Railway, dated Bombay Castle, 8th April 1886, No. 887.

Railways—Southern Mahratta Railway—Proposals for converting the present Bellary-Guntakal Branch to a mixed gauge.

Read again Government Resolution, No. 171, dated 20th January 1886, and Government Resolution, No. 581, dated 5th March 1886.

From the Consulting Engineer for Railways, dated 5th April 1886.

Submits letter, No. 1010—2060, dated 25th March, from the Agent, Southern Mahratta Railway Company, forwarding, for the consideration of Government, copy of a letter from the Chief Engineer and four estimates in connection with the proposal to make the Bellary-Guntakal branch line of 32 miles available for metre as well as broad gauge carriages.

2. The estimates are :—

- | | |
|--|--------|
| (1) Cost per mile of adding a third rail to the present broad-gauge track, using the existing type of cast-iron pot sleepers, and substituting a new tie-bar suitable for three lines, instead of the one now in use for two lines (for which credit is given in the estimate to the extent of Rs. 1,406) | 13,679 |
| (2) Cost per mile of removing present broad-gauge material (for which credit is taken to the extent of Rs. 16,957) and substituting a three rail combined track of light steel rails, 41½ lb. per yard, on teak sleepers 9' x 9" x 5" laid at intervals of 2 feet, centre to centre | 7,761 |
| (3) Same as No. 2, but using 52-lb. rails and reducing the number of sleepers from 2,640 to 2,200 per mile | 8,598 |
| (4) Same as No. 2, but using 62-lb. rails and 1,760 sleepers 10' x 10" x 5" | 11,466 |

3. The Consulting Engineer observes as follows :—

"The Chief Engineer makes a distinct recommendation, viz., to lay an entirely new track on the three rails of 62 lb. on timber sleepers, 10' x 10" x 5", the cost of which will be Rs. 11,466 per mile, or Rs. 3,66,912 for the whole line.

"The rails are not available in India. If this plan is adopted, the line cannot be opened for narrow-gauge traffic by the 1st July.

"The Southern Mahratta system is laid on the 41½-lb. rails. I see no reason for introducing a heavier rail on the Guntakal-Bellary line. The running of a wide-gauge train will be an extremely exceptional event. Such a train will be run only at the request of the military authorities for the conveyance of stores to and from the Bellary arsenal. I see no reason why such a train should not be hauled by a narrow-gauge engine, as was done in the case of a short mixed line at Delhi. I would not recommend this if the wide-gauge traffic was to be of any importance, but under the circumstances I do certainly recommend it.

"There would be no necessity to increase the sleepers over the normal number of 1,800 per mile, so that the estimate would be reduced from Rs. 7,761 to Rs. 3,740 per mile, and the total cost would be Rs. 1,19,680.

"This plan will have the advantage of permitting the opening of the line for narrow-gauge traffic by the 1st July.

"I can see no justification for any greater expenditure.

"These estimates all assume that the present permanent-way material can be sold for two-thirds of its cost. I much doubt this, and have inquired by wire whether the Madras Railway will give this price for it."

Resolution.—

The following reply should be addressed to the Government of India :—

I am directed to submit, for the consideration and orders of the Government of India, copy of a letter, No. 2060, of the 25th March, from the Agent, Southern Mahratta Railway Company, with accompaniments. These papers embody the proposals of the Company's Chief Engineer for the introduction of the metre-gauge on the Bellary-Guntakal Branch. It will be seen that Colonel Lindsay makes a definite recommendation in favor of a three-rail road with 62-lb. rails and wooden sleepers, the cost being estimated at Rs. 11,466 per mile, after taking credit for the existing sleepers and rails at two-thirds their cost.

2. The Acting Consulting Engineer for Railways does not think it necessary to go to this expense, and suggests an alteration which is estimated to cost only Rs. 3,740 per mile. A copy of his memorandum is attached to this letter.

3. His Excellency in Council is not aware of the reasons which render the preservation of the wide gauge obligatory; but presuming that this gauge will be but seldom used, the suggestions of the Consulting Engineer appear to meet the necessities of the case.

(Signed) K. A. JOPP, Colonel, R.E.,
Officiating Under Secretary to Government.

Telegram from the Joint Secretary to Government, Public Works Department, Railway Branch, Madras, to the Secretary to the Government of India, Public Works Department, Simla, dated 24th June 1886.

Am directed to state, for information of Government of India, that, owing to legal questions raised by Government Solicitor, transfer of Bellary Branch from Madras Railway to Government on date named in India's letter, 145 R.C., 24th February 1886, is impracticable; and am to request sanction for postponement of date of transfer.

Copy of above to Secretary to Government, Public Works Department, Bombay.

Telegram from the Secretary to the Government of India, Public Works Department, Simla, to the Secretary to the Government of Madras, Public Works Department, Ootacamund, dated 25th June 1886.

Your telegram 23. Objections raised to transfer of Bellary-Guntakal Branch after lapse of four months most embarrassing. Legal aspects doubtless considered in England before sanctioning. Delay will stop alternation of gauge and be otherwise prejudicial. Please reply by telegraph whether transfer cannot take place subject to future consideration and adjustment of legal question by Secretary of State, and forward case by post.

