

Public Works (1897) Department.

G.O., No. 258 R

DATED 14th April 97

[Despatch Abstract.]

East Coast Railway. - Letter to the Government of India urging that the point of contact of the two working agencies of the Bengal Nagpur Railway and the ——— should be either at Khurda Road or at Vizagapatnam port station.

FURTHER PAPERS.

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

The Hon. Mr. J. M. C. 15.

Having had an interview with Mr.

Spring on the matters treated of in this
Note and in the accompanying draft
letter, I accept Mr. Spring's views, and
affix the draft letter.

7.47

5.4.97

I wish we had been told all this before. My all means let us try for Khurda Road, though the mischief is that we have reason to fear that the B. N. R. have been promised cut off down to Vizianagaram without ref^{ce} & so



8/4/97

258 R.

Rec'd M/30/3/97

The point of partition of the
East Coast B. between the two Companies
who are in future to work it.

Having carefully read up this
Case as well as that of the Vering
harbour, and the Parbatigum and
Brinkh travel cases, and having
three years ago been very familiar
with the conditions of the problem
while in charge of the S. C. R. it
is forced upon me that a mistake
has been made in this Govt letter
to India, No 20. R. dated the 9th Jan 97

2. - Such being the case I think it right that I should note again on the subject for the information and orders of H.C. the Governor and Hon. Members, especially in the course of the mistake into which we have in my opinion fallen is that a certain technical matter, greatly affecting the problem, was not laid before Government; and H.C.

and the men were, doubtless,
not familiar with this technical
matter.

3. I must explain that, in the
practical working of railways, the
engines and drivers are permanently
located in carefully chosen central
stations equipped with ^{work-}shops, houses
for the men, &c. &c. These permanent
or "Engine Station" are located as
nearly as may be at a distance
apart of two engine runs. An engine
run is the distance that one driver
can run in a day, as limited by
his physical powers, and it coincides
more or less with the distance that
one engine can run in a day before
being cleaned and overhauled. These
main Engine Stations are fixed as
far as is consistent with the above
requirements, at healthy sites, at
the junction of the main line and
its branches, at the head quarters of
civil administration, and near large
centres of trade, ^{because there is some social} ~~these latter are~~

and ~~very~~ administration convenience in the
location of large bodies of Europeans at
places of the sort referred to.

4. An economical engine run is,
other things being equal, the longest run
that a man and his engine can make
without their mutual well-being being
affected adversely. 130 miles is a very
good run, and in a level country
with high speeds it is an easy run;
80 or 90 miles is an uneconomical
run. On such a country as the
Calcutta Madras R. runs through,
the economical engine run varies with
the gradients and otherwise, but the
mean ideal run for this country is
about 125 miles, making 8 engine
runs between Madras and Calcutta.

5. The men and their engine run
at in both directions from their
residential or engine stations, and
stable for a few hours at intermediate
or passing shed stations, the men
feeding and sleeping, and the engines
being cleaned until their turn comes for

the next run when they go back to
the same engine station for another
spell of rest and a clean run.

6. - Thus, as will be clear from the
above explanation the main engine
station would on the Calcutta Madras
R. be about 250 miles apart.

This 250 mile length being in each
can be divided about midway by a
running shed station. From Calcutta
to Madras there will be, more or
less, as follows, at least this was
what I had done on the scheme to
be worked to three years ago, and I
don't know that anything has since
occurred to upset my scheme.

MADRAS

Nellore

BEZWADA

Samal Kotta

VIZAGAPATAM

Madras Road

~~Madras Road~~

KHURDA ROAD

Balasore

CALCUTTA.

It will be seen that the main station,
in capital letters, are all other important

a junction with other railways, or junction
with branches: and all will finally be
equipped with workshops: they will become
the head quarters of large bodies of
Europeans and of volunteering; and
they are, as near as may be, about
250 miles apart. The running
shed station are roughly midway
between them, and some of them are
junction with branches, or are centres
of administration.

8. - Such being the main Division
and subdivision of a united Calcutta
Madras R. if worked through by one
agency, - the Division and subdivision
also where a Manager could locate
not only his engine staff, but all
his staff in the other, beginning Traffic
and Audit, departments; ^{and it being} ~~it is~~ obvious
that any splitting of this ideal
~~the~~ scheme must mean uneconomical
working; it follows that if the 1000
miles is to be divided up between
two working agencies the point
of junction, or of contact, between
the two must be found at one or

skin of the above station, and therefore
either Rhamla, the Madras-Bengal
frontier, or Trimi, the Godavari and
Vizag District frontier, is out of it,
however convenient it may seem to be that
the contact point and an administrative
frontier should be coincident.

