Proceedings of the Madras Government, Revenue Department, 15th March 1873.

No. 163. Read the following Endorsement of the Secretary to Government, Public Works Department, dated 27th February 1873:—

Read the following letter from the Agent, Great Southern of India Railway, to the Consulting Engineer for Railways, Madras, dated Negapatam, 20th February 1873:—

In connection with [illegible] Letters Nos. 4,[illegible] and 4,885, I shall feel much obliged if you will bring under the notice of Government an arrangement (as detailed in attached papers) which has been made in the Bombay Presidency for a concentration of the manufacture of salt whereby a large traffic will be thrown over the Bombay and Baroda Railway.

2. The falling off in this Company's receipts for the carriage of salt during the week ending the 8th instant amounted to about Rs. 1,000.

Enclosure No. 1.

From the Agent, Bombay, Baroda, and Central India Railway, to the Agent, Great Southern of India Railway Company, dated 24th January 1873.

The Government here have made an arrangement for the construction of a branch of 26 miles from Veerungaum on the B. B. and C. I. Railway to Patree on the Runn of Cutch, by which branch the Runn salt will be thrown on to the Indian Railway system. The branch is to be a State Railway, worked by the B. B. and C. I. Company, and the enclosed printed paper gives the conditions. The capital cost will be approximately ten lakhs, of which all, with the exception of about ¾ lakh, is borne by the budget of the Salt Department. Government close a number of minor depôts, economise the working of the Salt Department by concentration, are better able to check smuggling, and supply salt of a far superior quality to any hitherto manufactured in this part of India. The B. B. and C. I. Company get a large salt-traffic, estimated at 50,000 tons per annum. The arrangement is on all grounds most desirable. The salt is so good that it will bear a long railway carriage. I supersede others salt.

Patree Branch Draft Agreement.

1. The line to be of the cheapest kind.*

Earth-work.—The width of embankments to be 15 feet at formation.

Ballast.—To be 9 feet in width and 1 foot 6 inches in depth.

Masonry, Bridges, and Culverts.—Length of piers and abutments to accord with diminished width of line at formation. Superstructure of iron to be calculated for a rolling load as per margin.

	Tons.
6 to 12 feet	2
12 to 18 ,, ...	1½
18 to 50 ,, ...	1

Permanent Way.—Rails to be flat-footed and to weigh 48 lbs. per foot run. Creosoted sleepers, 8 feet long and [illegible] inches by 4½ inches in section, to be placed 2 feet apart, allowing 6 to a 24-foot rail.

2. The Bombay, Baroda, and Central India Railway Company to invite tenders for the work, and to construct the line on the usual conditions as to Government superintendence.

3. The Company to maintain the line out of revenue, from the date on which it is accepted as completed and taken over from the contractor.

4. The Company to work the line as soon as it is declared fit for traffic by the officers of Government; clauses being inserted in the contract to empower Government to run trains over the line whenever the work is sufficiently advanced.

* The Agent, Bombay, Baroda, and Central India Railway Company, objects to reduction in earth-work and ballast; considers the saving of small account, and that it will lead to loss in maintenance.

5. The speed of trains to be limited to 12 miles an hour.

6. The weight of engines and rolling stock used for the branch to be restricted to 4 tons on any wheel.

7. The Company to carry as much salt as the Salt Department desire on their requisition, at reasonable notice, at one-fifth Pie per ton per mile over the branch and tariff rates for loading, weighing, [illegible] by the Salt Department to do at Patree.

8. The working of the branch by the Company to be subject to the terms of the contract for the main line, and income and charges due to the working to be dealt with as income and charges of the main line.

9. The incidence of the cost of the original work to be agreed upon before the work is commenced ; Government will then decide the sum to be entered in the annual budget.

10. Additional works subsequently required by the Salt Department for their traffic to be paid for by that department.

11. Additional works or conveniences found requisite for traffic other than Government salt-traffic after the opening of the branch to be carried out at the Company's expense, subject to the rules in force with respect to construction of new works on the Company's open line.