Telegram from the Joint Secretary to Government, Public Works Department, Railway Branch, Madras, to the Secretary to the Government of India, Public Works Department, Simla, dated 26th June 1886.

Your telegram yesterday; arrangements made for transfer Bellary Branch as from July first, subject adjustment legal questions hereafter; terms working branch under discussion.

From the Consulting Engineer for Railways, dated Madras, 13th August 1886, No. 218.

From the Agent, Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay, dated 12th July 1886, No. 1010/4601.

In continuation of my letter, No. 4009, dated 21st ultimo, I have the honor to state that I am informed by the Agent and Manager of the Madras Railway Company that his Chief Engineer values the permanent-way materials in the Bellary Branch at £400 per mile.

2. The equivalent of £400 at the rate now fixed by Government (1/6-288 per rupee) is Rs. 5,249-5-6, against Rs. 16,957 in the original estimate forwarded with my letter, No. 2060, of 23rd March 1886, making a difference of Rs. 11,707-10-6 per mile, or Rs. 3,74,645 in the cost of the work.

3. I have asked our Chief Engineer to prepare a revised estimate of the cost of altering the track to a mixed gauge giving credit for the old materials according to their value either to this Company or the Madras Railway.

4. In my last letter I suggested that the Bellary Branch should at once be made over to this Company and worked as a broad-gauge line with hired stock until the metre-gauge track can be laid.

5. I understand, however, that there are serious objections to this arrangement, as it would involve our having running powers over the main line of the Madras Railway from the existing station at Guntakal to the new junction where the works are not sufficiently advanced to admit of their being used.

6. It seems to me therefore that the only feasible arrangement is for the Madras Railway Company to continue to work the branch on behalf of the Southern Mahratta

Railway Company, and that the alteration to the line should be carried out under their supervision.

7. I have lately discussed the subject with the Agent and Manager of the Madras Railway, and I believe that the following terms would be equitable and acceptable to both Companies, and that they might take effect from the 1st instant.

8. The gross earnings of the branch to be paid into the Government treasury to the credit of the Southern Mahratta Railway Company.

9. The Madras Railway Company to receive a rate per traffic train mile equal to the cost of working their own line during the same half-year, also a percentage on the gross earnings for hire of rolling stock.

10. The Madras Railway Company to accept all liability for accidents.

11. I would suggest that the Consulting Engineer for Railways to the Government of Madras, acting in consultation with yourself, might be requested to determine what percentage upon gross earnings should be allowed to the Madras Railway. He will have the means of ascertaining what expenses have actually been incurred in working the branch during the past.

No. 38 P.S.

Copy forwarded to the Consulting Engineer for Railways, Madras, with reference to previous correspondence, and telegram dated 5th July quoted in the margin.

From Major-General Hancock, Poona, to Colonel C. J. Smith, Ootacamund.

"Five per cent. gross earnings for hire stock is what Great Indian Peninsula charge Bhopal and Baroda for Wadnagar Mehsana Branch, as maintenance is paid in addition in train mileage rate. I consider 5 per cent. ample."

2. The percentage of gross earnings to be allowed for hire of stock is intended to cover interest and depreciation on the stock required for the service of the branch line, and as 5 per cent. is the rate which has been adopted in similar cases elsewhere,

the undersigned thinks it may well be adopted in the present case.

3. But the amount in dispute is not large. The difference between 5 and 10 per cent. on gross earnings is not likely to amount to more than Rs. 3,500 in the current half-year, and it is to be hoped that the Southern Mahratta Railway Company will take over the branch before its close.

4. The sooner the terms of the agreement are settled the better, and the Agent, Southern Mahratta Railway Company, is apparently prepared to accept whatever rate Colonel Smith thinks fair.

BOMBAY, (Signed) H. F. HANCOCK, Major-General, R.E.,
18th July 1886. Consulting Engineer for Railways.

From the Consulting Engineer for Railways, Madras, to the Consulting Engineer for Railways, Bombay, dated 10th August 1886, No. 988.

With reference to your memorandum, No. 38 P.S., dated 18th July 1886, I have the honor to forward copy of a resolution passed at Madras Railway official meeting held on the 29th idem.

2. The Bellary Branch was transferred to the Southern Mahratta Railway Company on 1st July 1886, from which date the Madras Railway Company continue to work it on the terms proposed by you, viz., the average rate per traffic train mile incurred on the Madras Railway during the half-year, plus five per cent. on gross earnings for the use of rolling stock.

3. The earnings are being paid into the treasury to the credit of Government, and at the end of the half-year, or on the discontinuance of the working by the Madras Railway, that Company will pay to the Southern Mahratta Railway Company the

difference between the gross earnings and the working expenses calculated on the above basis.

4. The arrangements will now be communicated to Government.

ENCLOSURE.

Minutes of Madras Railway Official Meeting held on 29th July 1886.

Transfer of the Bellary Branch.

With reference to the minutes of the Special Meeting held on the 29th June 1886, read letter, No. 372, dated the 1st July, from the Consulting Engineer for Railways, Madras, stating that the Consulting Engineer for Railways, Bombay, has proposed that the Madras Railway shall continue to work and maintain the Bellary Branch for the present on the following terms:—

The Southern Mahratta Railway to pay to the Madras Railway the average rate per traffic train mile incurred on the Madras Railway during the half-year, plus five per cent. on gross earnings for the use of rolling stock.

