

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 1174 R

DATED 31st August

[Despatch Abstract.]

Railway Conference of 1893. — Letter from the
Secretary, Railway Conference, forwarding
is of certain papers relating to the — ,
communicated to the Examiners, Guaranteed
Railway accounts.

5. The Director-General of Railways will represent the interests of the remaining State lines.

Order.—Ordered, that this resolution be communicated to the Local Governments and administrations and to the officers noted in the margin for information and guidance.

The Governments of Madras, Bombay and Bengal.

.. Chief Commissioners of Burma and Assam.

.. Resident at Hyderabad.

.. Agent to the Governor-General for Rajputana.

.. Director-General of Railways.

.. Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Central Division.

(By Order.)

(Signed) F. B. HEBBERT,
Under-Secy. to the Govt. of India.

To the Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

ORDER—dated 11th November 1892, No. 2679 R., Public Works.

Communicated to the officers concerned for information and guidance.

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

.. Engineer-in-Chief, East Coast Railway, Kistna and Godavari Bridges.

.. Examiner, East Coast Railway Accounts.

.. Examiner, Guaranteed Railway Accounts.

Editors' Table.

AND NORTH-W
ASSAM AND

CE.

HIGH

RAILWAY.

Gobt. of {1892} Madras.
PUBLIC WORKS.

sent as to
the Gover-
General of Rail-
Engineers to the
and Central Divisi

Dated November, 11th.

Recd.

Encl.

G.O., 11th Nov. 1892, No. 2679 R.

NOVEMBER.

Railway Conference

Orders of the Government of India regarding a — to be assembled at Simla during September or October 1893, communicated to officers concerned.

No. 46.

FROM

THE SECRETARY,
RAILWAY CONFERENCE.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHARATTA, INDIAN MIDLAND AND WEST OF INDIA PORTUGUESE RAILWAYS.
THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH-WESTERN, ROHIL-KHAND-KUMAUN, BENGAL-NAGPUR, BENGAL-ASSAM AND BENGAL CENTRAL RAILWAYS.
THE AGENTS AND MANAGERS, MADRAS AND HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.
THE MANAGERS, NORTH-WESTERN, EASTERN BENGAL STATE, OUDH AND ROHIL-KHAND, BURMA STATE, CHERRA-COMPANYGUNJ, JODHPORE-DICKANEER AND JORHAT RAILWAYS.
THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.
THE AGENTS AND GENERAL MANAGERS, DARJEELING-HIMALAYAN AND DIBRU-SADIYA RAILWAYS.
THE MANAGER AND EXECUTIVE ENGINEER, MORVI RAILWAY.
THE MANAGING AGENTS, DEOGARH AND THATON-DUYANZAIK RAILWAYS.
THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.
THE ENGINEERS-IN-CHIEF, BENGAL-ASSAM, MUSHKAF-BOLAN, MARI-ATTOCK, EAST COAST AND BINA-GUNA RAILWAYS.

Simla, the 9th December 1892.

SIR,

In accordance with the instructions contained in Government of India, Public Works Department, resolution No. 628 R.T., dated 25th October 1892, I am directed by the President to forward, for your information, the rules for the conduct of business at the forthcoming Conference, together with a list of the subjects which have, up to the present, been proposed for discussion, and to state that the papers connected with each subject are being printed, and will be sent to you in due course.

2. It will be observed that in list A the subjects are detailed which will have to be discussed at the Conference with a view to a decision thereon being arrived at, while list B shows the subjects in connection with which the papers will, in the first instance, be circulated for information. The subjects noted in this latter list will, however, be brought forward for discussion in the event of any railway administration having any definite proposals to make thereon.

3. I am also to request the favor of your furnishing me with any further subjects which you may desire to have brought up for discussion at the Conference.

4. A copy of the revised regulations as passed at the last Conference held in 1888 is attached for information.

I have the honor to be,

SIR,

Your most obedient Servant,

H. P. BURT,
Secretary.

Documents accompanying.

- (i) Rules for the conduct of business.
- (ii) Lists A & B referred to
- (iii) Copy of the Conference regulations of 1888.

No. 47, dated 9th December 1892.

Copy forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretaries to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division and Assam, and to the Consulting Engineers for Railways Bombay and Madras.

By order,

K. P. Sub
Secretary.
M. 10/12

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

24/12/12

Enclosure No. 1 to Secretary to Railway Conference letter No. 46 of 1892.

Rules for the conduct of business at the Railway Conference proposed to be held in 1893.

1. The business of the Conference shall be to consider the subjects noted in the accompanying list and any other subject which may be proposed, and to frame rules in such cases in which they are needed.

2. The Committee shall consist of a President appointed by the Government of India and one officer appointed by each railway administration* working a line in India, and a Secretary to the Conference, to be nominated by the Government of India.

* The administrations of the state railways worked by Government will be represented as follows:—
North Western railway ... One delegate.
Oudh and Rohilkhand railway ... One delegate.
Eastern Bengal state railway ... One delegate.
Remaining state railways ... The President.

3. The President shall direct the proceedings and be entitled to vote, having an additional or casting vote in the case of an equal division. His decision as to whether questions, other than those previously circulated by him, may be put forward for discussion shall be considered as final. The voting power of each delegate will be determined with reference to the importance of the railway he represents.

4. The proceedings of the Conference shall be subject to the confirmation of the Government of India and the Boards of Directors. But the Conference shall suggest a date on and from which their proposals are recommended for introduction.

5. The Conference shall, with the approval of the President, be at liberty to appoint from among its members, a sub-committee for the investigation of any particular question; but the proceedings of such sub-committee shall have no force until confirmed by a full Conference or quorum.

6. Two-thirds of the members of the Conference, including the President, shall form a quorum.

List A.

Questions to be placed before the Railway Conference of 1893 for decision.

- 1 General rules of 1892 for working open state railways. Modification of—so as to make them suitable for general adoption.
- 2 General rules for railways under construction. Revision of—if necessary, having regard to the decision arrived at on question No. 1.
- 3 Limit to which errors shall be disregarded in through goods traffic. Interpretation of regulation No. 50 of the Railway Conference of 1888.
- 4 Method of calculating demurrage charges. Reconsideration of regulation No. 17 of the Railway Conference of 1888.
- 5 Reconsideration of regulations Nos. 11, 30 and 31 of the Railway Conference of 1888.
- 6 Procedure to be adopted as regards the diversion of passengers, parcels, luggage, &c., and goods, in cases of interruption of through communication, and the subsequent adjustment of fares and freight.
- 7 Detention of rolling stock due to accident. Proposed amendment of regulation No. 20 (d) of the Railway Conference of 1888.
- 8 Equalization of stock interchanged. Reconsideration of regulations Nos. 21 (a) and 22 of the Railway Conference of 1888.
- 9 Advice of changes in fares and rates. Proposed additions to regulation No. 33 of the Railway Conference of 1888.
- 10 Minimum charge on carriages and horses in through booking. Additions to regulations Nos. 52 and 53 of the Railway Conference of 1888.
- 11 Procedure to be adopted in regard to division of fares for passengers allowed to travel over other than the booked route.
- 12 Reconsideration of certain regulations passed at the Railway Conference of 1888.
- 13 Time-table. Notice of alterations in—
- 14 Claims Committee. Establishment of a—
- 15 Commission for collection of freight charges due to foreign lines.
- 16 Introduction of a suitable risk note to be used when booking animals which a railway company is not prepared to carry except at owners' risk in consequence of (a) the viciousness, violence or fractious disposition of such animals or for other valid reasons, or (b) because the sender desires to load in the same vehicle, horses and cattle or other animals of different breeds which may cause injury to each other by violence or fright.
- 17 Refunds on lost, unused and expired tickets.
- 18 Apportionment of penalty charges on mis-declared goods.
- 19 Goods and coaching tariffs. Supply of — to foreign lines.
- 20 Revision of railway receipt and forwarding notes.
- 21 Return tickets for dogs.
- 22 Transhipment of perishable goods received in open trucks to be performed at the expense of the forwarding railway.
- 23 Liabilities of railways to each other for passengers' luggage transferred at junctions.

List B.

Papers circulated in the event of railways, parties to the Conference, having any definite proposals to bring forward for discussion thereon.

- 1 Division of through rates to and from stations on branch lines.
- 2 Uniformity in recording traffic statistics.
- 3 Reduction of lowest class fares.
- 4 Adoption of a monthly system of station accounts.
- 5 Travelling on Indian railways.
- 6 Recovery of audit debits from booking and goods clerks.
- 7 Traffic canvassers.
- 8 Proposed subsidiary rule in regard to trains approaching stations at which one signal only is alight.
- 9 Gross load per axle to be carried by metre gauge vehicles.
- 10 Gross load per foot run to be carried by metre gauge vehicles.
- 11 Present form in which railway statistics are kept, and their practical utility.
- 12 Proposed maxima and minima for the several classes of goods and coaching traffic.
- 13 Procedure for adjustment of gross traffic transactions between railways.
- 14 Certification of over-charge sheets on account of errors in description or weight.
- 15 Question of the publication of a general goods tariff, resolution No. 79 of the Railway Conference of 1888.

3062 R 9 22.12.92.
Division
Recorded

17/12
D. R

Recd: 17.12.92

Nº 2679 R 4 11-11-92.

3062 R 9 22.12.92.

Enclosure No. 1 to Secretary to Railway Conference letter No. 7 of 1893.

No. 98, dated Simla, the 18th June 1888.

From—The Secretary, Railway Conference of 1888,

To—The Agents, Bombay, Baroda and Central India, Great Indian Peninsula, Oudh and Rohilkhand, Rohilkhand-Kumaun, Southern Mahratta and South Indian Railway Companies; the Agents and Chief Engineers, Bengal Central, Bengal and North-Western, His Highness the Nizam's Guaranteed state, Indian Midland and Bengal-Nagpur Railway Companies, Limited; the Agent and Manager, Madras Railway; the Secretary, Darjeeling-Himalayan Railway Company, Limited; the Director, North-Western Railway; the Managers, Eastern Bengal, and Jodhpore state railways; the Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagarh-I'orbandar railway; the Manager and Executive Engineer, Morvi railway.

I am directed to invite your attention to the accompanying* correspondence regarding the question of voting powers of each railway administration at the ensuing Conference, which has recently taken place between the East Indian railway and the President.

2. Under the present constitution of the Conference, the delegate of each line of railway, irrespective of its length, is entitled to one vote. The President is, however, of opinion that the voting power of each railway ought to bear some relation to its importance or, roughly, some relation to its mileage, and he accordingly proposes the following scale which is similar to that adopted by the International Railway Congress:—

Two votes for a railway not exceeding in length 100 miles.

Three votes for a railway exceeding 100, but not exceeding 500 miles,

and one additional vote for each 500 miles, or part thereof, subject to a maximum limit of eight votes for each line.

3. The above scale is proposed, not because it appears better, perhaps, than some others that might be suggested, but because it has been supported by so high an authority as the International Railway Congress; and I am to request the favour of an early expression of your opinion in regard thereto.

4. I am to add, in conclusion, that the proposed scale has received the general approval of the Government of India.

Documents accompanying.

Copy of correspondence referred to.

Accompaniments to Enclosure No. 1 to Secretary to Railway Conference letter
No. 7 of 1893.

No. 6192, dated 11th May 1888.