This Government has in my opinion
chosen rightly in giving the preference
to KHURDA ROAD, as the point of
contact of the two working agencies.
For not only is the whole of the
railway that lies within this presidency
reserved thereby for a company which
has always been controlled in this
presidency, (and a few miles more), but
another and very appreciable advantage
also accrues in that it will be possible
if KHURDA ROAD be made the
point, to economically work the
S.P.R. through State Agency, if found
desirable, until the Madras R. Co. contract
falls in, in 1907. If a point
very much further south were chosen,
such as Vizag, the back of emergency
in working on short a length as 500

miles would be a continual temptation to the
State to make it over, even on disadvantageous
terms, to the Madras R. Co. A 750 mile length
can be worked more economically than a 500
mile length, and the temptation to part with
it too cheaply will not be so strong.

10 Next after Khurda Road the Govt.
selects Visakhapatnam or Chiggaipatnam as the
point of contact of the two working agencies.
I gather that the reason for this selection was
that already the Govt. of India in a despatch
to the Sec. of State had recommended that the
Parabotya Branch should be worked by the
agency to which the Southern portion of the
S.P.R. was to be entrusted, and in this case
the Northern Agency must obviously stop
either at Visakhapatnam or at Chiggaipatnam, or
somewhere North of it. To stop at Visakhapatnam
or Chiggaipatnam would again bring in the
technical trouble about working that I
have explained in the foregoing paragraph, and
it is obvious that if the Northern Agency is
to be allowed south of Khurda Road at
all it must be allowed to run down with
as far as the ^{Mandara} ~~State~~ ~~State~~ ~~State~~
(or whatever point not far off from there
may have been fixed on since I left the S.P.R.)

or else it must come right down to Vizag.
Of these two alternatives that of
bringing the Northern working Agency
right down to Vizag is to my mind
the better arrangement. If the Bengal
Nagpur R. Co. are going to be allowed
to penetrate into Madras at all, they
had better be brought right down to
a Madras port, and to a port which
like that of Vizag, is susceptible of
development. They will work the
Parbatipur trade as well as anyone else,
and there is no advantage from the
Madras point of view, and much disadvantage
from the Railway working point of
view, in stopping them at any point
short of Vizag port if they are to
be allowed south of Khund Road at all.

11. In my opinion we could do well
to go in very strongly indeed for Khund Road,
and that after that, as an alternative, we
should press for the selection of no other
place than Vizagapatnam Port. Knowing
the personnel
of the Govt. of India in
the P.W.D. and S.D., I think also
that it would be wise to address them

Yes.
R.S.H.

emphatically and somewhat peremptorily.

12. - I cannot but think that it is
not in the best interests of this Presidency,
or of the producers whose natural trade
routes are through the coast ports of the
Presidency, that a foreign railway, over which
we have no administrative control, and whose
interests are centred on Calcutta, should be
allowed to penetrate so far into the Presidency
as is in contemplation of the B.N.R. Co.
Board and of the Govt. of India.

13. - I am also of opinion that, in view
of the difficult attitude of the Madras
R. Co. and of the practical difficulties
of coming to such terms with them as
shall ensure identity of interest between
them and the State in the working of
the S.E.R. while they continue to be
constituted upon the old and anomalous
basis of a Guaranteed Company, we ought
to be most cautious in coming to terms
with them.

14. For these and other reasons it
might perhaps be wise that for some
years to come the 750 miles of

Agree.
A.H.

S.C.R. between KHURDA ROAD and
Madras should continue to be worked
by the State. Such a system of
working will draw due attention to the
trade of Vizag, Coimbatore, and Madras,
and will I think very probably stiffen
the confidence of those of the public
who are nibbling at a Vizag harbour
scheme.

15.- I have noted elsewhere, in connection
with the prospects of the Vizag port harbour,
about the proposed Bimili branch.

16.- As regards the details of
a junction of the two working again
at Vizag, I would doubt the form
or five miles of track from the actual
point of junction in to Waltair and
down to the Port. I would give the
actual port station to the Northern
Agency, because it is that Agency
who would be most interested in the
Vizag trade and its development, more
especially as it would be working the
Puducherry Port to Salem branch. I would
arrange for the Southern Agency to

Agree.
A.H.

run into the other people's front
station, or term similar to those agreed
to at many Indian places where the
Congress meet, such as Banar. Wadi,
Besawda, Jabalpur, Saharanpur, Delhi.
8-7-

17- Perhaps I ought not properly to
just up a draft until H.C. and
Hon. Members have passed orders on
this reference. But I have drafted,
because I think I can better in this
form give expression to what it is
precisely that I think we ought to
say to the Govt. of India.

18- What I fear is that, on the D.G.B.
pointing out to the Govt. of India the
technical mistakes about India, they
may consider that we have had our say,
and, without consulting us again, may
decide the matter to the disadvantage
of what we conceive to be the interests
of this Presidency.

7/88

29/3/97

No 258 R of 14 April 1897

To The Secy to the Govt of
India S.W.D.