After some discussion the Acting Agent and Manager stated that he was prepared on behalf of the Madras Railway Company to agree to these terms.

Submitted to Government for information together with minutes of official meeting held at Rayapuram on 29th June 1886.

ENCLOSURE.

Minutes of Madras Railway Official Meeting held on 29th June 1886.

Transfer of the Bellary Branch.

The meeting was convened for the purpose of considering various questions that have arisen in connection with the transfer of the Bellary Branch.

As stated in minute No. 40 of the official meeting and stores committee held on the 25th of March last, the Madras Railway Company is quite ready to make the transfer of the line on and from the 1st of July 1886.

At the date of that meeting, it was contemplated that the working of the line would be retained by the Madras Railway Company until it could be actually made over by the Government to the Southern Mahratta Railway Company to be worked by them as a narrow gauge line, but suggestions have since been made with a view to the Southern Mahratta Railway Company taking over the working of the branch immediately on the transfer being made, viz., on the 1st of July, principally with the object of the work of converting the gauge being carried out by that Company's staff.

It is proposed that, to enable this to be done, the Madras Railway Company should place at the disposal of the Southern Mahratta Railway Company, the rolling stock and staff requisite for working the branch, but this would involve the grant to the latter Company of running powers over the Madras Railway Company's line from the existing Guntakal station to the new junction, the works at the latter station not being sufficiently forward at present to admit of their being used.

The Madras Railway Company are ready to do all in their power as regards the requisite rolling stock and staff, but the Agent and Manager stated that he is not prepared, without the sanction of his Board, to grant the running powers required, and also added that, in his opinion, the arrangement of having two separate Companies working over a portion of a single line of railway would be most inconvenient. As an alternative, it was suggested that immediate steps should be taken to provide temporary sidings and accommodation at the new junction, so that the working of the Southern Mahratta Railway Company should commence on what will be their own property; but after both proposals had been fully discussed, it was considered that the most satisfactory arrangement that can be arrived at is that the Madras Railway Company should continue to work the branch until the works at the new Guntakal junction station are completed, and the Southern Mahratta Railway Company is prepared to work the branch on the narrow gauge.

On the assumption that the proposal that the Madras Railway Company continue the working of the branch be adopted, two suggestions were made as to the terms upon which this should be done, viz.:

- (1) That the Madras Railway Company should continue to receive the gross receipts from the branch and to pay the money into the Government treasury as at present, the Southern Mahratta Railway Company being allowed one and-a-half per cent. per annum on the sum of Rs. 30,00,000, the purchase-money, so long as the arrangement lasts.
- (2) That the Madras Railway Company should be allowed to retain an agreed percentage of the gross receipts from the branch in payment of their working expenses, the balance being paid to the Southern Mahratta Railway Company.

No definite arrangement was come to on either of these points, and the further orders of Government are awaited.

(Signed) W. H. COAKER, Major, R.E.,
for Consulting Engineer for Railways.

NOTE.

The Government of India having, in their letter, dated 24th February 1886, directed that the transfer of the Bellary-Guntakal section of the Madras Railway to the Southern Mahratta Railway Company should be made on 1st July 1886, the Government of Bombay were, on 10th April 1886, addressed regarding the arrangements which should be made for giving effect to those orders.

2. Delay having occurred in the reply of the Bombay Government owing to a reference to the Government of India as to the method which should be adopted for providing the mixed gauge, it was found impossible to arrange a complete transfer of the branch within the date named, and the Government of India were so advised by telegram on 24th June. On receipt of their reply, it was decided to make a formal transfer as from 1st July, the working of the line remaining in the hands of the Madras Railway until an agreement could be made with the purchasing Company either to hire rolling stock and assume the working, or to pay the Madras Railway for working it.

3. The Southern Mahratta Railway Company were at first anxious to hire rolling stock and work the branch themselves, but as stated in the minutes of an official meeting held at Rayapuram on 29th June, the Agent and Manager, Madras Railway, explained that, although ready to do all in his power as regards the requisite rolling stock and staff, he did not see his way, without the previous sanction of his Board of Directors, to grant running powers over the line between Guntakal station and the junction. Under these circumstances, the only possible arrangement was that the Madras Railway should continue to work the branch on terms to be agreed upon, until the sanction of the Board could be obtained, and the Southern Mahratta Railway were prepared to take over the working. Two proposals were then made by the Madras Railway Company for working the line, but a third proposal having been about the same time submitted by the Consulting Engineer for Railways, Bombay, on behalf of the Southern Mahratta Railway, it had also to be considered. This proposal was to the effect that the Madras Railway should work and maintain the Bellary Branch for the Southern Mahratta Railway on the same terms as the Great Indian Peninsula Railway work the Bhopal line, charging the average rate per traffic train mile for working and maintaining the Madras Railway during the half-year, plus five per cent. on gross earnings for use of rolling stock. The Agent and Manager, Madras Railway, was at first unwilling to accept these terms as he considered they would not sufficiently remunerate his Company, but after a good deal of discussion, and on the ground that the matter was not one of great moment, he finally agreed to the terms, as recorded in the resolution of official meeting held on 29th July.