From—The Agent, East Indian Railway,

To—The Secretary, Railway Conference of 1888.

I have received the following expression of his views from the Traffic Manager regarding the proposed constitution of the Committee of the Conference which is to assemble at Simla in August next:—

"Rule 2 lays down that the Committee shall consist of a President appointed by the Government of India, one officer appointed by each railway constructing or working a line in India, and a Secretary to the Conference, to be also nominated by the Government of India."

"Apparently the Rohilkhand-Kumaon railway, 67 miles; the Darjeeling-Himalayan railway (formerly called the Darjeeling Tramway), 51 miles; the Assam railway and Trading Company, 77 miles; and the Bengal Central railway, 125 miles, are to have equal power at the Conference with the four great trunk lines, viz., the East Indian, Great Indian Peninsula, Bombay, Baroda and Central India, and North-Western railways."

"It seems to me that the proposed constitution of the Conference is even more open to objection than that of the Conference of 1884."

"This Company does not seem to be alone in its view. For instance, I would refer you to page 20 of the printed papers, A-3, giving copy of a letter in which the Board of the Great Indian Peninsula railway, declined to accept a rule carried by majority at the Conference on the ground that 'the balance of practical opinion was against it.'"

I concur with the Traffic Manager. That is, I do not think any of the trunk lines would be bound by an adverse decision of a majority obtained by the votes of such lines as the Darjeeling Tramway, the Bengal Central railway, &c. I would suggest that the voting power of each railway bear some relation to its mileage. Thus a vote might be allowed for each 100 miles, or fraction of 100 miles of track. The representative of a railway having 500 miles of track would in this way have five votes; 800 miles, eight votes, and so on.

No. 85, dated 21st May 1888.

From—The Secretary, Railway Conference of 1888,

To—The Agent, East Indian Railway.

I am directed to acknowledge the receipt of your letter No. 6192, dated 11th May 1888, pointing out the inequality of the voting power possessed under the present constitution of the Conference by the larger trunk lines in India as compared with the smaller railway administrations.

2. In reply, I am to say that the President is entirely of the same opinion as yourself in thinking that the number of votes of each railway ought to bear some relation to its mileage. Steps were in fact being taken in this direction, but it was intended to propose much the same scale as adopted by the International Railway Congress, i.e.—

Two votes for a railway not exceeding in length 100 kilometres, or say 100 miles.

Three votes for a railway not exceeding in length 500 kilometres (or miles),

and one vote more for each 500 kilometres (or miles), or part thereof, subject to a maximum limit of eight votes for each line.

3. Before definitely proposing a scheme to Government, I am to request that you will favour the President with an expression of your opinion as to whether you think this scale would meet the case, or whether you would prefer the scale proposed in your letter, i.e., one vote for every 100 miles or part thereof.

4. In conclusion, I am to say that it was intended to propose the scale of voting adopted by the International Congress, not because there would appear to be anything particularly appropriate in this scale, but simply because it was supported by so high an authority. On receiving your reply, which I should be obliged by receiving at the earliest possible date, the whole subject will be placed before Government for general approval before being submitted for opinion to the various railway administrations, parties to the Conference.

No. 7174, dated 6th June 1888.

From—The Agent, East Indian Railway.

To—The Secretary, Railway Conference of 1888.

With reference to your letter No. 85 of the 21st ultimo, the Agent concurs with the President of the Conference that the scale adopted by the International Railway Congress will meet the case.

5.1
PW 2549/53

No. 7.

FROM

THE SECRETARY,
RAILWAY CONFERENCE.

TO

- ✓ THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, INDIAN MIDLAND, AND WEST OF INDIA PORTUGUESE RAILWAYS.
- THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH-WESTERN, ROHIL-KHAND-KUMAUN, BENGAL-NAGPUR, ASSAM-BENGAL, AND BENGAL CENTRAL RAILWAYS.
- ✓ THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.
- THE MANAGERS, NORTH-WESTERN, EASTERN BENGAL STATE, OUDH AND ROHIL-KHAND, AND JODHPORE-BICKANEER RAILWAYS.
- THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.
- THE AGENTS AND GENERAL MANAGERS, DARJEELING-HIMALAYAN, AND DIBRU-SADIYA RAILWAYS.
- THE MANAGER AND EXECUTIVE ENGINEER, MORVI RAILWAY.
- THE MANAGING AGENTS, DEOGARH, AND THATUN-DUYANZAIK RAILWAYS.
- THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.
- ✓ THE SECRETARY AND AGENT, NILGIRI RAILWAY.

Simla, the 1st March 1893.

SIR,

In circulating the accompanying copy of my letter No. 98, dated the 18th June 1888, on the subject of the voting powers of each railway administration at the Conference which was held in 1888, I am directed to say that the President proposes to adopt the same scale of votes at the forthcoming Conference to be held in September next, and desires to know whether you agree to this proposal.

I have the honour to be,

SIR,

Your most obedient Servant,

H. P. BURT,
Secretary.

Documents accompanying.
Letter No. 98, dated 18th June 1888, from the
Secretary, Railway Conference of 1888,
and enclosures.

No. 8, dated the 1st March 1893.

Copy forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretaries to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, Assam, to the Consulting Engineers for Railways, Bombay and Madras, to the Managers, Burma, Cherra-Company-gunj, and Jorhat State railways, and to the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast, and Bina-Guna Railways.

By order,

H. P. Burt
Secretary.

G.S.C.
Enclt (G.S.C.)
Recd: 16.3.93

Ret 16/3

B.
No. 577 R & 18-3-93

Recorded

Ret 16/3
for R

To Mr. E. C. Ry. Secy.
Ex. Secy. Ry. Accs.
2 Chusling 10/3

G. C. Press, Simla—No. 228 P. W. D.—4-5-93—200.

To
The Joint Secretary to the Government of Madras

Public Works Department (Railway Branch)

18TH MARCH 1893, No. 578 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Secretary, Railway Conference, dated Simla, 27th February 1893, No. 5.

With reference to paragraph 1 of Government of India Resolution No. 628 R.T., dated the 24th October 1892, I am directed to inform you that it is proposed that the Railway Conference shall assemble at the Public Works Department Secretariat, Simla, at 12 noon on Monday the 11th September 1893.

2. I am to add that the President will be glad to receive the name of the delegate who will be deputed to represent the———railway at the Conference.

No. 6.

Copy forwarded for information to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch.

(By Order.)

(Signed) H. P. BURT,
Secretary.

27th February 1893.

ORDER—dated 18th March 1893, No. 578 R., Public Works.

Recorded with reference to Proceedings No. 2679 R., dated 11th November 1892.

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Examiner, East Coast Railway Accounts.
" Examiner, Guaranteed Railway Accounts.
Editors' Table.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Gobt. of {1893} Madras.
PUBLIC WORKS.

Dated March, 18th.

Recd.

Encl.

G.O., 18th Mar. 1893, No. 578 R.

MARCH.

Railway Conference

Recording letter from the Secretary,
Railway Conference, fixing the 11th Sep-
tember 1893 as the date of the proposed
— to be assembled at Simla.

No. 1790 C

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE *Secretary Railway*

Conference 4/18/93

Simla

13 April 1893.

SIR,

*I have the honor
to request the favor of
your furnishing this
Office with 5 copies of your
letter as per memo' with
enclosures & of any future
letters that may be sent
to me for information*

J M

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*P. 13 of 22 March 93
- 16 of 23 - do -*

All communications should be addressed to the Secretary, Railway Conference, Simla.

No. 29

FROM

THE SECRETARY,
RAILWAY CONFERENCE.

TO

The Joint Secretary to the Govt of
Madras P. W. Dept. (By. Branch)

Simla, the 1st April 1893.

11/15/93
Sir,

Questions No. 15, 15A & 15B
to 1.5.5 & 7.5

As requested in your letter No. 1793 L. dated the 18th April 1893, I have the honour to forward, herewith, four extra copies of the subjects marginally noted, and to say that five copies of each future issue will be sent to you as desired.

I have the honour to be
Sir

Yours most obedient servant

H. D. Brit
Secretary
Railway Conference

H. D. Brit

Encls 7 (35c)
Recd: 2. 5. 93

No. 1000

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE

Secretary Railway Commission
Smt.

May 1893.

SIR,

With reference
to your letter No. 24
of 26 April last, I have
the honor to inform you
that spare copies of your
letter No. 19 of 10 April
'93 with enclosures have
not yet been received & to
request the favour of
your expediting their
despatch.

M. W.
10. R
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A

*Questions to be placed before the Railway Conference of 1893
for decision.*

No. 7.

DETENTION OF ROLLING STOCK DUE TO ACCIDENT—ADVICE
OF—

Proposed amendment of Regulation 20 (d) of the Railway Conference of 1888.

Done
19/5

DETENTION OF ROLLING STOCK DUE TO ACCIDENT—ADVICE
OF—

ISSUE.

It is proposed to modify the following Regulation, passed at the Railway Conference of 1888, so that the notice referred to may be furnished to each railway over which the stock has passed instead of to the owning and parent lines only.

Regulation 20 (d) —

Notice in general terms shall in all cases be sent by the Traffic Manager of the railway on which the damage occurred within one month to both the owning and the parent railway, how and when the damage took place, and the nature of it.

No. 6, dated Simla, the 5th April 1892.

From—The Secretary, Railway Conference,

To—The Agents, Bombay, Baroda and Central India, Great Indian Peninsula, East Indian, South Indian, and Southern Mahratta railways; the Agents and Chief Engineers, Bengal and North-Western, Rohilkund and Kumaon and Bengal-Nagpur railways; the Agents and Managers, Madras and His Highness the Nizam's Guaranteed State railways; the Managers, North Western, Eastern Bengal State, and Oudh and Rohilkhand railways; the Managers and Engineers-in-Chief, Bhavnagar-Gondal-Junagarh-Porbandar and Burma State railways.

I am directed by the President to forward the accompanying copy of a letter, No. 100, dated 25th February 1892, with its enclosure, received from the Agent, Indian Midland railway, suggesting an amendment in rule 20 (d) of the Conference Regulations of 1888, in regard to the notice to be sent in case of stock detained by accidents, and to enquire whether you agree to the alteration of the rule in the manner indicated in paragraph 3 of letter No. 167, dated 23rd January 1892, from the General Traffic Manager, Indian Midland railway.

Documents accompanying.

Letter No. 100, dated 25th February 1892, from the Agent, Indian Midland railway, with its enclosure.

Enclosure to letter No. 6 of 1892.

No. 1021—1224, dated Jhansi, the 25th February 1892.

From—The Agent, Indian Midland railway,

To—The Secretary, Railway Conference, Simla.

I have the honour to forward, herewith, a copy of our General Traffic Manager's letter No. 167 of the 23rd ultimo, to my address, regarding rule 20 (d) of the Conference Regulations of 1888, and shall be glad if you will refer the matter to other railways with a view to their concurrence being obtained to the amendment of the rule in question.

No. 167, dated the 23rd January 1892.

From—The General Traffic Manager, Indian Midland railway,

To—The Agent, Indian Midland railway.