12. The working agreement to be terminable by Government at any time after the line has been open one year, at six months' notice.

13. In the event of the working agreement being terminated, the works paid for by the Bombay, Baroda, and Central India Railway Company, out of guaranteed capital, whether before or after the branch was opened, to be taken over by Government at a valuation based on the condition of the works when taken over, and the value refunded to the Company's capital account.

N.B.—The Agent asks that actual amount of capital expended should be repaid in full. This has since been conceded by the Government of India.

14. If, previous to the termination of the working agreement under Clause 12, the Bombay, Baroda, and Central India Railway becomes the property of Government under the Deed of Contract, the capital expended on this branch to be dealt with as forming part of the entire guaranteed capital, and the works to revert to Government with the rest of the line.

Total cost about	... ...	10 lakhs.
Salt Department about	... ...	9¼ lakhs.
B. B. and C. I. Railway	... ...	¾ ,,
		10 ,,

No. 123.

SUBMITTED for the consideration of Government, at the request of the Agent of the Great Southern of India Railway, in connection with the endorsements from this Office Nos. 4 and 83, dated the 6th January and the 4th February 1873.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

MADRAS,
24*th February* 1873.

TRANSFERRED to the Revenue Department.

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government, P.W.D.

No. 164. ORDER THEREON, 15th March 1873, No. 321.

Separate Revenue, No. 12.
[illegible]

FORWARDED to the Board of Revenue for their consideration. They will report how the Vedarnium Canal is [illegible] antity of Salt brough[t] Negapatam yearly by it.

(True Extract.)

(Signed) D. F. CARMICHAEL,
Secretary to Government.

To the Board of Revenue.
,, the Public Works Department.

Exd. F. R. Bantleman.

No. 1927

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 20th February 1873

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From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

In connection with my letters Nos 4861 and 4885, I shall feel much obliged if you will bring under the notice of Government an arrangement (as detailed in attached papers) which has been made in the Bombay Presidency for a concentration of the manufacture of Salt whereby a large traffic will be thrown over the Bombay & Baroda Railway The falling off in this company's receipts for the carriage of Salt during the week ending the 8th Instant, amounted to about Rs 1000/. I have the honor to be

Sir
Your most obedt Servant
William A Bell
Agent

Rs 1495/

Office

The Agent

Loco. B. B.

& M. C. Railway Coys

for Railways

Dated 24th January 1873

Rec'd 24.1.73

Acknowledged 29 P/73

C. R. 1272/73.

Acknowledging receipt of the letter noted in the margin and stating that an arrangement would be entered into for the delivery of a certain quantity of Salt at Patree.

The Agent, Bombay, Baroda, and Central India Railway Company, objects to reduction, viz small account, and [illegible] would lead to loss in manufacture.

Letter from the Agent Bombay, Baroda & Central India Railway to the Agent Great Southern of India Railway Company dated the 24th January 1873.

The Government here have made an arrangement for the construction of a Branch of 26 miles from Veerungaum on the B. B. and C. I. Ry to Patree on the Runn of Cutch, by which Branch the Runn Salt will be thrown on to the Indian Railway system. The Branch is to be a State Railway worked by the B. B. & C. I. Company and the enclosed printed paper gives the conditions. The Capital Cost will be approximately 10 lakhs of which all, with the exception of about ¾ lakh, is borne by the budget of the Salt Department. Government close a number of minor depots reconomise the working of the Salt Department by concentration, are better able to check smuggling, and supply Salt of a far superior quality to any hitherto manufactured in this part of India. The B. B. & C. I. Company get a large salt traffic. Estimated at 50,000 tons per annum. The arrangement is on all grounds most desirable. The Salt is so good that it will bear a long Railway Carriage. I supersede others Salt.

Patree Branch Draft Agreement.