4. It is understood from the Government Solicitor that, although there may be some difficulty in the Board of Directors granting running powers over a portion of the Madras Railway to a foreign line, there is nothing in the contract to prevent such powers being given by the Government. The Madras Railway Company are now anxious that the Southern Mahratta Railway Company should take over the working of the Bellary Branch as soon as possible—at all events before the laying of the mixed

S 14TH AUGUST 1886, No. 636 R., PUBLIC WORKS.

gauge is commenced; and if the Government of India see no objection, it is suggested that the Agent and Manager be authorised to make the necessary arrangements for the purpose.

(Signed) W. H. COAKER, Major, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.
MADRAS,
14th August 1886.

ORDER—dated 14th August 1886, No. 636 R., Public Works.

Ordered that the following letter be addressed to the Government of India:—

(Here enter No. 637 R., dated 14th August 1886.)

(True Extract.)

W. H. Coaker

Major, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways. *1*

Joint Secretary to the Government of Bombay,

Public Works Department, Railway, for information.

*Copy to be sent to the
Public Works Department, Railway, for information.
1378.*

Exd. E. Fernandez.
Spare Copies

768
388
RAILWAY.

Govt. of (1886) Madras.

PUBLIC WORKS.

Dated August, 14th.

Recd.

Encl.

G.O., 14th Aug. 1886, No. 636 R.

AUGUST.

Vide G.O. No 643 R
4/16-8-86

Vide G.O. No 715 R
4/17-9-86

Do Do No 731 R
4/23-9-86

Bellary Branch

Regarding the transfer of the —, Madras
Railway, to the Southern Mahratta Railway
Company.

16TH AUGUST 1886, No. 643 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Joint Secretary to the Government of Bombay, Public Works Department
Railway Branch, to the Secretary to the Government of India, Public Works
Department, dated 28th June 1886, No. 1489.

With reference to previous correspondence on the subject of the transfer of the
Bellary-Guntakal Branch to the Southern Mahratta Railway Company ended with
your letter, No. 402 R.C., dated 25th May last, and my telegram dated 9th instant, I
am directed to submit, for information of the Government of India, copy of letter from
the Agent, Southern Mahratta Railway Company, No. 1010/4009, dated 21st June,
and extract from the Board's letter, No. 76, dated 14th May, and accompaniment.

2. It will be seen that the Board have re-opened the question of retaining a
broad-gauge track on the branch, and have instructed the Agent to inquire whether,
in view of the heavy expenditure needed for its provision, Government still think it
necessary to insist on a mixed-gauge track being laid down.

3. The Governor in Council is not fully informed of the reasons which led the
Government of India to decide that the broad-gauge track must be maintained, but he
is given to understand that the Government of Madras opposed its removal on the
ground that, in the event of another famine in the Deccan, Bellary would again be a
centre for grain distribution, obtaining its supplies as formerly by the Madras and
Great Indian Peninsula Railways *via* Guntakal junction, and that a break of gauge at
Guntakal would be a serious obstacle to such traffic; and further, that the alteration of
gauge was objected to by the military authorities as likely to prove an obstacle to the
transport of ordnance, &c., to Bellary. If, however, these objections to the removal
of the broad-gauge track can be met in the manner indicated, viz., by converting the
present track on pot sleepers from broad to metre gauge, retaining the long tie-bars so
that the broad gauge may be hereafter reverted to in case of necessity, a suggestion
now made by the Southern Mahratta Railway Board, and, so it is stated, formerly made
by the Government of Madras, it will be unnecessary to consider further the alternative
proposals which have been put forward for laying a mixed-gauge track; and a
considerable saving, both of money and time, will result.

4. Whatever may be the decision, the Governor in Council concurs in the Agent's
opinion that the alterations can only be carried out by the Company working the line,
and that, as the Southern Mahratta Railway Company will eventually be the owners
of the branch, a convenient arrangement would be for them to take it over as soon as
possible and hire stock from the Madras Railway Company for working it until the
metre-gauge track has been provided.

5. It would seem that this arrangement might be carried out at any time, provided
the two Companies can come to an agreement for—

- (a) Hire of stock.
- (b) Working of the present Guntakal junction for the time being.

6. It appears from a telegram just received from the Government of Madras
that, owing to legal difficulties, the transfer of the Bellary Branch to Government
cannot be effected by 1st July, the date fixed by the Government of India; but if the
proposal to convert the existing track from broad to metre gauge and to dispense with
the mixed gauge track is acceded to, there will probably be quite time enough to

effect the conversion before the first section of the Bellary-Kistna Railway is ready for opening. On the other hand, if it is decided to have a mixed gauge track laid with 62-lb. rails on steel sleepers, as recommended by Mr. Rendel, no date for the completion of the metre-gauge track can at present be fixed.

7. I am to request, therefore, that instructions on the above points may be communicated as soon as possible.

ENCLOSURES.

From the Agent, Southern Mahratta Railway Company, to the Consulting Engineer for Railways, Bombay, dated Dharwar, 21st June 1886, No. 1010/4009.