With reference to rule 20 (d) of the Conference Regulations of 1888, the question has arisen as to whether, when a wagon belonging for example to

the Madras railway and despatched from, say, Madras to Saharanpur is cut off short of destination at Ghaziabad, the advice of detachment should be sent only to the Madras and Indian Midland railways as the *parent* and *owning* railways, or to the Great Indian Peninsula railway in addition, that railway being considered an owning railway under the definition given in rule 1 (c) as far as the Indian Midland railway is concerned.

2. The Conference Rule, as it stands, does not define the case of a wagon passing on the outward journey over more than two railways, i.e., the parent line, the owning line and one intermediate railway.

3. It is, however, necessary that each railway over which a wagon has passed should know if it was detached beyond, short of destination, and I would suggest that the advice be sent by the Traffic Manager of the railway on which a wagon is cut off to each of the railways over which the wagon has passed on the outward journey.

4. In order to obtain the concurrence of other railways, I shall be glad if you will please refer the matter to the Secretary of the Railway Conference.

Synopsis of the opinions given on Indian Midland railway proposal to amend rule 20 (d) of the Conference Regulations of 1888 in regard to the notice to be sent in case of stock detained by accidents.

Railway.	Letter No. and date.	Abstract of reply.
Oudh and Rohilkhand ...	}	
Eastern Bengal State ...		
Bengal and North Western ...		
Southern Mahratta ...		
Jorhat State ...		
Bengal-Nagpur ...		
Bombay, Baroda and Central India, including Rajputana-Malwa.	}	Agree to the proposed amendment.
His Highness the Nizam's Guaranteed State.		
Burma State ...		
South Indian ...		
East Indian ...		
Rohilkund and Kumaon ...		
Great Indian Peninsula ...		
Madras ...	...	Agrees to adopt the amendment proposed provided that other railways concerned also do so.
North Western ...	...	States that he sees no objection to the proposed amendment; but observes that, if, as it is understood, information regarding damage, the point of detachment, and time of detention is noted upon the junction mileage and demurrage return, there would appear to be no necessity for the proposed alteration.
BhavnagarGondal-Junagarh-Porbandar.	...	States that he cannot express an opinion on the proposed amendment at present, as this railway does not exchange stock with any line owing to break of gauge at Wadhwan junction.

A

*Questions to be placed before the Railway Conference of 1893
for decision.*

No. 23.

LIABILITY OF RAILWAYS TO EACH OTHER FOR PASSENGERS',
LUGGAGE TRANSFERRED AT JUNCTIONS.

(Proposed for discussion by the Agent, Indian Midland railway.)

86 9.2
3651/93

LIABILITY OF RAILWAYS TO EACH OTHER FOR PASSENGERS LUGGAGE TRANSFERRED AT JUNCTIONS.

ISSUE.

To determine the responsibility of a receiving railway for passengers' luggage transferred at junctions, when the receipt given to the forwarding railway shows only the number of packages taken over and not their description.

No. ^{455 C}/₆₅₇₄, dated Jhansi, 23rd November 1892.

From—The Agent, Indian Midland railway,
To—The Secretary, Railway Conference, Simla.

In continuation of my No. ^{455 C}/₆₅₇₄, dated 3rd ultimo, I have the honor to forward herewith notes by the General Traffic Manager on subjects as noted below in view to their being laid before the next conference.

- (i)
- (ii) Liabilities of railways to each other for passengers' luggage transferred at junctions.

Note by the General Traffic Manager, Indian Midland Railway, proposed for discussion at the Railway Conference of 1893.

The consideration is proposed of the question, whether if a railway at one of its junctions accepts passengers' luggage transferred to it on the signature of its Guard on the "Guidance" for a given number, without description of packages, it is solely responsible for liability incurred through one of the given number of packages entered, being subsequently found to have been exchanged in transit between the station from beyond its own line and the station of destination, especially when there is evidence, which establishes that the luggage has been handed over in a confused state, and that an exchange of packages had probably occurred on the railway handing over the packages at the junction.

2. The East Indian railway contend that if a receipt was incorrectly given by a servant of the Indian Midland railway, the latter is responsible for any claim that may subsequently arise.

3. There have been several cases in point during the last two or three years in which more than two railways have been concerned; but the following which has given rise to the discussion is stated as an example of the question at issue, namely:—

The Guards' Road Guidance for the Indian Midland railway up Mail Train from Tundla on the 29th June 1889 contained the following entry amongst others for a total of 155 packages entered thereon:—

Luggage Ticket No.	No. of Packages.	From	To
20	10	Aligarh ...	Agra Fort.

4. The Guard signed this entry amongst others, and at Agra Fort obtained clear receipt for the delivery of the luggage received by him at Tundla for that station.

5. The following is a report from the Station Master, Agra Fort, to the District Traffic Superintendent, Tundla, in reply to an enquiry from him concerning the packages in question:—

"In returning your above, I beg to inform you that one bag *Pukvan* booked under the ticket quoted above, was short received by No. 8 up Indian Midland railway train of 29th ultimo, and one basket containing empty broken jar without label and way bill and a parcel labelled 20 ex Calcutta to Agra Cantonment without way bill were received in excess for which my wire B. L. 2 (copy attached) was sent. The basket and the parcel were sent as desired in wires marked (B) and (C) and the bag is still missing.

Copies of wires received in reply to my wire B. L. 2 are also sent for disposal."

5. The Indian Midland railway allege that the basket received at Agra Fort without label or way bill which the owner of the ten packages refused to accept had been counted at Tundla as one of the ten packages for which the Guard had signed, and consider the fact that packages had been loaded at Tundla without proper entry, shows the luggage had been in a confused state on the East Indian railway where probably an exchange had occurred and therefore they do not admit they are responsible for the liability incurred to the owner of the missing package which was not found subsequently.

6. Further, they assert delivery at Agra Fort of the total number of packages taken over at Tundla, and hold clear receipt from the station staff there; but the Traffic authorities of the Bombay, Baroda and Central India railway accept no liability on the ground that at their passenger junctions "where the staff are paid for jointly, errors of omission and commission are paid for by the railway on whose account they arose."

7. The Conference is therefore asked to decide the exact responsibility that lies with a receiving railway in such cases, i.e., if it is simply responsible for the delivery of the total number of packages made over to it without description and for which it has given a receipt, or whether it is liable further for the delivery of the actual packages booked on the forwarding railway, although it (the receiving railway) may maintain that it did not take any particular actual package which may subsequently be described.

OW 8.1
3651/93

No. 19.

FROM

THE SECRETARY,

RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, INDIAN MIDLAND, AND WEST OF INDIA PORTUGUESE RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH-WESTERN, ROHIL-KHAND-KUMAUN, BENGAL-NAGPUR, BENGAL-ASSAM, AND BENGAL CENTRAL RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.

THE MANAGERS, NORTH-WESTERN, EASTERN BENGAL STATE, OUDH AND ROHIL-KHAND, BURMA STATE, CHERRA-COMPANYGUNJ, JODHPORE-BICKANEER, AND JORHAT RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.

THE AGENTS AND GENERAL MANAGERS, DARJEELING-HIMALAYAN, AND DIBRU-SADIYA RAILWAYS.

THE MANAGER AND EXECUTIVE ENGINEER, MORVI RAILWAY.

THE MANAGING AGENTS, DEOGARH, AND THATON-DUYANZAIK RAILWAYS.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

THE ENGINEERS-IN-CHIEF, MUSHKAF-BOLAN, MARI-ATTOCK, EAST COAST, AND BINA-GUNA RAILWAYS.

THE SECRETARY AND AGENT, NILGIRI RAILWAY.

Simla, the 10 April 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892, forwarding lists A and B of the subjects to be placed before the Railway Conference of 1893, I am directed to forward a copy of the papers relating to question (s) No. (s) 7 + 23 of list A referred to, viz.,

(7) Retention of Rolling Stock due to accident -
Advice of -

(23) Liability of Railway to each other for passengers' luggage transferred at junctions.

I have the honor to be,

SIR,

Your most obedient servant,

7th 18
4

(SD) H. P. Burt

Secretary.

Documents accompanying.

(As noted above.)

3651

No. 20, dated

the April 1893

Copy, with copy of papers referred to, forwarded to the *Joint Secy to the Govt*
of *Madras P. W. D.* for information, with reference to this office No. 47, dated the
9th December 1892

By order,

H. P. Hunt

Secretary.

Encls: 2

Recd: 17.4.93

B

12.9.42 R 9/13 June 1893.

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Recorded.

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RECEIVED
MAY 15 1893

2 The Exams P. W. D. *✓*
- 1 Exams G. C. P. W. D.

G. C. Press, Simla. - No. 1536 P. W. D. - 1.3.93 - 300.

22-4-16/11 22-16/11

A

Questions to be placed before the Railway Conference of 1893
for decision.

No. 7.

DETENTION OF ROLLING STOCK DUE TO ACCIDENT—ADVICE
OF—

Proposed amendment of Regulation 20 (d) of the Railway Conference of 1888.

DETENTION OF ROLLING STOCK DUE TO ACCIDENT—ADVICE
OF—

ISSUE.

It is proposed to modify the following Regulation, passed at the Railway Conference of 1888, so that the notice referred to may be furnished to each railway over which the stock has passed instead of to the owning and parent lines only.

Regulation 20 (d) —

Notice in general terms shall in all cases be sent by the Traffic Manager of the railway on which the damage occurred within one month to both the owning and the parent railway, how and when the damage took place, and the nature of it.

No. 6, dated Simla, the 5th April 1892.

From—The Secretary, Railway Conference,

To—The Agents, Bombay, Baroda and Central India, Great Indian Peninsula, East Indian, South Indian, and Southern Mahratta railways; the Agents and Chief Engineers, Bengal and North-Western, Rohilkhand and Kumaon and Bengal-Nagpur railways; the Agents and Managers, Madras and His Highness the Nizam's Guaranteed State railways; the Managers, North Western, Eastern Bengal State, and Oudh and Rohilkhand railways; the Managers and Engineers-in-Chief, Bhavnagar-Gondal-Junagarh-Po. bandar and Burma State railways.

I am directed by the President to forward the accompanying copy of a letter, No. 1000, dated 25th February 1892, with its enclosure, received from the Agent, Indian Midland railway, suggesting an amendment in rule 20 (d) of the Conference Regulations of 1888, in regard to the notice to be sent in case of stock detained by accidents, and to enquire whether you agree to the alteration of the rule in the manner indicated in paragraph 3 of letter No. 167, dated 23rd January 1892, from the General Traffic Manager, Indian Midland railway.

Documents accompanying.

Letter No. 1000, dated 25th February 1892, from the Agent, Indian Midland railway, with its enclosure.

Enclosure to letter No. 6 of 1892.

No. 1021—1224, dated Jhansi, the 25th February 1892.

From—The Agent, Indian Midland railway,

To—The Secretary, Railway Conference, Simla.

I have the honour to forward, herewith, a copy of our General Traffic Manager's letter No. 167 of the 23rd ultimo, to my address, regarding rule 20 (d) of the Conference Regulations of 1888, and shall be glad if you will refer the matter to other railways with a view to their concurrence being obtained to the amendment of the rule in question.

No. 167, dated the 23rd January 1892.

From—The General Traffic Manager, Indian Midland railway,

To—The Agent, Indian Midland railway.