628

L

I am directed to invite your attention
to my letter No. 20 R. dated the 9th Jan. 97
on the subject of the prospect of the
port of Visagapatnam, and the influence of
these prospects on the decision as to the
point of contact between the Bengal Nagpur
R.L. and the line to which the working
of the southern portion of the Great Coast
R. will be entrusted.

In that letter you were informed that
the Government favoured several alternative points
of contact in the following order of preference.

- 1st Khanda Road, with Khanda
as an alternative.
- 2nd The junction of the Pambic
Branch, via either Visagapatnam
or Chippargal. ~~Interregional~~
~~Interregional~~
~~Interregional~~

Appd. A.S.H.
5.4.97

W
8/4/97

28
11/4/97

A.R.
Wm. got this not stamp.
before I got Oct.

M
13/4

3^d Tami, on the Godwin Vengpoo
distinct boundary.

4th Vizagapatam.

I am now desired to acquaint you
that H. R. the Governor in Council has
again had the whole subject under ^{careful} ~~the~~
consideration; and that, while adhering to
their preference for Khundi Road as
the point of contact of the two working
agencies, this Government desire to give
the most preference to the Port Station
of Vizagapatam, entirely rejecting
Tami, Vizianagaram Chiggaipali, and
Khundi.

4. - It is unnecessary to reiterate the
arguments, addressed in June 8 of my
letter under reference, against permitting
a railway Company, whose interests are
centered in Calcutta and the Central
Province, to penetrate far south into
the District in the Presidency where
trading connections are with Madras
and Vizagapatam and the other coast
ports. His Excellency in Council returns
to be strongly of opinion that Khundi

Road, which is the junction of the
Sambalpur, Calcutta, and Puri arms
of the B.N.R. system, should be
the southernmost limit of that Agency's
working.

5. - Should however negotiations between
the Secretary of State and the Bengal
Nagpur Railway Co. have gone too far to
permit of the southern limit of that
Agency's working being ^{now} fixed at
Khundi Road; and should, in consequence,
the permission to that Agency to penetrate
into this Presidency as far south as
"Vizianagaram ~~or~~ its neighbourhood"
have become a res judicata, His
Excellency the Governor in Council, on
a careful reconsideration of the subject
in its several bearings, desires me
to record the opinion of this Government
^{favoring the preferable alternative,}
that, "the Northern working Agency
should terminate at Vizagapatam
Port Station, and that, the few
miles between that station and the
actual point of junction being
doubled, the Southern Working
Agency should ^{then} run on its own track

up to the Vizagapatnam Port Station,
and should enter that station, under
an agreement with the Northern working
agency similar to those agreements
under which other Indian railway
Companies ^{have} arranged for the ^{mutual} use of
junction stations.

6. - In favour of the proposal that
the future East Coast Railway, by
^{whomsoever} ~~whomsoever~~ worked, should extend
from Madras as far north as Khundi
Road, there is one inducement which
should not be lost sight of, viz.
that if, as seems probable, it should
prove impracticable to enter into a
satisfactory agreement for its working
with the Madras R. Co. as long as they
continue to be a guaranteed company.

The 750 miles (more or less) of the
E. C. R. north of Khundi Road
can be worked as a State line
much more economically than the
shorter section of 500 (more or less)
miles south of Vizagapatnam.

7. - This Government is of opinion
that the extension of the State

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working of the E. C. R. for the
present, and probably until the
signing of the Madras R. Co.
Agreement in 1907, will be ~~best~~
for the ^{best} interests of the development
of the trade of the Districts of
this Presidency which it serves.
^{and also} ~~also~~ of the future of Vizag
as a port. Should however the
Madras R. Co. see fit to come
forward with suitable proposals for
its working, proposals which seem
undoubtedly to considerably enhance the
price to be paid in 1907 for the
Company's property, this Government
would make no objection to ^{a satisfactory} ~~the~~
arrangement being entered into with
them for the working of the E. C. R.

8. ~~If I have any doubts~~
Should such an arrangement prove feasible,
~~arrangement should prove feasible,~~

H. S. in Council would very much

prefer that the entire railways of the
E. C. R. which lies within this Presidency
and the few miles across the frontier up
to Khundi Road, should be ~~worked~~

worked by a Company which has
always been, and will probably continue
to be, under the administrative control
of the Indian Government, and
whose leading officials are in
personal touch with the Heads of
Departments of the Government as well
as with the leading traders and
banks by whom the mass of the
trade to be dealt with is financed.

9. If however it should unfortunately
be too late to give effect to the strong
desire of this Govt. that the point
of contact of the two working
agencies should be at Kharad. Road,
the alternative now put forward, viz
that the point of contact should be
at Vizagapatnam Port Station, will,
in the opinion of H.S. in Council,
best meet the requirement of the
trade to be served by the Calcutta
Madras Railway.

H.S. is advised that I have 2
from a railway working
point of view both the alternatives
are put forward as just
undisputable.

7/1/22
29/3/22

Dec 14/21