I have the honor to address you on the subject of the line between Bellary and Guntakal, which it has been decided shall be transferred from the Madras Railway Company and worked with metre-gauge stock by this Company.

2. With regard to the mode of converting the line to a mixed gauge, I have received instructions from my Board, as well as the orders of Government as embodied in Government resolution No. 1324 of 1886. In each case the removal and disposal of the existing broad-gauge materials is contemplated, and a revised estimate allowing for the value of old materials is required.

3. I accordingly addressed the Agent of the Madras Railway with a view to ascertaining at what valuation his Company would be willing to take over the old materials, but I have not yet received the information necessary to enable me to submit a revised estimate of the actual cost of a mixed track. Unless the Madras Railway Company make a favorable offer, my Board desire that the materials should be utilised by the Company, and in either case the expenditure is likely to be much greater than the sanctioned estimate.

4. Under these circumstances, I am instructed to ask that the question of maintaining a mixed track may be reconsidered.

5. It would seem that the main object can be gained by converting the existing broad-gauge track on pot sleepers into metre gauge, retaining the long tie-bars so that broad gauge may hereafter be reverted to in case of necessity. This suggestion is now made by the Board, and is the proposition originally made by the Madras Government.

6. As the alteration of the road must be carried out by the Company working the line at the time, and as the Southern Mahratta Railway Company will eventually be the owners, a convenient arrangement would be for them to take over the branch at once and hire stock from the Madras Railway Company for working the line until the metre-gauge track has been laid.

7. I addressed the Agent of the Madras Railway with the object of obtaining his views on this proposition, and gather from his reply that the matter rests entirely with Government.

8. I have therefore despatched the following telegram to your address:—

"Am informed Madras Railway transfer Bellary-Guntakal Branch to Government, 1st July; are we expected to work it from that date; if so, will Madras Company supply stock and allow staff to remain temporarily."

9. I request that I may be favored with early instructions on the subject.

EXTRACT of Board's letter, No. 76, dated 14th May 1886.

429.

Bellary-Guntakal.

13. The Agent forwards a letter from the Chief Engineer, No. 418, dated 21st March 1886, with reference to the laying a third rail on the Bellary-Guntakal Branch, in which he proposes to lay three new rails on timber sleepers; the question is, what is the best rail to adopt?

The estimates for three sections of flat-footed rails as under—

	RS.
41½ lb. steel rails	7,761 per mile.
52 " " "	8,598 " "
62 " " "	11,466 " "

For the 32 miles of track that will be required, the cost would be with—

	RS.
41½ lb. rails	2,48,352
52 " " "	2,75,136
62 " " "	3,66,912

These sums were exclusive of the value of permanent-way to be taken up, assumed at Rs. 5,42,624, which it is proposed to transfer to the store account.

The work would be done in three or four weeks.

The Chief Engineer recommends that a new track, with three lines of 62-lb. rails, be laid on timber sleepers 10" x 10" x 5"; the ballast now on the road is suitable. The Board have referred this question to their Consulting Engineer, who suggests that the present rails and sleepers on the line might be taken up and utilised either on the Company's metre-gauge lines west of Bellary, or on the Government metre-gauge lines east of Guntakal. If the material to be taken up cannot be disposed of to the Madras Railway Company, it should be transferred at once to the Mysore Railway at the same cost that a similar length of metre-gauge permanent-way could be provided on a point equally distant from Hurrihur. You will observe from correspondence enclosed that the Madras Railway Company have expressed their readiness to take back this permanent-way at a valuation yet to be ascertained. If such valuation is in excess of what this Company can allow for it on the basis above laid down, you should accept it, and hand over the material as taken up.

When Colonel Lindsay's estimate is corrected by a reduction in the value of the materials to be taken up, and before any steps are adopted to remove the present materials, you should report to Government what the exact cost will be to this Company of having a mixed track on the Bellary-Guntakal section of its line, and inquire whether Government think such heavy expenditure needed for its provision solely for military purposes.

In case they decide on having only a single metre-gauge track, the present permanent-way should be adapted to that track. If the decision is to have a mixed gauge, you should act on Mr. Rendel's suggestion and send home the necessary indent.

From A. M. RENDEL, Esq., dated 8, Great George Street, Westminster, 19th April 1886.

I am in receipt of yours of the 14th instant, forwarding papers on the subject of the method and cost of laying a third rail on the Bellary Branch. I agree with the Chief Engineer that the best plan will be to take up the existing road altogether and lay down a new line with three flat-footed rails on new sleepers. I think the best rail for all three will be one weighing 62 lb. to the yard, the standard South Indian Railway rail, in fact, in steel. But unless he is able to obtain timber sleepers of a very high class, I think he had better use steel sleepers, such as we are now sending out in large quantities, stamped so as to take the third rail, which may be very easily done. At present prices, I should estimate the cost of such a road as below, following the Chief Engineer's estimate in respect to internal carriage and other Indian items—

	RS.
Dismantling present road	370
Rails, fittings, and freight to Bombay	10,000
Freight of rails in India	2,538
	12,908
Sleepers, 97 tons at Rs. 87 per ton for sleepers delivered in Bombay and Rs. 23 freight thence, or Rs. 110 per ton in all	10,670
Carriage between Guntakal and Bellary	700
Laying	500
Total	24,778

2. The estimate for timber sleepers is Rs. 27,877, so that steel sleepers would be cheaper, as well as, in my judgment, more durable and more generally satisfactory. The valuation of the old material is, I fear, much too high. If the line were altered to a metre gauge only, the cost of the operation would be a mere trifle. The retention of the broad gauge will apparently cost about £40,000. I return the papers.