With reference to rule 20 (d) of the Conference Regulations of 1888, the question has arisen as to whether, when a wagon belonging for example to

the Madras railway and despatched from, say, Madras to Saharanpur is cut off short of destination at Ghaziabad, the advice of detachment should be sent only to the Madras and Indian Midland railways as the *parent* and *owning* railways, or to the Great Indian Peninsula railway in addition, that railway being considered an owning railway under the definition given in rule 1 (c) as far as the Indian Midland railway is concerned.

2. The Conference Rule, as it stands, does not define the case of a wagon passing on the outward journey over more than two railways, i.e., the parent line, the owning line and one intermediate railway.

3. It is, however, necessary that each railway over which a wagon has passed should know if it was detached beyond, short of destination, and I would suggest that the advice be sent by the Traffic Manager of the railway on which a wagon is cut off to each of the railways over which the wagon has passed on the outward journey.

4. In order to obtain the concurrence of other railways, I shall be glad if you will please refer the matter to the Secretary of the Railway Conference.

Synopsis of the opinions given on Indian Midland railway proposal to amend rule 20 (d) of the Conference Regulations of 1888 in regard to the notice to be sent in case of stock detained by accidents.

Railway.	Letter No. and date.	Abstract of reply.
Oudh and Rohilkhand ...	...	Agree to the proposed amendment.
Eastern Bengal State ...		
Bengal and North Western ...		
Southern Mahratta ...		
Jorhat State ...		
Bengal-Nagpur ...		
Bombay, Baroda and Central India, including Rajputana-Malwa.		
His Highness the Nizam's Guaranteed State.		
Burma State ...		
South Indian ...		
East Indian ...	...	Agrees to adopt the amendment proposed provided that other railways concerned also do so.
Rohilkund and Kumaon ...		
Great Indian Peninsula ...		
Madras ...	...	States that he sees no objection to the proposed amendment; but observes that, if, as it is understood, information regarding damage, the point of detachment, and time of detention is noted upon the junction mileage and demurrage return, there would appear to be no necessity for the proposed alteration.
North Western ...		
BhavnagarGondal-Junagarh-Porbandar.	...	States that he cannot express an opinion on the proposed amendment at present, as this railway does not exchange stock with any line owing to break of gauge at Wadhwan junction.

A

*Questions to be placed before the Railway Conference of 1893
for decision.*

No. 23.

LIABILITY OF RAILWAYS TO EACH OTHER FOR PASSENGERS'
LUGGAGE TRANSFERRED AT JUNCTIONS.

(Proposed for discussion by the Agent, Indian Midland railway.)

5531/93

LIABILITY OF RAILWAYS TO EACH OTHER FOR PASSENGERS
LUGGAGE TRANSFERRED AT JUNCTIONS.

ISSUE.

To determine the responsibility of a receiving railway for passengers' luggage transferred at junctions, when the receipt given to the forwarding railway shows only the number of packages taken over and not their description.

No. 451 C, dated Jhansi, 23rd November 1892.

From—The Agent, Indian Midland railway,
To—The Secretary, Railway Conference, Simla.

In continuation of my No. 451 C, dated 3rd ultimo, I have the honor to forward herewith notes by the General Traffic Manager on subjects as noted below in view to their being laid before the next conference.

- (i)
- (ii) Liabilities of railways to each other for passengers' luggage transferred at junctions.

Note by the General Traffic Manager, Indian Midland Railway, proposed for discussion at the Railway Conference of 1893.

The consideration is proposed of the question, whether if a railway at one of its junctions accepts passengers' luggage transferred to it on the signature of its Guard on the "Guidance" for a given number, without description of packages, it is solely responsible for liability incurred through one of the given number of packages entered, being subsequently found to have been exchanged in transit between the station from beyond its own line and the station of destination, especially when there is evidence, which establishes that the luggage has been handed over in a confused state, and that an exchange of packages had probably occurred on the railway handing over the packages at the junction.

2. The East Indian railway contend that if a receipt was incorrectly given by a servant of the Indian Midland railway, the latter is responsible for any claim that may subsequently arise.

3. There have been several cases in point during the last two or three years in which more than two railways have been concerned; but the following which has given rise to the discussion is stated as an example of the question at issue, namely:—

The Guards' Road Guidance for the Indian Midland railway up Mail Train from Tundla on the 29th June 1889 contained the following entry amongst others for a total of 155 packages entered thereon:—

Luggage Ticket No.	No. of Packages.	From	To
20	10	Aligarh ...	Agra Fort.

4. The Guard signed this entry amongst others, and at Agra Fort obtained clear receipt for the delivery of the luggage received by him at Tundla for that station.

5. The following is a report from the Station Master, Agra Fort, to the District Traffic Superintendent, Tundla, in reply to an enquiry from him concerning the packages in question :—

"In returning your above, I beg to inform you that one bag *Pukvan* booked under the ticket quoted above, was short received by No. 8 up Indian Midland railway train of 29th ultimo, and one basket containing empty broken jar without label and way bill and a parcel labelled 20 ex Calcutta to Agra Cantonment without way bill were received in excess for which my wire B. L. 2 (copy attached) was sent. The basket and the parcel were sent as desired in wires marked (B) and (C) and the bag is still missing.

Copies of wires received in reply to my wire B. L. 2 are also sent for disposal."

5. The Indian Midland railway allege that the basket received at Agra Fort without label or way bill which the owner of the ten packages refused to accept had been counted at Tundla as one of the ten packages for which the Guard had signed, and consider the fact that packages had been loaded at Tundla without proper entry, shows the luggage had been in a confused state on the East Indian railway where probably an exchange had occurred and therefore they do not admit they are responsible for the liability incurred to the owner of the missing package which was not found subsequently.

6. Further, they assert delivery at Agra Fort of the total number of packages taken over at Tundla, and hold clear receipt from the station staff there; but the Traffic authorities of the Bombay, Baroda and Central India railway accept no liability on the ground that at their passenger junctions "where the staff are paid for jointly, errors of omission and commission are paid for by the railway on whose account they arose."

7. The Conference is therefore asked to decide the exact responsibility that lies with a receiving railway in such cases, i.e., if it is simply responsible for the delivery of the total number of packages made over to it without description and for which it has given a receipt, or whether it is liable further for the delivery of the actual packages booked on the forwarding railway, although it (the receiving railway) may maintain that it did not take any particular actual package which may subsequently be described.

52
02/5/93

All communications should be addressed to the Secretary, Railway Conference, Simla.

No. 47

9/11/93

FROM

THE SECRETARY,
RAILWAY CONFERENCE.

TO

*The Joint Secretary to the
Govt of Madras, P.W.D. Dy. Branch,
Madras.*

Simla, the 12th June 1893.

Sir,

In compliance with the request made in your letter no. 208 D. dated the 19th May 1893, I am directed to forward four spare copies of each of the questions marginally noted.

7A.- Detention of rolling stock due to accident - advice of.
23A.- Liability of railways to each other for passengers' luggage transferred at junctions.

*Office, Secy. to the
Under Secy. to the
21-6-93*

*I have the honor to be
Sir,*

Your most obedient servant

*H. A. Smith
Secretary.*

*AD
12/6/93*

P. T. O.

✓ 3. W. CURRIE No. 5531

Encl 2 (35c)
Recd: 17-6-93

No 2512 C of 4 July 1893

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RAILWAY CONFERENCE, 1893.

B

*Papers circulated in the event of railways, parties to the Conference,
having any definite proposals to bring forward for discussion
thereon.*

No. 13.

LIABILITY, UNDER SECTION 75 OF THE INDIAN RAILWAYS
ACT, (IX OF 1890), OF A RAILWAY ADMINISTRATION
AS A CARRIER OF ARTICLES OF SPECIAL VALUE.

LIABILITY, UNDER SECTION 75 OF THE INDIAN RAILWAYS ACT,
(IX OF 1890), OF A RAILWAY ADMINISTRATION AS A CARRIER OF ARTICLES OF SPECIAL VALUE.

MEMORANDUM RECEIVED WITH LETTER NO. ⁷⁵⁰³₆₃₁₃, DATED THE 27TH AUGUST
1892, FROM THE AGENT AND MANAGER, MADRAS RAILWAY.

Liability of a railway administration as a
carrier of articles of special value.

Section 75 of the Indian Railways Act,
IX of 1890, reads as follows:—

"75 (1) When any articles mentioned in the second schedule are contained in any parcel or package delivered to a railway administration for carriage by railway, and the value of such articles in the parcel or package exceeds one hundred rupees, the railway administration shall not be responsible for the loss, destruction or deterioration of the parcel or package unless the person sending or delivering the parcel or package to the administration caused its value and contents to be declared, or declared them at the time of the delivery of the parcel or package for carriage by railway, and, if so required by the administration, paid or engaged to pay a percentage on the value so declared by way of compensation for increased risk.

"(2) When any parcel or package of which the value has been declared under sub-section (1) has been lost or destroyed or has deteriorated, the compensation recoverable in respect of such loss, destruction or deterioration shall not exceed the value so declared, and the burden of proving the value so declared to have been the true value shall, notwithstanding anything in the declaration, lie on the person claiming the compensation.

"(3) A railway administration may make it a condition of carrying a parcel declared to contain any article mentioned in the second schedule that a railway servant authorised in this behalf has been satisfied by examination or otherwise that the parcel actually contains the article declared to be therein."

Case for opinion under the above section.

A consigned to B "one bundle of cloths" marked C. B. and S. B. (i.e., country bordered and silk bordered). No other description of the contents of the bundle was given and no declaration of the value of the package or special payment in addition to the ordinary freight was made by the sender. The bundle was lost and the consignee preferred a claim of Rs. 166-3-0 for value of the package, which is said to contain cloths manufactured of cotton and silk.

Query.

Is the Company liable for any, and, if so, what portion of this claim?

2

Liability of a railway administration
as a carrier of articles of special
value—concluded.

Opinions.

The Traffic Manager, South Indian railway, writes—

"The value of all silk whether pure or mixed with cotton valued over Rs. 100 that may be contained in the missing cloths, will be repudiated and the value of cotton alone will be paid."

The Traffic Superintendent, North Western railway, writes—

"I interpret paragraph 75 of Act IX of 1890 to imply that no compensation at all is payable for any package if it contains excepted articles exceeding Rs. 100 in value and has not been declared and insured."

Messrs. Barclay, Morgan and Orr, Solicitors, write—

"It seems to us that under section 75 of the Indian Railways Act of 1890 the liability of the Company for the parcel in question depends upon whether the value of the silk contained in the parcel exceeded Rs. 100, and not upon the total value of the whole contents of the parcel. If the value of such silk was over Rs. 100, the Company would not be liable, but if the value is less than Rs. 100 the Company would, we think, be liable for the value of the parcel, both silk and cotton."

Messrs. Russell and Bayley of Bombay in their notes on the Indian Railways Act of 1890 refer, at page 266, to a case *Treaduin v. G. E. railway Company* (L. R. 3, C. P. 308; 37 L. J. C. P. 83), and state—

"When a parcel or package contains certain articles which are within the section (section 75) and others which are not, the plaintiff, though he has not declared the value of the articles within the section, may yet recover the value of the case and the articles not within it."

No. 43, dated 15th November 1892.

From—The Secretary, Railway Conference,

To—The Secretary to the Government of India, Public Works Department.

I am directed to forward, for information, a copy of a memorandum received from the Agent and Manager of the Madras railway relative to the liability, under section 75 of the Indian Railways Act, 1890, of railway administrations as carriers of articles of special value, and to request the favour of an expression of legal opinion on the subject.