1. The line to be of the cheapest kind *

Earthwork.— The width of embankments to be 15 feet at formation

Ballast.— To be 9 feet in width, and 1 foot 6 inches in depth

Masonry, Bridges, and Culverts.— Length of piers and abutments to accord with diminished width of line at formation. Superstructure

6 to 12 feet, Tons ½.

12 to 18 " 1½.

and income and charges due

rolling load as per margin.

Permanent way.— Rails to be flat-footed, and to weigh 48 ~~lbs~~ per foot run. Creosoted sleepers, 8 feet long, and 9 inches by 4 1/2 inches in section, to be placed 3 feet apart, allowing 8 to a 24 foot rail.

2. The Bombay, Baroda, and Central India Railway Company to invite tenders for the work, and to construct the line on the usual conditions as to Government superintendence.

3. The Company to maintain the line out of Revenue, from the date on which it is accepted as completed, and taken over from the Contractor.

4. The Company to work the line as soon as it is declared fit for traffic by the officers of Government, clauses being inserted in the Contract to empower Government to run trains over the line whenever the work is sufficiently advanced.

5. The speed of trains to be limited to 12 miles an hour.

6. The weight of engines and rolling stock used for the branch to be restricted to 4 tons on any wheel.

7. The Company to carry as much salt as the Salt Department desire, on their requisition, at reasonable notice, at one-fifth pie per maund per mile over the branch, and tariff rates over the Company's own lines, in addition to a terminal charge to cover actual cost of shunting, loading, weighing, and any other work of like description which the Company may be called upon by the Salt Department to do at Patree.

8. The working of the branch by the Company to be subject to the terms of the Contract for the main line, and income and charges due

to the working to be dealt with as income and charges of the main line.

9. The incidence of the cost of the original works to be agreed upon before the work is commenced; Government will then decide the the sum to be entered in the annual Budget.

10. Additional works subsequently required by the Salt Department for their traffic to be paid for by that Department.

11. Additional works or conveniences found requisite for traffic other than Government salt traffic, after the opening of the branch, to be carried out at the Company's expense, subject to the rules in force with respect to construction of new works on the Company's open line.

12. The working agreement to be terminable by Government at any time, after the line has been open one year, at 6 months' notice.

13. In the event of the working agreement being terminated, the works paid for by the Bombay, Baroda, and Central India Railway Company, out of Guaranteed Capital, shall be repaid in full. This has since been conceded by the Govt. of India.

N.B.- The Agent asks that actual amount of Capital expended whether before or after the branch was opened, to be taken over by Government at a valuation based on the condition of the works when taken over; and the value refunded to the Company's Capital account.

14. If, previous to the termination of the working agreement under clause 12, the Bombay, Baroda, and Central India Railway becomes the property of Government under the Deed of Contract, the Capital expended on this branch to be dealt with as forming part of

5 77

the entire guaranteed Capital, and the works to revert to Government with the rest of the line.

(True Copy)
Wm Callaghan
Chief Clerk
19/2/73

Total cost about 10 lakhs

Salt department about 9¼ lakhs
B. B & C I. Railway 3/4 "
10 "

WC

P. Dr. 12/2/73.
Pay Rs. 2/-
6/2/73

No. 123.

Submitted for the consi-
deration of Government, at the request
of the Agent of the Great Southern of
India Railway, in connection with the
endorsements from this Office No. 4 and
83, dated the 6th January and the 4th
February 1873.

Madras
24th February 1873

Lieut. R.E.
Consg. Engineer for Railways

To,
The Secretary to Government
Public Works Department
Fort Saint George.

REVENUE DEPARTMENT.
15th March/73

N —

From Cons: Insp. for Railways P.W.D.

Dated : February 1873.

FOR [illegible]ERS. 321

I would [illegible] thro' the Hyd. for them
Can like steps and ask
them to [illegible] what time the
Welland Canal is
[illegible]ening - and what
Grants [illegible] it is hoped

to Register in yearly

it -

40 B.d of Rev Des 17th an
Pub: W. Depts