From A. M. RENDEL, Esq., dated 8, Great George Street, Westminster, S. W., 30th April 1886, No. 99/86.

Referring to your remarks on my letter of the 19th instant, regarding third rail on Bellary Branch, I beg to suggest that the present rails and sleepers on the line might be taken up and utilised either on the Company's metre-gauge lines west of Bellary, or on the Government metre-gauge lines east of Guntakal. The value of a mile of metre-gauge permanent-way with steel

sleepers delivered near Bellary would be at the present time about Rs. 11,000, and this sum might be taken, for Capital purposes, as the value of the broad-gauge material now laid on the Bellary Branch when transferred. But is there any real necessity for the retention of the broad gauge at all? Break of gauge is surely preferable to an expenditure of £40,000.

From Colonel E. Z. THORNTON, Secretary, Southern Mahratta Railway Company, to J. BYRNE, Esq., Secretary, Madras Railway Company, dated 31, Lombard Street, London, E.C., 6th May 1886

Bellary-Guntakal Branch.

Our Chief Engineer has proposed, with regard to laying a third rail in the above-mentioned branch in order that it may be available for both broad and narrow gauge rolling stock, that the present road be taken up and relaid with three new rails of less weight. He values the 7½-lb. rails and sleepers laid at present at Rs. 16,957 per mile, which for 32 miles (the length of the branch) would make a total of Rs. 5,42,624.

2. My Board, before sending any definite orders to their Agent in India, are desirous of learning whether the Madras Railway Company would be disposed to purchase the 75-lb. rails at present forming the track, and, if so, what terms they would propose to offer for them.

From J. BYRNE, Esq., Secretary, Madras Railway Company, to Colonel E. Z. THORNTON, Secretary, Southern Mahratta Railway Company, dated 61, New Broad Street, London, 11th May 1886.

In reply to your letter of the 6th instant, I am directed to inform you that the Board will be prepared to purchase the 75-lb. rails and other permanent-way materials on the above branch line on such terms as may be agreed upon after reference to our officers in India. Meanwhile, I am to inform you that our Consulting Engineer estimates the present value to this Company of the materials in question, which have been 15 years in use, at about £400 per mile.

From the Agent, Southern Mahratta Railway, to the Agent and Manager, Madras Railway Company, dated Dharwar, 11th June 1886, No. 1010/3782.

With reference to the Bellary-Guntakal Branch of your railway it has been suggested that, as the alteration of the road must be carried out by the Company working the line, and as this Company will eventually be the owners, a convenient arrangement would be for us to take over the branch at once, if we can arrange with you for the use of stock to work the line until the metre-gauge track has been laid.

2. Will you kindly favor me with your views on this proposal, and give me your opinion as to the earliest date at which the transfer might be effected.

3. Please also tell me under what arrangement and terms you can supply stock for working the line. I think it would be desirable to avoid, if possible, the necessity for transshipping goods at Guntakal.

4. I should like to know when you expect the new junction station at Guntakal will be ready, and on what conditions we might work into the existing station in the meantime.

5. Our Traffic Manager and I have to be at Bangalore before the end of this month, and, if convenient to you, we should be happy to visit Madras on our way and discuss matters of details with you on the 28th or 29th instant.

6. I shall be much obliged if you will favor me with a reply as soon as convenient.

From the Agent, Southern Mahratta Railway, to the Agent and Manager, Madras Railway Company, dated Dharwar, 11th June 1886, No. 1010/3784.

Will you kindly tell me at what valuation your Company would be willing to take the permanent-way materials on the Bellary-Guntakal Branch if it is decided to relay the road with new materials.

2. In answer to a similar inquiry made to your office in London, our Secretary was informed that your Board would be prepared to purchase the 75-lb. rails and other permanent-way materials on the above branch line on such terms as may be agreed upon after reference to officers in India.

3. As the question of how the line shall be adapted for metre-gauge stock will depend in some measure on the value of the old materials, I shall be glad if you can favor me with an early reply.

From the Acting Agent and Manager, Madras Railway Company, to the Agent, Southern Mahratta Railway, Dharwar, dated Madras, 18th June 1886, No. 2873.

In reply to your letter of the 11th instant, No. 1010/3784, I write to say that I have received a communication from my Board as to the sale to your Company of the broad-gauge permanent-way materials on the Bellary Branch, and, in accordance with their instructions, we are now having a careful valuation made.

2. As soon as this work is finished, I shall have pleasure in informing you of what valuation we have arrived at, but it must be distinctly understood that the final arrangement rests with the Board of Directors in London.

From the Acting Agent and Manager, Madras Railway Company, to the Agent, Southern Mahratta Railway, Dharwar, dated Madras, 18th June 1886, No. 2881.