No. 692 R. T., dated 19th November 1892.

From—The Government of India, Public Works Department,

To—The Solicitor to the Government of India.

I am directed to forward letter No. 43, dated the 15th November 1892, from the Secretary, Railway Conference, and its enclosure in original, for favour of the opinion of the Honourable the Advocate General as to the extent of the liability, under section 75 of the Indian Railways Act, 1890, of railway administrations as carriers of articles of special value in the case quoted, and to request the favour of the return of the papers with your reply.

3

Government of India memorandum No. 734 R. T., dated the 15th December 1892.
The undermentioned papers are forwarded to the Secretary, Railway Conference, for information, with reference to his letter No. 43, dated the 15th November 1892:—

Copy of a letter No. 1067, dated the 6th December 1892, and enclosures, from the Solicitor to the Government of India, to the Secretary, Government of India, Public Works Department.

No. 1067, dated 6th December 1892.

From—The Solicitor to the Government of India,

To—The Secretary to the Government of India, Public Works Department.

Referring to your No. 692 R. T. of the 19th ultimo, I have the honour to forward herewith a copy of the Honourable the Officiating Advocate General's opinion on the subject therein referred to.

The papers which accompanied your letter under reply are, as requested, herewith returned.

Opinion.

1st December 1892.

Opinion of T. T. WOODROFFE, Esq., Officiating Advocate General.

Assuming that the package contained (a) cloth manufactured entirely of cotton, and (b) cloth manufactured either entirely of silk or of silk in combination with cotton, I am of opinion that the Company is liable for (a) irrespective of the value of (b), inasmuch as cloth manufactured entirely of cotton finds no place in the second schedule of Act IX of 1890 (see *Treaduin v. Great Eastern railway company*, L. R. 3, C. P. 308).

With regard to (b) I am of opinion that the railway company is not liable therefor if its value exceeds Rs. 100, and is liable therefor if its value is less than that amount.

No. 54.

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893,

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA,
EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND
RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHIL-
KUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARAN-
TEED STATE RAILWAYS.

THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHIL-
KHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBAN-
DAR RAILWAY.

THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 27th June 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892,
forwarding lists A and B of the subjects to be placed before the Railway
Conference of 1893, I am directed to forward a copy of the papers relat-
ing to question No. 13 of list B. referred to, viz.,

(13) B. - Liability under Section 75 of the Indian
Railway Act (IX of 1890), of a Railway Adminis-
tration as a carrier of articles of special
value.

I have the honor to be,

SIR,

Your most obedient Servant,

Sd/- H. P. Burt.
Secretary.

Documents accompanying.
3 copies of question (As noted above.)

DL 5.1
5939/93

No. 55, dated the 27th June, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretaries to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyan-zaik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast, Bhopal-Ujjain, and Bina-Guna railways.

By order,

H. P. Hunt
Secretary.

Documents accompanying
(As noted overleaf.)

Five copies only.

The Joint Secretary to the Government of Madras,
P. W. D. (railway branch), Madras.

P. V. CURRENT No. 5939

Enclosed (U.S.C.)
Dec: 3. 7. 93

B No: 1007 R 7 10-7-93

Communicated
to the Exam. Quarta
Railway Accounts.

Imps.

B No: 1007 R 7 10-7-93

Instructions

RECEIVED
JAN 35 1904

THE RAILWAY ACCOUNTS

to CR. 191/93

J.C. 14/50

RAILWAY CONFERENCE, 1893.

A

Questions to be placed before the Railway Conference of 1893,
for decision.

No. 3.

LIMIT TO WHICH ERRORS SHALL BE DISREGARDED IN EACH
RAILWAY'S PROPORTION SHOWN ON INVOICES FOR
THROUGH TRAFFIC.

Reconsideration of Regulation No. 50 of the Railway Conference of 1888.

LIMIT TO WHICH ERRORS SHALL BE DISREGARDED IN EACH RAILWAY'S PROPORTION SHOWN ON INVOICES FOR THROUGH TRAFFIC.

ISSUES.

Regulation No. 50 of the Railway Conference of 1888 reads as follows:—

The limit to which errors shall be disregarded in each railway's proportion shown on invoices for goods booked through shall be one rupee in respect to both over and under charges.

As the above regulation has not been interpreted uniformly by the several railway administrations, it is proposed to reconsider it, and to determine the procedure that shall be adopted in disregarding under and over charges within such limit as may be fixed.

Extract (Resolution 58) from the Proceedings of the Railway Conference of 1888.

Discussion on question No. 1A, Limits to which errors should be disregarded in invoices for goods booked through proceeded with:—

Proposed by Mr. Wright, seconded by Mr. Lightfoot,—

That the limit to which errors should be disregarded in each Company's proportion shown on invoices for goods booked through be raised from annas 2 to Re. 1 in respect to both *over* and *under* charges.

Amendment proposed by Mr. Craik, seconded by Mr. Carter,—

That the extent to which errors involving over charges or under charges in the proportions shown as due to each railway in each through invoice be limited to annas 2.

The Committee divided on the amendment:—

Ayes—26 votes.		Noes—35 votes.	
W. S. Betts (S. I. railway)	... 4 votes.	G. F. O. Boughey (Bengal railways)	... 5 votes
N. St. L. Carter (E. I. railway)	... 6 "	H. Conder (G. I. P. railway)	... 6 "
W. V. Constable (B. N. railway)	... 4 "	L. Conway-Gordon (State railways)	... 6 "
J. Craik (S. M. railway)	... 5 "	R. Gardiner (B. G. J. P. railway)	... 3 "
I. O'Callaghan (B. B. & C. I. Ry.)	... 7 "	J. Lightfoot (N.-W. railway)	... 7 "
		L. S. Moss (Madras railway)	... 4 "
		W. B. Wright (I. M. railway)	... 4 "

The amendment being *disagreed to*, the Committee divided on the original proposal:—

Ayes—35 votes.		Noes—19 votes.	
G. F. O. Boughey (Bengal railways)	... 5 votes.	W. S. Betts (S. I. railway)	... 4 votes.
H. Conder (G. I. P. railway)	... 6 "	N. St. L. Carter (E. I. railway)	... 6 "
L. Conway-Gordon (State railways)	... 6 "	W. V. Constable (B. N. railway)	... 4 "
R. Gardiner (B. G. J. P. railway)	... 3 "	J. Craik (S. M. railway)	... 5 "
J. Lightfoot (N.-W. railway)	... 7 "		
L. S. Moss (Madras railway)	... 4 "		
W. B. Wright (I. M. railway)	... 4 "		

[Mr. O'Callaghan (B., B. & C. I. railway) did not vote.]

Proposal *agreed to*.

No. 912 M., dated 15th September 1891.
 From—The Manager, Oudh and Rohilkhand railway,
 To—The Secretary, Railway Conference.

I have the honour to forward, for information, a circular letter* from the Auditor of this railway regarding the proposed interpretation of Regulation No. 50 of the Railway Conference of 1888, fixing the limit to which errors shall be disregarded on invoices for goods booked through, and to state that the replies from the Auditors and Examiners of the different railway administrations, who were represented at the said Conference, will be transmitted to you so soon as received.

* No. G. ^{77 T.}_{1000 to 1010}, dated 20th August 1891, with annexure.

No. G. ^{77 T.}_{1000 to 1010}, dated 20th August 1891.
 From—The Auditor, Oudh and Rohilkhand railway,
 To—The Auditors and Examiners of the different railway administrations represented at the Railway Conference of 1888.

I have the honour to point out that Regulation 50 of the Railway Conference of 1888, which has been embodied in the revised East Indian railway subsidiary rules as clause 46, has hitherto not been interpreted uniformly by the different railway administrations who were represented at the Conference, and it is therefore desirable that some settled reading of the regulation be adopted.

2. With this object, I forwarded the enclosed proposal to the Assistant Auditor, Goods Division, East Indian railway, who obtained the approval of his Traffic Manager to its adoption. The Traffic Superintendent of this railway has also agreed to its adoption, provided it be accepted by other railways.

3. I beg therefore to request you will be kind enough to inform me whether you would be prepared to accept the proposal as a correct interpretation of Regulation 50 of the Railway Conference of 1888, and, if not, to state in what respect you would wish it modified.

Proposed interpretation of Regulation 50 of the Railway Conference of 1888.

- I. It will apply to errors discovered in checking division sheets after invoices have been finally passed by the receiving railway's Audit office, and consequently no discrepancy memos. will be issued by any railway in respect of errors of Re. 1 and under, provided the invoice passed by terminal railway's Audit office agrees with the division sheets submitted by it.
- II. In checking invoices at destination and in the Audit office of the terminal railway, it will apply as follows:—
 - (a) Stations will be required to collect undercharges and note overcharges even though errors in charges entered in invoices affect totals to the extent only of Re. 1 or under; and, if the existing rules permit, Station Masters may, as at present, refund overcharges at time of delivery even when they do not exceed Re. 1.
 - (b) Stations will note undercharges and overcharges in the columns provided on the invoices and abstracts, and all such items when not exceeding Re. 1 will be dealt with in Audit in the manner prescribed in rules (d) and (e) below.
 - (c) No foreign railway's proportion, when once entered on an invoice, will be corrected unless the error would affect such proportion to the extent of more than Re. 1.
 - (d) *In the case of undercharges*, stations will be debited in ordinary course by the receiving railway, and the debit dealt with in the following manner:
 - (i) Undercharges on "to pay" consignments and on "paid" consignments not debitable to the forwarding station, will be credited to the delivering railway.

(ii) Undercharges on "paid" consignments debitable to the forwarding station, when not exceeding Re. 1, will be both debited and credited to the forwarding line; to give that line the option of recovering from its staff, or otherwise.

(e) *In the case of overcharges* each railway will be credited with the proportion shown on the invoice.

(i) Refunds when made will be debited in the same manner as refunds exceeding Re. 1 (i.e., on "to pay" consignments and of erroneous collections at destination on "paid" consignments to the delivering railway, and on other "paid" consignments to the forwarding railway irrespective of the railway to which the overcharge was actually credited on the invoice).

(ii) Such refunds of overcharges not exceeding Re. 1 will be paid by the collecting railway without reference to any other line and debited against its own earnings.

(f) In the event of a repetition of small errors by any one or more forwarding stations resulting in an important under or over credit, to any railway, such railway shall be entitled to call upon the forwarding railway to instruct its staff to make correct apportionments.

2. The adoption of the above rules would ensure stations being more careful, and at the same time prevent many petty disagreements between division sheets submitted by clearing railways and the abstracts submitted by forwarding stations. It will also prevent the issue of many petty discrepancy memos.

No. ¹⁰¹⁰_{1011 to 1012}, dated 25th July 1892.

From—The Examiner of Accounts, Oudh and Rohilkhand railway,
 To—The Manager, Oudh and Rohilkhand railway.

In reply to your circular letter No. 530 A., dated 17th May 1892, to Heads of Departments, calling for a list of subjects with complete notes which they consider should be placed before the proposed Railway Conference of 1893, I have the honour to state that the only question I would desire to be taken up is the correct interpretation of Regulation 50 of the Conference Rules of 1888.

2. And to enable the matter to be fully discussed at the ensuing Conference, I attach a printed copy of the original proposal made by this office in this connection, together with an abstract of the replies received from the different railway account officers, whom I addressed on the subject—see annexure A.

