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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 108 Press Mis.

206-07

Dated 10 · 1 1907.

Not to be folded or roughly handled

K.S.P

No 206. Read the following circular from the Government of India, Public Works Department, (Railway,) dated Fort William, 9th November 1869, No. 34 :—

Payments to Railway Companies for Postal Service.

Read again—

Public Works Department Circular, No 5-R, dated 11th March 1868.

Read also—

Financial Department, No 2,458, dated 16th September 1868, and enclosures

Public Works Department, No 1,171—2R, dated 5th October 1868, to the Government of Bengal in the Public Works Department, Railway Branch, and the Financial Department.

Financial Department, No 3,310, dated 26th October 1868, and enclosure.
Do ,, 3,329, ,, 31st ,, ,, do.
Do ,, 3,476, ,, 6th November ,, do

Bengal Public Works Department, Railway Branch, No 2,337-G, dated 8th December 1868, and enclosure

Bengal Public Works Department, No 2,358-G, dated 11th December 1868, and enclosure.

Financial Department, No ——, dated 22nd March 1869
Do ,, ——, ,, 22nd June ,,

Bengal Public Works Department, Railway Branch, No 1,931-G, dated 13th September 1869.

Resolution.—The Governor-General in Council observes that, under the contracts with all guaranteed Railway Companies, a condition is made that the mails and servants of the Post Office shall be carried free of charge in all trains. For many years this condition was complied with, without demur or qualification, on most Indian Railways; its general application to all Postal Services has been maintained by the Government of India, and in the year 1865 all the Companies, except the Great Indian Peninsula Railway Company, expressly agreed to haul special sorting carriages without extra charge, instead of the ordinary accommodation given in the trains.* On the continued representations of the Great Indian Peninsula Railway Company, however, the Secretary of State in 1867 agreed that a payment should be made to that Company for the cost of haulage of any extra accommodation given by sorting carriages, and a rate of 2½ annas a mile was agreed to as suitable in that case. This decision was communicated to the Government of Bombay in Despatch No. 2, dated 16th January 1868, and thereupon the Government of India, in Circular No 5-R, dated 11th March 1868, issued an order to give general effect on all Railways to the principles that had been adopted by the Secretary of State for the special case of the Great Indian Peninsula Line.

* See Secretary of State's Despatch, No 35, dated 15th September 1865.

2. The Government of India stated in this Circular that "in cases where Railway Companies provide special facilities for the Post Office in the shape of sorting carriages or vehicles of that nature, they shall be paid a certain rate per mile for the extra haulage which is entailed by the use of these instead of the ordi-

nary carriage, and also a certain fixed amount yearly for the rent of each carriage in actual use, the Company undertaking to maintain the carriages in working order." It was left to the local Governments to apply this general rule

3. The Government of Bengal considered that a rate of 3 annas a mile would be a fair charge for the haulage of a sorting carriage on the East Indian Line, and that this charge should be made whenever a sorting carriage was run by desire of the Post Office. The Railway Company claimed the right to make the charge whenever a special carriage was supplied by them for any train, whether desired by the Post Office or not The charge for rent of the vehicle was fixed at five per cent. on the cost with the assent of the Government of Bengal The Post Office objects to the charge of 3 annas as excessive, and has hitherto only paid 2 annas a mile Also it objects to pay for special carriages unless when they are supplied at its desire. Again, the rent-charge at five per cent is considered excessive A question has also been raised as to the obligation on the Post Office to pay for non-service banghy parcels if a charge is made for the haulage of the Post Office vehicles in which those parcels are carried As to the arrangements in other provinces, no complaints have been made; but an agreement has been made between the Post Office and the Great Indian Peninsula Railway Company, which claims particular attention.

4. The agreement between the Post Office and the Great Indian Peninsula Railway Company is as follows —

1 —A compartment of the size of two ordinary compartments of a second-class carriage is to be provided for the Post Office in every train, without charge, to be used in any manner the Post Office thinks fit. The cost of all fittings in such compartments to be borne by the Post Office.

2.—Four special carriages are to be provided and maintained by the Railway Company for the Post Office at a charge of Rupees 600 each per annum.