In reply to your letter of the 11th instant, No. 1010/3782, I write to say that, in accordance with the wishes of the Government of India, as expressed in their despatch to the Secretary of State, No. 108, dated Simla, the 4th of July 1884, negotiations for the mutual agreements regarding the transfer of the Bellary Branch are being carried on between the Madras Railway Company and the Madras Government, and not directly with your Company.

2. The date for making the transfer of the branch from the Madras Railway Company to the Government has been fixed for the 1st July next, but I am not in a position to inform you as to the date on which the Government will hand over the line to your Company.

3. The question of our lending the broad-gauge stock for the working of the branch by your Company on its being taken over by you was discussed at a meeting held in my office yesterday at which the Consulting Engineer to Government was present.

4. No formal proposition has yet, however, been made, but any arrangement that may be concluded should, I think, be communicated to you by the Government.

5. Under the circumstances, I do not think that any advantage would result from our meeting as you propose.

Copy forwarded to the Secretary to the Government of Madras, Public Works Department, Railway Branch, for information, with reference to correspondence ended with Bombay Government letter, No. 1325, dated 7th June 1886.

BOMBAY CASTLE, (Signed) H. F. HANCOCK, Major-General, R.E.,
28th June 1886. Joint Secretary to Government.

From Colonel K. A. JOPP, R.E., Under Secretary to the Government of Bombay, Public Works Department (Railway), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Bombay Castle, 2nd August 1886, No. 1721.

In continuation of my memorandum, No. 1490, dated 20th June last, I am directed to forward copy of letter, No. 563 R.C., dated 16th July, from the Government of India, bearing on the subject of the provision of a mixed gauge on the Bellary-Guntakal Branch.

ENCLOSURE.

From the Secretary to the Government of India, to the Secretary to the Government of Bombay, dated 16th July 1886, No. 563 R.C.

I am directed to acknowledge the receipt of your letter, No. 1489, of the 28th June 1886, forwarding copy of correspondence asking that the question of a mixed gauge between Bellary and Guntakal may be re-opened; and, in reply, to say that the matter has again been very fully considered, and that, in the opinion of the Government of India, the scheme of conversion now put

forward by the Agent and Chief Engineer of the Southern Mahratta Railway Company will not sufficiently meet the requirements of the case. The decision in favor of a mixed gauge, which has been approved by the Secretary of State, must therefore be maintained in view of the important military and protective interests involved, the consideration of which led to its adoption.

2. As regards paragraph 6 of your letter, I am to state that the Government of Madras telegraphed to the Government of India, on the 26th ultimo, that arrangements had been made for the transfer of the branch on the 1st instant; and as the manner in which the mixed gauge is to be laid has been already decided in Public Works Department No. 402 R.C., of the 25th May 1886, to your address, the Government of India hopes that work will now be rapidly pushed through to completion by the Southern Mahratta Railway Company.

ORDER—dated 16th August 1886, No. 643 R., Public Works.

Recorded, with reference to proceedings, No. 636 R., dated 14th August 1886.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

Exd. E. Fernandez.
Spare Copies

RAILWAY.

Govt. of {1886} Madras.

PUBLIC WORKS.

Dated August, 16th.

Recd.

Encl.

G.O., 16th Aug. 1886, No. 643 R.

AUGUST.

**Bellary-Guntakal Branch
Railway**

Copy of correspondence between the Governments of Bombay and India on the question of maintaining a mixed gauge on the — recorded.

23RD JUNE 1888, No. 526 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Government of India, Public Works Department (Railway—Construction), dated Simla, 8th June 1888, No. 599 R.—C.

The following is forwarded for information to the Secretary to the Government of Madras, Public Works Department, with the remark that in arriving at this decision the Government of India has been influenced by the fact that the opening of through railway communication to Mormugão on the West Coast and as far as Nandyál, in the direction of the Kistna delta, obviates the necessity for the mixed gauge between Bellary and Guntakal.

(By Order.)

(Signed) M. C. BRACKENBURY, Major, R.E.,
Under-Secretary to the Government of India.

ENCLOSURE.

COPY of letter from the Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Bombay, Public Works Department, dated 8th June 1888, No. 598 R.—C.

With reference to correspondence ending with Public Works Department letter No. 1162 R.—C., dated the 29th October 1887, I am directed to state, for the information of His Excellency the Governor in Council, that Her Majesty's Secretary of State for India has expressed a strong desire that an endeavour may, if possible, be made to prevent the proposed expenditure for the introduction of a third rail between Bellary and Guntakal, which had been proposed in order to admit of the track being used for broad as well as for metre gauge traffic when necessary.

2. The Government of India has accordingly again considered the matter, and, in deference to His Lordship's wishes, has decided that the proposal for a mixed gauge track between those two stations may be abandoned.

3. I am, therefore, to request that, with the consent of His Excellency the Governor in Council, instructions may be issued to the Agent of the Southern Mahratta Railway Company to the effect that no further steps should be taken in the matter, nor any expenditure incurred in connection therewith.

ORDER—dated 23rd June 1888, No. 526 R., Public Works.