3. I would take the opportunity of mentioning here that owing to pressure of work I have not been able to reply to the railways who have dissented from my proposal, and, as it would now appear, it is perhaps as well I have not, as the delegates of the different railways represented at the ensuing Conference will be in a better position to not only discuss the proposal fully, but also to arrive at some definite settlement of the question much sooner than any protracted discussion outside the Conference would have brought about.

4. I would also mention here that even if my original proposal be not accepted at the proposed Conference, some other settled reading of the Conference Regulation in question be come to so as to secure uniformity of procedure in this connection, as with the present diverse readings of the regulation it has been found impossible to secure that uniformity which is so essential. I endeavoured in my circular letter, dated 12th September 1891, to railways (copy attached), to bring this about by the adoption as a tentative measure of only paragraph 1 of my proposal, but the attached abstract of replies received (see annexure B) will show you that I have not yet succeeded.

5. This also disposes of correspondence ending with this office No. G. ^{77 T.}_{1000 to 1010}, dated 7th May 1892, and copies of both tabulated statements might, if you consider it necessary, be sent forward for information to the Secretary to the Railway Conference.

No. G. 45 T., dated Lucknow, the 12th September 1891.

From—The Auditor, Oudh and Rohilkhand railway,

I have the honour to enquire whether, pending general disposal of the several points raised in my proposed interpretation of Regulation 50 of the Railway Conference of 1888, sent you under my No. G. 37 T., dated 29th August 1891, you will, to secure uniformity, agree to the proposal contained in paragraph 1 being brought into operation with effect from the accounts for period ending 5th September 1891; viz., that errors of all descriptions, without exception, of Re. 1 or under, which have escaped detection in the receiving railway's Audit office, shall be disregarded, it being of course understood that errors up to that limit, due to misapprehension of rates or charges, may at option be brought to the notice of the Examiner or Auditor concerned, solely for the purpose of preventing recurrence.

This has been rendered necessary in consequence of diverse readings of the regulation having been adopted by the Account offices of several of the railway systems in India in their transactions with this office.

The favour of a very early reply is requested.

Annexure A.

Tabulated statement showing abstract of correspondence connected with Oudh and Rohilkhand railway proposal (see printed circular letter attached) to interpret Regulation 50 of Conference of 1883.*

[illegible]

• File letter No. 17 T. dated the 20th August 1891, from the Auditor, Outh and Robillband railway, and enclosures printed on pages 2 and 3.
1900 (4 1012)

Annexure B.

Tabulated statement showing abstract of correspondence connected with the second proposal of Oudh and Rohilkhand railway (see printed circular letter * attached) to make para-graph 1 of original proposal operative until such time as original proposal is either accepted or rejected by railways.

Railways addressed.	RAILWAYS ACCEPTING PROPOSAL.				RAILWAYS NOT ACCEPTING PROPOSAL, TOGETHER WITH GROUNDS OF OBJECTION.			
	Name.	ACCOUNT OFFICERS' LETTERS.		Acceptance.	Name.	ACCOUNT OFFICERS' LETTERS.		OBJECTION.
		No.	Date.			No.	Date.	
1. Bombay, Baroda and Central India railway.	1. Bombay, Baroda and Central India railway.	135-20303 G. M.	September 1891	Unconditional	1. Great Indian Peninsula railway.	G. F. 63 1/10	September 1891	The Traffic authorities of these railways do not apply Conference Regulation No. 50 to errors in rate, but only to errors in calculation.
2. Great Indian Peninsula railway.	2. Rohilkund and Kumaon railway.	3731-8249	"	"	2. Madras railway	T. G. 4110	October 1891	
3. Rohilkund and Kumaon railway.	3. Bengal and North Western railway.	9097 T. A. G.	"	"	3. Bengal-Nagpur railway.	18859 B. G.	September 1891	
4. Southern Mahratta railway.	4. Eastern Bengal state railway.	2702 K.	"	"	4. South Indian railway	F. 4110	November 1891	Chief Auditor refers to his No. F. 1111, dated 4th October 1891, in which he states he would prefer claiming errors rather than adopt Oudh and Rohilkhand railway proposal.
5. South Indian railway	5. Bhavnagar-Gondal-Junagadh-Forbandar railway.	224 G.	"	"	5. North Western railway.	9639 M.	September 1891	
6. Bengal & North Western railway.	6. Southern Mahratta railway.	2046-30343 T.	"	Provided an exception be made in the case of errors in weight and description of goods.				Examiner states his office will continue to follow rules as explained in his No. 9104 M., dated 4th September 1891, in reply to the entire proposal.
7. Indian Midland railway	7. East Indian railway	1441 O. R.	October 1891	Agrees for the sake of uniformity and provided proposal made in circular letter is adopted by all other foreign railways.				
8. Bengal-Nagpur railway				Conditional proposal being accepted by all foreign lines working in connection with Indian Midland railway.				
9. Madras railway								
10. North Western railway								
11. Eastern Bengal state railway.								
12. Bhavnagar-Gondal-Junagadh-Forbandar railway.								
13. East Indian railway								

* Vide letter No. G. 43 T., dated the 12th September 1891, from the Auditor, Oudh and Rohilkhand railway, printed on page 4.

No. 14329 T., dated Bombay, the 17th November 1892.

From—The Agent, Bombay, Baroda and Central India (including Rajputana Malwa) railway,

To—The Secretary, Railway Conference.

With reference to your letter No. 38, dated 2nd November 1892, I have the honour to forward herewith copy of a note by this Company's Acting Chief Auditor and Accountant, regarding under and over charges of one rupee and under being disregarded, as laid down in clause 50 of the Indian Railway Conference Regulations of 1888, for discussion at the next Railway Conference.

NOTE BY THE ACTING CHIEF AUDITOR AND ACCOUNTANT, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY, REGARDING UNDER AND OVER CHARGES OF ONE RUPEE AND UNDER BEING DISREGARDED, AS LAID DOWN IN CLAUSE 50 OF THE CONFERENCE REGULATIONS OF 1888.

Opinion is divided on this point, and each railway appears to act according to its own interpretation. The interpretation given by the Oudh and Rohilkhand railway as appended to the East Indian railway revised subsidiary rules for interchange of through traffic, &c., has apparently not been accepted by all the railways, some holding that the rule should apply to errors in calculation and not to those affecting rates, while others give it as their opinion that it should apply to both. It appears to me that the limit of one rupee is too high, the present limit being two annas and under; and although the rule is reciprocal, it does not seem that the object with which it has been proposed, viz., to lessen the work in Audit offices, is likely to be gained, as it may eventually lead to constant disputes. Such being the case, it appears essentially necessary that some definite understanding be come to with regard to the interpretation of this paragraph.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893,
for decision.*

No. 10.

MINIMUM CHARGES LEVIABLE IN THROUGH TRAFFIC ON
CARRIAGES AND HORSES.

(Interpretation of Regulations Nos. 52 and 53 of the Railway Conference of 1888.)

5.2
QW 5738/12

MINIMUM CHARGES LEVIABLE IN THROUGH BOOKING ON
CARRIAGES AND HORSES.

ISSUES.

Regulations 52 and 53 of the Railway Conference of 1888 read as follows:—

Regulation 52.—*The rates for the conveyance of horses shall be as follows:—*

Two annas for the first horse, and for every additional horse one anna, subject to a minimum of Rs. 5 for each horse-box.

Regulation 53.—*Carriages shall be carried at the following rates:—*

(a) *A single carriage or palanquin, three annas per mile.*

(b) *When two or more vehicles are sent together by the same consignor to the same station on one truck, the charge shall be four and a half annas per mile.*

(c) *The minimum charges shall be Rs. 5 for each truck.*

Whether under the above regulations one minimum only is permissible for the entire distance in through booking of horses and carriages.

No. 23, dated the 23rd July 1892.

From—The Secretary, Railway Conference,

To—The Agents, Bombay, Baroda and Central India, Great Indian Peninsula, East Indian, and South Indian railways; the Agents and Chief Engineers, Bengal and North Western, Rohilkund and Kumaon, and Bengal-Nagpur railways; the Agents and Managers, Madras and His Highness the Nizam's Guaranteed state railways; the Managers, North Western, Eastern Bengal state, and Oudh and Rohilkhand railways; the Managers and Engineers-in-Chief, Bhavnagar-Gondal-Junagarh-Forbandar and Burma state railways.

I am directed to forward, for information, copy of a letter No. 9352, dated 1st July 1892, from the Agent, Southern Mahratta railway, relative to the minimum charges leviable on carriages and horses in through booking, and to request the favour of an expression of your views on the points raised.

2. I am to add that the President is of opinion that the intention of regulations 52 and 53 of the Railway Conference of 1888, was that one minimum only should be charged on the through distance.

No. 9352, dated the 1st July 1892.

From—J. CAMPBELL, Esq., Agent, Southern Mahratta railway,

To—The Secretary, Railway Conference.

With reference to rules 52 and 53 passed at the Railway Conference of 1888, I have the honor to enquire if it was the intention that the minimum charge in both cases should be claimed by each line concerned in the through carriage of horses and carriages, or whether one minimum only is permissible for the entire distance.

Generally one minimum charge only is permissible to be divided in mileage proportion, but as in rules 47 and 54 this has been specifically stated, the omission in rules 52 and 53 may have been intentional with a view to permitting each railway to claim the minimum charges authorised for the use of the special vehicles necessary for the carriage of such animals and articles.

Synopsis of opinions on the Agent, Southern Mahratta railway's enquiry as to whether it was the intention of regulations 52 and 53 of the Railway Conference of 1888 that the minimum charge leviable in through traffic on carriages and horses should be claimed by each line concerned or whether one minimum only is permissible.

Railway.	Abstract of opinions.
Jodhpore-Dickaneer ...	
Rohilkund and Kumaon ...	
Bengal and North Western	
Eastern Bengal...	
Jorhat ...	
Bombay, Baroda and Central India (including Rajputana-Malwa).	
Great Indian Peninsula ...	Agree in the President's opinion that one minimum only should be charged on the through distance.
Burma state ...	
Bengal-Nagpur...	
South Indian ...	
His Highness the Nizam's ...	
Bhavnagar-Gondal-Junagarh- Porbandar.	
Southern Mahratta ...	Agrees in the President's opinion, and further remarks that it is eminently desirable that one general principle in regard to minimum charges should apply in all cases of through booking, whether of coaching or goods traffic.
North Western ...	Agrees in the President's opinion, and remarks that the procedure of charging one minimum on the through distance is already in force on that line.
Madras ...	Thinks that the members of the Conference of 1888 understood that each company or each railway would claim its own minimum, but suggests that in the event of a difference of opinion the matter might be discussed at the next Conference.
East Indian ...	States that the Conference rules apparently contemplate the levy of one minimum only to be divided in mileage proportion, except in the case of a break of gauge when the minimum is per horse-box or per truck. Forwards the following correspondence that has passed between the Traffic Departments of the Madras and East Indian railways on the matter:— No. 4873, dated Calcutta, 25th April 1892. From—The Officiating Traffic Manager, East Indian railway. To—The Officiating Traffic Manager, Madras railway. <i>Minimum charge for a horse-box.</i> With reference to the advice in your rate circular of the 20th ultimo regarding minimum charge for a horse-box, I beg to refer you to my message No. 261-A. of the 21st idem.