3 —If a special carriage is used in an ordinary train *instead* of the ordinary carriage compartment to be provided under Clause 1, no charge for haulage is to be made But if the special carriage is used in addition to the ordinary carriage compartment, the Post Office is to pay 2½ annas per mile for the service

4 —The Post Office decides when it requires a special carriage, either without or with the ordinary carriage compartment, and when it is satisfied with the ordinary compartment.

5.—No charge for haulage of a special carriage is to be made when it is run with a special train, the charge for such special Postal trains covering the whole charge against the Post Office on such occasions.

5. It has been explained by the Director-General of the Post Office, that the reservation of right to the Post Office to require the substitution, without charge, of a special carriage for the ordinary compartment, had reference to occasions (such as Overland Mail days) when the bulk of the mails is so large as to require more room than the ordinary daily accommodation, the Post Office being entitled to the free carriage of the whole mail whatever be its bulk, but that, if on such occasions the Post Office requires also extra sorting accommodation, the special carriage

is employed in addition to the ordinary compartment, payment being made for it at the rate agreed upon, which represents the estimated haulage cost of the portion of such extra carriage required only for sorting purposes.

6. The Governor-General in Council is of opinion that the terms of this agreement seem fairly to meet the intention of the Secretary of State, and may be taken as a basis on which to settle the various matters that have arisen between the Post Office and the East Indian Railway Company. There is the more cause for adopting this agreement as an equitable solution of the question generally, because it has been voluntarily come to by that Railway Company in whose behalf the order of the Secretary of State on the subject was originally issued, and it is only reasonable to presume that the detailed settlement with the Post Office which has been made with this Company has satisfied the claims they formerly put forward and fulfilled the concessions made to them by the Secretary of State. As regards other Companies, their agreement in 1865, that no haulage charge for special carriages would be made by them, may fairly be held to pledge them to assent to any *better* terms which shall satisfy the one Company that did not then agree to the free haulage.

7. The Government of India is, therefore, pleased to direct that the terms of this agreement with the Great Indian Peninsula Railway Company shall be adopted as indicating the basis on which the Post Office will be liable to pay all Railway Companies for the special haulage done for the Post Office, the general principles being that the Post Office shall be entitled to have, free of charge in all ordinary trains, sufficient space for receiving, carrying, and distributing the mails in transit, for which a compartment not exceeding the size of two ordinary second-class compartments will commonly be suitable, using such accommodation as it may think proper; that all additional requisite space either generally or on any particular occasion, for the sole purpose of receiving, carrying, and distributing the mails in transit, should be provided free of charge by the Railway Companies, either by an extension of the ordinary accommodation in an ordinary carriage, or by a special carriage of suitable dimensions; but that haulage payment should be made whenever space is required for *sorting purposes*, at a rate calculated to represent the proportion of space required for those purposes as distinguished from the proportion representing the accommodation otherwise necessary for the receipt, custody, and distribution of the mails in transit. The details of the arrangements as to the number of special carriages and the yearly charges for them, and the mileage rate for the extra accommodation when provided, will necessarily be liable to vary from time to time and according to local circumstances.

8. As to the particular points that have been the subject of discussion between the East Indian Railway Company and the Post Office, the following remarks are made.

9. There can be no doubt that it will rest entirely with the Post Office to use special carriages or not as they please, or, if they prefer it, to occupy for the service of the Post Office a suitable compartment in an ordinary carriage without charge, the fittings only being provided at the cost of the Post Office.

10. It will be reasonible that the Post Office shall settle with the Railway Companies whether sorting carriages shall be used, and how many, for a fixed period of time,—say not less than one or two years,—or an undue charge might be put on the Companies for maintaining vehicles not required by the Post Office.

11. The propriety of all special Postal vehicles being provided at the cost of the Government has all along been recognized by the Government of India. The sum to be paid to the Companies should be regulated by the arrangement under which the vehicles are first supplied. If they are paid for by the Government in the first instance, the charge would be merely for maintenance. If the cost of first construction falls on the Companies, the charge would include a sum to cover the interest on the Capital and the eventual estoration of the vehicle when worn out, besides the cost of maintenance.

12. As to the yearly charge for the special carriages, the Government of India is disposed to think with the Board of Agency of the East Indian Railway Company that ten per cent. is a fair rate on the first cost under the arrangements which are now proposed for adoption.

13. The Railway Companies may, if they find it more convenient to themselves, substitute a special carriage for the ordinary compartment supplied to the Post Office, but no claim to payment will arise from such a substitution.