Communicated to the Consulting Engineer for Railways for information.

(True Extract.)

(Signed) W. H. COAKER, Major, R.E.,
Ag. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
,, Military Department.

Exd. F. R. Bantleman.
Spare Copies

RAILWAY.

Govt. of (1888) Madras.

PUBLIC WORKS.

Dated June, 23rd.

Recd.

Encl.

G.O., 23rd June 1888, No. 526 R.

JUNE.

Bellary-Guntakal Railway

Communicating to the Consulting Engineer for Railways letter from the Government of India to the Government of Bombay requesting the abandonment of the proposal for a mixed gauge track on the —

(A. & M. VIII.)

Madras & MANAGER
AGENT & MANAGER
RAYAPURAM TERMINUS
Madras, Oct. 17th 1890

Very dear Stuart
With reference to
the subject of broad
gauge on the Bellary
- Guntakal section of
the Southern Railway
the whole question is
dealt with in Public
Works L.O.s:-

No. 92 R. of 1st Feby. 1886
No. 402 R.C. of 25th May 1886
No. 643 R. of 16th Aug. 1886
No. 526 R. of 23rd June 1888

The same cause
The transfer platform
will soon be completed
and the inconvenience
complained of ought
very soon to be limited
to the insupportable with
any such gauge and
to the resulting from
deficiency of rolling stock
on the S.M. R.
The former will be known for

RAILWAY.

Govt. of (1888) Madras.

in the first the Govt. of India decided to have a mixed gauge; in the second the S.M.R. deprecated it, but were overruled by the Govt. of India; in the third the question was re-opened, but the Govt. of India upheld their original decision; and in the fourth the Govt. of India abandoned the idea, at the request of the Secy. of State.

This information may prove of interest to His Excellency.

whom I briefly mentioned the subject at Guntakal on the evening of the 15th inst.

Yours sincerely
Henry Clowes

Bellary-Guntakal Railway

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RAILWAY.

Gohi

Office of Consulting Engineer
for Railways,

MADRAS,

Oct 20th

1896.

My dear Stuart,

I send you the
file containing the S.O's
referred to marked with
slips M.O.K.N. together
with West's letter.

Yours sincerely

F. D. Fowler

Yours sincerely,

H. Altman

F. D. Fowler Esq.
Secy. P.W.D.
Hy Branch.

Bellary-Guntakal Railway

Communicating to the Consulting Engineer for Railways letter from the Government of India to the Government of Bombay requesting the abandonment of the proposal for a mixed gauge track on the —

RAILWAY.

Encl



GOVERNMENT

Guindy. 4th Jan 18

My dear Fowler,

In returning the papers about the railway from Guntakul to Bellary, I am desired by His Excellency to ask you to be good enough to ascertain whether the Southern Marashtra Railway Co. are in favour of the proposal to add a third rail so as to allow a broad gauge train running as far as Bellary.

yours sincerely,

H. Altman

J. D. Fowler Esq.
Secy. P. W. D.
By Branch.

Bellary-Guntakal Railway

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RAILWAY.

Bellary-Guntakal Railway

Communicating to the Consulting Engineer for Railways letter from the Government of India to the Government of Bombay requesting the abandonment of the proposal for a mixed gauge track on the —

Review of the position of the address to the Government of the Bellary "People's Association" and H.E. up to the time as published in the Times of India Aug 6. 87.

I have very little doubt that trade has suffered of late owing to the season of the year selected for the alterations of the gauge on the Bellary Branch.

The cotton season is now nearly over and the principal cause of pressure has therefore for the time ceased.

The transfer platform will soon be completed and the inconvenience complained of ought very soon to be limited to the inevitable with any break of gauge and to that resulting from deficiency of rolling stock on the S.M. N. The former we know from

practical experience
elsewhere, will in
ordinary seasons
for all practical purposes
disappear, to return from
time to time as pressure
reappears.

The latter I consider a
Sentinel Subject in reference
to the Bombay Government.
The tendency just now at
the India Office, in response
to suggestions from Sir A.
Keightley, is, to discourage
liberality in the provision
of rolling stock for railways
in India and the only
remedy is to encourage and
give full publicity to the
demands of Trade.
Pressure brought to bear on
Railway Companies for
economical working, as
gauged by comparative
statistics, tends to restrict
the facilities offered to Trade,
for instance, unparliamentary
comments on the proportion
of "paying" to "dead" load
encourage the staff to
detain goods and delay
them in transit and
such criticism is more

likely to be injurious
on the line that does
not pay its passenger
than on one that does
so, as, on the latter,
self interest helps to
prevent compliance with
ill-advised principles
if so they be.

I would forward a copy
of the representation of the
People's Association to
the Bombay Government
with an expression of
W.R. life that that
Government will take
such action, with reference
to them, as will in
their new trend to
minimize the inevitable
inconvenience of the
lack of space at Grand
in times of commercial
pressure.

With much
C. Smith Ld. & Co.

Accpt. D

Leander

* Such a representation will
strengthen the hands of the Bombay
Govt and of the I. M. R. when
insisting for additional
rolling stock.

Letter
from R. K. R. to
Communication to
Billary Rafter execution
C. H.
18. 12. 7