Railway.	Abstract of opinions.
East Indian—concl.	The practice has been hitherto as with goods traffic also, where there is the same minimum charge generally applicable on connected lines to treat it as common to all lines concerned to collect one minimum only and to divide it upon mileage proportion. In the case of a horse-box from this line to the Madras railway, the total charge must exceed Rs. 5, and on this ground no minimum has been collected on Madras railway account. It seems hard that in such a case the owner of a horse should pay Rs. 5 for a few miles carriage over the Madras railway, and it seems doubtful whether, as Conference rule 52 stands, the minimum charge of Rs. 5 has not been accepted as a common through charge. Will you kindly reconsider the matter and let me hear from you. No. R.-22860—II, dated Madras, the 11th May 1892. From—The Traffic Manager, Madras railway. To—The Traffic Manager, East Indian railway. <i>Minimum charge for horses.</i> Your 4873-R. of 25th April 1892. The horse traffic question has had my very careful consideration, and I have arrived at the conclusion that anna 1 pie 5 per mile per vehicle (which is more frequently than not our revenue for the haulage of foreign horse-boxes over this railway) is not sufficient to enable us to give up our local minimum. Horse-boxes more frequently than not contain only one animal, and we of course have to consider the mileage to be paid on foreign vehicles. After this deduction has been made, as already pointed out, the usual revenue is anna 1 pie 5 per mile per vehicle. No. 5942, dated Calcutta, the 19th May 1892. From—The Traffic Manager, East Indian railway. To—The Traffic Manager, Madras railway. <i>Minimum charge for horses.</i> Your No. R.-22860—II of the 11th instant. I am not aware whether the conditions on the Madras railway are such that a separate minimum or a common minimum means a considerable difference in revenue. I think, however, it is a point of great importance that the practice on all railways should be the same as regards collecting the minimum, and I would ask you if possible to defer requiring a separate minimum for the Madras railway until a general agreement has been come to on the point. No. R.-22860—II, dated Madras, the 25th May 1892. From—The Traffic Manager, Madras railway. To—The Traffic Manager, East Indian railway. <i>Minimum charge for horses.</i> Your No. 5942 of 19th instant. I am sorry that in the interests of this company I cannot agree to forego the local minimum of Rs. 5 on horse-boxes. At the Railway Conference of 1888 I stated, most distinctly, my opinion that such traffic does not pay under present conditions, and to that view of the question I still adhere.
Oudh and Rohilkhand ...	Agrees that one minimum should be charged for the through distance, and states that the practice of charging one minimum is in accordance with the working agreement of the Oudh and Rohilkhand railway with neighbouring lines, and is the procedure in force on that railway.

Extract (Resolutions 97 and 99) from the proceedings of Railway Conference of 1888.

Resolution No. 97.

Proposed by Major Boughey, seconded by Mr. Lightfoot,—

That horses or ponies, in single or double boxes, be charged at 2 annas for the first horse, and 1 anna for each additional horse carried in the same box, subject to a minimum charge of Rs. 5 for each horse box.

Amendment proposed by Mr. Carter, seconded by Colonel Conway-Gordon,—

That single horses be charged at 2 annas a mile:—

2 animals, 3 annas a mile.	
3 " 4 " "	
4 " 6 " "	
5 " 7 " "	
6 " 8 " "	

Thus, the charge for nine horses would be 8 annas a mile for six horses, and 4 annas a mile for the remaining three horses, or 12 annas per mile for the consignment.

The lowest charge for the conveyance of a horse or a consignment of horses to be Rs. 5.

Second amendment proposed by Mr. O'Callaghan, seconded by Captain Constable,—

That the rate for the first horse be 2 annas, and for every other additional horse 1 anna, subject to a minimum of Rs. 5 for each horse box.

The Committee divided on the second amendment:—

Ayes—28 Votes.

	Votes.
W. V. Constable (B. N. railway),	4
L. Conway-Gordon (State railways),	6
J. Lightfoot (N. W. railway),	7
I. O'Callaghan (B. B. & C. I. Ry.),	7
W. B. Wright (I. M. railway),	4

Noes—27 Votes.

	Votes.
W. S. Betts (S. I. railway),	4
G. F. O. Boughey (Bengal railways),	5
N. St. L. Carter (E. I. railway),	6
J. Craik (S. M. railway),	5
R. Gardiner (B. G. J. P. railway),	3
F. B. Hanna (Madras railway),	4

[Mr. Conder (G. I. P. railway) did not vote].

Second amendment *agreed to*.

Resolution No. 99.

Proposed by Mr. Carter, seconded by Mr. Hanna,—

That carriages be carried at the following rates:—

A single carriage or palanquin, 3 annas per mile.

When two or more vehicles are sent together to the same consignee on one truck, the charge to be 4½ annas per mile.

Minimum charge Rs. 5.

Amendment proposed by Mr. O'Callaghan, seconded by Captain Constable,—

That the charge for each 4 wheeled carriage be 3 annas per mile.

" " 2 " " 2 " "

With a minimum of Rs. 5 per vehicle.

The Committee divided on the amendment:—

Ayes—18 Votes.

	Votes.
W. V. Constable (B. N. railway),	4
J. Lightfoot (N. W. railway),	7
I. O'Callaghan (B. B. & C. I. railway),	7

Noes—37 Votes.

	Votes.
W. S. Betts (S. I. railway),	4
G. F. O. Boughey (Bengal rys.),	5
N. St. L. Carter (E. I. railway),	6
L. Conway-Gordon (State railways),	6
J. Craik (S. M. railway),	5
R. Gardiner (B. G. J. P. railway),	3
F. B. Hanna (Madras railway),	4
W. B. Wright (I. M. railway),	4

[Mr. Conder (G. I. P. railway) did not vote.]

The amendment being disagreed to, the Committee divided on the original proposal:—

Noes—11 Votes.

Ayes—44 Votes.

	Votes.		Votes.
W. S. Betts (S. I. railway),	4	W. V. Constable (B. N. railway),	4
G. F. O. Boughey (Bengal railways),	5	I. O'Callaghan (B. B. & C. I. rail- way).	7
N. St. L. Carter (E. I. railway),	6		
L. Conway-Gordon (State railways),	6		
J. Craik (S. M. railway),	5		
R. Gardiner (B. G. J. P. railway),	3		

Votes.

F. B. Hanna (Madras railway),	4
J. Lightfoot (N. W. railway),	7
W. B. Wright (I. M. railway),	4

[Mr. Conder (G. I. P. railway) did not vote.]

Proposal *agreed to*.

No. 52.

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA,
EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND
RAILWAYS.
THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHIL-
KUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.
THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARAN-
TEED STATE RAILWAYS.
THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHIL-
KHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.
THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBAN-
DAR RAILWAY.
THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.
THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 26th June 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892,
forwarding lists A and B of the subjects to be placed before the Railway
Conference of 1893, I am directed to forward a copy of the papers relat-
ing to question (s) No. (s) 3 and 10 of list A referred to, viz.,

- (3) A Limit to which errors shall be disregarded
in each railway's proportion shown on invoices
for through traffic.
(10) A Minimum charges leviable in through
traffic on carriages and horses.

I have the honor to be,

SIR,

Your most obedient Servant,

S. H. P. Dutt
Secretary.

Documents accompanying.
(As noted above.)

*Three copies to each railway but
Five each to B.B.T.C. and M.C.C.*

0.12 5/5/93

No. 52, dated the 26th June, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretaries to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyanai railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast, Bhopal-Ujjain, and Bina-Guna railways.

By order,

H. A. Ait

Secretary.

H. D.
26.6.93

Documents accompanying

(As noted overleaf.)

Five ~~are~~ *copies of each question.*

G. C. Form, Serial—No. 324 P. W. D.—29-1-93—300.

The print sent to the Govt of Madras M. D. M. B. B. B.

Madras.

Encl 2 (45.c)
Recd: 3.7.93

No: 1008R of 10-7-93.

B
No: 1008R of 10-7-93

Communicated to
the Exam. Asslt. Rg. Ass.

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OR

To CR. ✓ 19/7

J. C. 14/11

RAILWAY CONFERENCE, 1893. •

B

*Papers circulated in the event of railways, parties to the Conference,
having any definite proposals to bring forward for discussion
thereon.*

No. 17.

ESTABLISHMENT OF A CLEARING HOUSE OR HOUSES FOR
INDIAN RAILWAYS.

ESTABLISHMENT OF A CLEARING HOUSE OR HOUSES FOR INDIAN RAILWAYS.

Extract from the Proceedings of the Railway Conference of 1888.

Resolution No. 103.

Proposed by Mr. Carter, seconded by Major Boughey,—
That, in the opinion of this Conference, the time has not arrived for the establishment of a general clearing house.

The Committee divided :—

* * *			* * *		
Ayes—50 votes.			Noes—11 votes.		
W. S. Betts (S. I. railway)	...	4 votes.	F. B. Hanna, (Madras railway)	...	4 votes.
G. F. O. Boughey (Bengal railways)	5	"	J. Lightfoot, (North Western railway)	...	7 "
N. St. L. Carter (E. I. railway)	...	6 "			
H. Conder (G. I. P. railway)	...	6 "			
W. V. Constable (B. N. railway)	...	4 "			
L. Conway-Gordon (State railways)	...	6 "			
R. Gardiner (B. G. J. P. railway)	...	3 "			
A. Izat (B. N. W. and R. K. railways)	...	5 "			
J. O'Callaghan (B. B. and C. I. railway)	...	7 "			
W. B. Wright (I. M. railway)	...	4 "			

[Mr. Craik (Southern Mahratta railway) did not vote.]

Proposal agreed to.

NOTE BY THE AGENT AND MANAGER, MADRAS RAILWAY, DATED THE
7TH MARCH 1893.

In June 1888, when the question of the establishment of a clearing house for Indian railways was last brought forward, it was considered the time had not arrived for its introduction. During the five years which have since elapsed the mileage of open lines has considerably increased and the proposal should now, it is thought, be thoroughly discussed, and the forthcoming conference offers a favorable opportunity for this purpose.

The advantages which may be claimed for a railway clearing house include the following :—

1. Economy of establishment both in audit offices and at stations by the introduction of monthly instead of weekly returns and by invoicing goods at one through rate to destination instead of crowding invoices with calculations for two or more railways.

2. Greater promptitude in clearing accounts.

This must undoubtedly be the case in the numerous instances in which the traffic passes over the systems of three or more railways.

3. An impartial application of the rules affecting all railways.

In support of the advantage claimed here it may be mentioned that considerable correspondence frequently takes place between Managers of railways as to the application of Conference rules. For instance, one railway has been known to claim mileage on its extra postal vans in both directions while running over a neighbouring railway on one side of it and to carry on a tedious correspondence on the subject; while at the same time it has steadily declined to recognise the similar claims of a neighbouring railway on the other side of its system.

4. An equitable and prompt settlement of all disputed claims which one railway may make against another.

In the English clearing house, such disputes are referred to the arbitration committee for adjudication.

The above are some of the advantages which it is contended will be obtained by the formation of a clearing house, and they merit consideration.