14 In reckoning the cost of haulage of the special vehicles, the actual cost of haulage to the Company only should be allowed, and nothing should be paid for supposed displacement of other traffic In the estimation of the Governor General in Council the charge might conveniently be based on the cost of hauling an ordinary passenger vehicle, which might be determined from time to time by dividing the actual average cost of working a passenger train one mile by the average number of vehicles drawn If any extra allowance is to be made for the additional size of the special Postal vehicles, to which the Government of India will not object, it should be based on the ascertained weights of the loaded Postal vehicle and of a passenger vehicle with an average load and not on an arbitrary assumption that the one is so much larger than the other.

15. The total haulage cost of the special carriage having thus been determined, the proportion to be paid by the Post Office will be that borne by the extra space or weight specially required for sorting purposes to the total space or weight The large-sized special carriages on the East Indian Railway Line, besides affording accommodation for sorting purposes, for which the Government have agreed to pay, also carry the whole mails to the free conveyance of which the Post Office is entitled, and hence the necessity of apportioning the total haulage cost in the manner above indicated. The proportion for which the Post Office will pay should, if possible, be settled by agreement between the Railway Companies and the Post Office on an actual inspection and calculation of the space commonly occupied by the mails in bulk, and the Post Office servants charged with the receipt and distribution of the mails in transit, and of the space required only for sorting purposes, If an agreement cannot be come to, the matter might be settled by the arbitration of some impartial person, or might be referred to the local Government for decision.

Proceedings of the Madras Government, Public Works Department,
10th January 1870.

16 As regards non-service banghy parcels, for the transport of which the Government of India has allowed by way of concession that payment to Railway Companies should be made, the Governor-General in Council observes that, when this concession was made, it was the practice of the Post Office to make over its banghy parcels to the charge of the Railway authorities for conveyance at their risk This is not now the case on the East Indian Railway, the banghy parcels being carried in the special carriages, and in charge of Post Office employ's, with the other mailes. It hence seems to the Governor-General in Council that the best system to adopt in future for this Railway, and under like circumstances generally, will be to make payment for non-service banghy parcels follow the same principle as that laid down for the provision of accommodation for sorting purposes, *i e*, that in calculating the proportion of chargeable space in a special carriage, the room required for the non-service banghy parcels shall be included with that required for sorting purposes, and settled as explained in paragraph 15, the rate of payment being fixed accordingly.

17. The above arrangement, however, will only be applicable to cases in which these parcels are carried in the special vehicles As to the other cases, the Governor-General in Council is not in a position to lay down any final rule at present. The Government of India, however, considers that some change of system is essentially necessary, now that Railways are so greatly extended and that junctions between several lines are about to be effected.

18 The Governor-General in Council is of opinion that the accommodation given to the public by the Post Office in the matter of non-service parcels should under no circumstances be restricted by reason of the intervention of Railway Companies in the carriage of such parcels Consequently, the Government considers that the prohibition to the Post Office against receiving parcels at places where there are Railway stations should be henceforth limited by the condition that such parcels shall not be received for despatch to stations at which the Railway Company that receives them is able and undertakes to deliver them to their address in the manner in which they would be delivered by the Post Office. If this condition is not complied with, the Post Office may undertake the receipt of the parcels. It is not reasonable to force the public to send to the Railway stations for parcels when the Post Office would deliver them as addressed, nor to put upon the Post Office the mere duty of delivery at the station to which the parcels are sent, the Post Office being forced to pay the Railway Companies a very high rate for the transport of the parcel. It should, in the opinion of the Governor-General in Council, be settled by the local Governments for the several Railways to what extent the above condition can be complied with, and a list of Railway stations should be provided for the guidance of the Post Office at which the Railway Companies undertake to deliver parcels within the local limits of the service of the Post Office For such stations only parcels should not be received by the Post Office

19 As to non-service parcels received at Post Offices not on a line of Railway for delivery at a place on a Railway, or not on a Railway, the Governor-General in Council is led to believe that very great inconvenience is now caused by the present system under which the Railway Companies are entitled to payment for the carriage of such parcels over any line of Railway which may form part of the Postal route

between the offices of despatch and delivery Extremely complicated accounts of mileages are necessary for a multitude of small parcels, which it is very troublesome to prepare and almost impossible to check In practice, the non service and service parcels are commonly put up in the same mail bags, and frequently with the letter mail, and where the bags are despatched through to their destination from Post Office to Post Office, any separation of their contents so as to identify the non-service parcels is impracticable The best way of meeting this difficulty is not very apparent. The Government of India is informed that the East Indian Railway Company has for some time abandoned the practice of charging for those parcels as not being worth the trouble occasioned by their receipt and the responsibility for their delivery, which, of course, is an essential condition attached to the payment made for them.

20. The Governor-General in Council, on the whole, is disposed to think that the best course to follow will be for the Railway Companies to give up all charges for such parcels, excepting so far as an allowance is made for their carriage under the arrangements described in paragraph 16. Where this system is not applicable by reason of special carriages not being used, the Post Office might make a lump sum payment for the parcels on the best estimate that could be made of their average weight. It would always rest with the Post Office to make over to a Railway Company any parcels for conveyance under the existing system, the rate in such cases payable being that originally fixed, namely, 4 pies per maund per mile This rate was fixed as being then the rate charged for passengers' luggage, but passengers' luggage is now on every line carried at a much lower rate. Having regard, however, to the fact that the non-service parcels will only be so paid for when for the special convenience of the Post Office they are made over to the charge of the Railway authorities, the Governor-General in Council is not disposed to suggest any present alteration in this rate.

21 The Governor-General in Council does not consider that it will be desirable to disturb any payments that have been already made by the Post Office in excess of the amounts that would be payable under the arrangements described in paragraphs 7 to 16 of this Resolution, but for services for which payment has not been yet made, the principles laid down in this Resolution should be adopted in settling the claims of the Railway Companies on the Post Office

22 The principles laid down in paragraphs 7 to 16 should be brought into general operation on all Railways from the 1st January next, and the Post Office Department should be instructed not to permit any deviation from them in future without previous communication with this department It will also be desirable that the Post Office shall furnish to this department a yearly memorandum on the extent to which the Railway Companies receive payment for special services rendered to that department, giving suitable details for each line of the rates and the nature of the services paid for, whether rent of carriages, mileage, hauling special carriages, special trains, payments for parcels, and so forth

23. The questions referred to in paragraphs 17 to 20 will require further consideration by the Post Office authorities before final orders can be given on them This part of the subject should, therefore, be referred to the Director-General of Post Offices, and the conclusions of the Government of India in the Financial

Department on his representations may be forwarded to this department in due course for the final settlement of the points now left undecided as to the non-service parcels.

ORDER —Ordered that copy of this Resolution be forwarded to all Governments and Administrations for information and guidance.

Also to the Financial Department for the further consideration of the matters referred to in paragraph 23, and for communication to the Director-General of Post Offices.

(Signed) R. STRACHEY, Colonel, R E,
Officiating Secretary to the Government of India.

No. 207. ORDER THEREON, 10th January 1870, No. 108.

RAILWAY, No. 25.

COMMUNICATED to the Public Department, and to the Consulting Engineer for Railways for information and guidance.

(True Extract).
(Signed) CHARLES A ORR, Colonel, R E.,
Secretary to Government.

To the Public Department
" Consulting Engineer for Railways

Exd A S. Rodgers.

Circular

No 108

Communicated to the Public Departments
and to the Consulting Engineer for Railways for
their information and guidance—

By Order
[illegible]
Secretary to Govt.

for the Public Works
Consulting Engineer for Railways

Secretary's Office
10th January 1870.

No 206

No 263 Dept. Pub. Works Railway 1869 (18 December 1869 No 4971.

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GOVERNMENT OF INDIA

PUBLIC WORKS DEPARTMENT

RAILWAY.

To

Further Recon 2033 of 24-8-71

CIRCULAR No 34 RAILWAY.

Dated Nov. 9, 1869

Received 29 "

No 108 - 18 Jan 1870 -

Payments to Railway Companies for Postal Service.

P W D Press—16 11 69 -232

Write an Order

Cue 4971

Govt. of [illegible] Madras.

PUBLIC WORKS

To The Public Department

Dtd

Rcd No

G O 10 Jany 1870 No 107

Nos. 206 - 207

Postal service Circular from
Govt of Madras regarding pay-
ments to Railway Companies
for Postal Service - and other
Depts & Offs concerned.