I would suggest that the following points in connection with the proposal be considered:—

(a) The advisability of obtaining from each railway information as regards traffic interchanged, staff employed, &c., with a view to showing whether the establishment of a clearing house is desirable or not.

(b) Whether a Central clearing house would be preferable to District clearing houses situated, say, at Delhi, Allahabad and Poona.

(c) The desirability of deputing an officer with some experience of accounts and also of railway management to visit the English clearing house and there draw up a scheme for the inauguration of a *State* clearing house (or houses) for this country.

At the Conference of 1888 the President urged upon Members present the desirability of securing uniformity in the classification and in other matters, but in my opinion uniformity will never be secured in India until the *State* establishes clearing houses and the Managers of the various railways are summoned to attend periodical meetings.

No. 57.

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893,

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.

THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHILKHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORDABAR RAILWAY.

THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 8th July 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892, forwarding lists A and B of the subjects to be placed before the Railway Conference of 1893, I am directed to forward a copy of the papers relating to question (a) No. (a) 17 of list B referred to, viz.,

*No. 17. Establishment of a clearing house,
or houses for Indian railways.*

I have the honor to be,

SIR,

Your most obedient Servant,

Sgt. H. J. Hunt

Secretary.

Documents accompanying.

Copies of question (As noted above.)

*Pw S. 1
6234/93*

No. 58, dated the 8th July, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretaries to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyan-zaik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast, Bhopal-Ujjain, and Bina-Guna railways.

By order,

H. A. Smith

Secretary.

H. A. Smith

Documents accompanying.

5 copies of papers (As noted overleaf.)

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

RAILWAY CONFERENCE, 1893.

A

Questions to be placed before the Railway Conference of 1893, for
decision.

Enab^xl (45.c)
Recd: 14.7.93

B

Sp. 1033 Rg 20 July 193.

Communicated
to the Exam. Re. Accts
in cont. of G.O. No
1007 R d 10.7.93.

Mr
11
7.

To CR. / Dtd 26/7
J.C. T. S. S. S. S.
7/11/11

No. 32.

LIABILITY FOR UNDERCHARGES ON CONSIGNMENTS WHICH
ARE BOOKED FOR THE PUBLIC UNDER THE CREDIT NOTE
SYSTEM.

(Proposed by the General Manager and Chief Engineer, Darjeeling Himalayan
railway.)

LIABILITY FOR UNDERCHARGES ON CONSIGNMENTS WHICH ARE
BOOKED FOR THE PUBLIC UNDER THE CREDIT NOTE SYSTEM.

ISSUE.

Whether the forwarding railway should be held liable for all under charges on consignments booked for the public under the credit note system.

No. G-1649, dated the 6th May 1893.

From—The General Manager and Chief Engineer, Darjeeling-Himalayan railway,

To—The Secretary, Railway Conference.

In compliance with your letter No. 14 of the 10th May last, and subsequent reminders, I have the honor to submit the following proposals for discussion at the forthcoming Railway Conference.

Liability for undercharges on consignments which are booked for the public under the credit note system.

Under the present practice, the forwarding station is only liable when the amount of undercharges on any consignment of goods booked for the public under the credit note system is less than one rupee, and for any amount of undercharges of one rupee and upwards on consignments booked for the public, under the credit note system, the receiving station is liable. I would suggest that the forwarding railway be made liable for all undercharges of over and less than one rupee on consignments which are booked for the public under the credit note system, similarly as in the case of commissariat and ordnance stores as bills are always prepared in such cases by the ^{Auditor} ~~Inspector~~ of the forwarding railway who can well detect the mistakes of his stations and save the receiving railway from the burden, which is unnecessarily imposed on it, under the existing rules. An instance has lately occurred when a consignment was booked for the public under the credit note system. The undercharge was detected by the audit office of the forwarding railway, and a bill for the correct amount of freight, including the undercharges was accordingly made out, and submitted to the consignee by the forwarding railway. The fact not being known to the receiving railway, the audit office of the latter railway (who are liable to collect the undercharges in question) also submitted a bill under the existing rules for the amount of undercharges under the credit note system. Thus it will be seen that the present ruling in this connection is somewhat complicated, and I would therefore propose that the subject be brought up for discussion at the ensuing Railway Conference.

RAILWAY CONFERENCE, 1893.

*Questions to be placed before the Railway Conference of 1893, for
decision.*

No. 30.

PENALTY FOR TRAVELLING ON RAILWAYS WITHOUT A PASS
OR TICKET, OR WITH INSUFFICIENT PASS OR TICKET,
OR BEYOND AUTHORIZED DISTANCE.

Pl. 5.5
62414/93

PENALTY FOR TRAVELLING ON RAILWAYS WITHOUT A PASS
OR TICKET, OR WITH INSUFFICIENT PASS OR TICKET,
OR BEYOND AUTHORIZED DISTANCE.

ISSUE.

Whether, in the opinion of the Conference, any alteration is desirable in the provisions of section 113 of Indian Railways Act, 1890.

No. 203 R. T., dated the 24th April 1893.

From—The Under-Secretary to the Government of India, Public Works Department,

To—The Secretary to the Railway Conference.

I AM directed to forward copy of letter No. 788 R. T., dated the 30th September 1891, and abstract of replies to that letter, in connection with the working of section 113 of the Indian Railways Act, 1890; and to request that they may be laid before the forthcoming Railway Conference, and that the Government of India may be advised whether, in the opinion of the Conference, any alteration is desirable in the law on this subject.

No. 788 R. T., dated the 30th September 1891.

From—The Secretary to the Government of India, Public Works Department,

To—(1) The Secretary to the Government of Bombay, Public Works Department, Railway Branch; (2) Chief Commissioner of Burma; (3) Director General of Railways; (4) and Consulting Engineer to the Government of India for Railways, Calcutta.

I am directed to request that the Government of India may be furnished with a report as to the working of section 113, Indian Railways Act, 1890, on the railways under—

(1) the control of the Government of Bombay;

(2 to 4) under your control,

together with a copy of any special rules, which may have been issued to the staff, for dealing with cases coming under that section.

*Abstract of replies to Government of India, Public Works Department letter
No. 788 R. T., dated the 30th September 1891, re working of section 113
of the Indian Railways Act IX, of 1890.*

From whom.	Railway.	Abstract of replies.
Chief Commissioner of Burma	Burma ...	Reports that no special rules have been issued to the staff of the Burma state railway, re the working of section 113 of the Indian Railways Act IX of 1890, but that that section has been, with very slight modifications, included in the coaching pamphlet of the Burma state railway for the guidance of the staff. Further reports that the Traffic Superintendent and the Manager, Burma state railway are of opinion that the working of section 113 of the Railway Act has, on the whole, been satisfactory and has tended to reduce considerably the evil of passengers travelling without tickets or with wrong tickets, and furnishes comparative figures in support of these opinions. Points out, however, that the smooth working of section 113 has been interfered with by friction between the district magistrates and the railway authorities as to the procedure to be adopted in enforcing the provisions of the Act. States that one or two Magistrates have held that before the recovery of excess fare or a fine can be enforced as specified in section 113 (4), they were bound to take evidence to show that the fare claimed was due; this view of the case having been taken by the Sub-divisional Magistrate, North Tharawaddy, he was supported in his opinion by the Judicial Commissioner, Lower Burma; but that as the Government Advocate (whose opinion on the case is forwarded) and the Judicial Department of the Burma secretariat regard the view as apparently incorrect, it is intended when the next case of a similar nature occurs to again move the Judicial Commissioner, Lower Burma, to revise the case, and as the present Judicial Commissioner is bound by his predecessor's ruling, the Local Administration intend to then retransfer the revision case to the special court and so obtain a definite ruling on the point; and that should the special court disagree application will be made to the High Court of Calcutta for a final ruling. The opinion of the Government Advocate on the point referred to above is as follows:— The failure or refusal to pay any excess charge or other sum demanded under section 113 of the Act is not claimed in section 132 as an offence, but by section 113 (4) a Magistrate on being applied to by a railway servant appointed on that behalf by the railway administration is bound to recover such excess charge or other sum as if it were a fine imposed by the Magistrate. The Magistrate is left no discretion in the matter and is merely an executive authority to carry out the decision of the railway administration on the application of a railway servant appointed by it. The ordinary rules of procedure as to enquiry into and trial of offences do not, in my opinion, apply to such cases, and the Magistrate is bound to recover the amount as a fine on the application of a duly appointed railway servant in whatever form the application may be, without any enquiry or trial. Offences against the Act must be enquired into and tried in the ordinary way.

2
Abstract of replies to Government of India, Public Works Department letter
No. 788 R. T., dated the 30th September 1891, re working of section 113
of the Indian Railways Act, IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Chief Commissioner, Burma concl'd.	Burma—concl'd.	... The Chief Commissioner of Burma forwards a copy of the judgment of the Special Court, Lower Burma, in the case of the Queen-Empress versus A. A. St Clair Miller, District Superintendent of Police, Tharawaddy, who was charged excess fare for having travelled without a ticket on the Burma state railway, which is as follows:— "This is an application for revision of an order of the District Magistrate of Tharawaddy dismissing an application by a duly authorised railway servant to recover an excess charge from a passenger for having travelled on the Burma state railway without a ticket. The Magistrate following a decision of the late Judicial Commissioner, Criminal revision No. 367 of 1890, required the railway servant to give evidence on oath, which he declined to do. It is argued that proceedings to recover an excess charge are not judicial proceedings and that all the Magistrate has to do is to take steps to recover the amount due. "Section 113 of the Railway Act provides that a passenger shall, under certain circumstances, be liable to pay on the demand of any railway servant appointed by the railway administration in that behalf, the excess charge mentioned in the section, and that if he refuses to pay the sum payable by him, shall, on application made to any Magistrate by any railway servant appointed by the railway administration in that behalf, be recovered by the Magistrate from the passenger as if it were a fine imposed on the passenger by the Magistrate. The corresponding section of the former railway Act (section 31) provided that the fare demanded should be recovered as if it were a fine, on proof of the passenger's liability. These words are omitted from the present Act; and this omission we think shows that the Legislature intended that the Magistrate is not to exercise judicial functions when an application is made to him by a duly authorised railway servant to recover the amount of excess fare claimed, but is merely to take the necessary steps to recover it. The acts and omissions which justify the collection of an excess fare are not treated as offences under the Act and not punishable under it. This appears clear from the provisions of sections 131 and 132 of the Act. Section 131 provides that if a person commits any offence mentioned in certain specified sections which do not include section 113 he may be arrested. And section 132 provides that if a person commits any offence under the Act, other than an offence mentioned in section 131 or fails or refuses to pay any excess charge or other sum demanded under section 113, he may, under certain circumstances, be arrested, so that the failure to pay a claim for excess fare is distinguished from an 'offence' under the Act. We are therefore unable to agree with the view taken in the case referred to that evidence must be taken." W. F. AGNEW, Recorder. E. M. H. FULTON, Judicial Commissioner.

3
Abstract of replies to Government of India, Public Works Department letter
No. 788 R. T., dated the 30th September 1891, re working of section 113
of the Indian Railways Act, IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Consulting Engineer to the Government of India for Railways, Calcutta.	East Indian ...	Forwards copy of letter from the Agent, East Indian railway (with enclosures), stating that section 113 of the Act is felt to be illiberal in working, as he has found that it is practically impossible to leave the question of exacting the penalty or not to the station staff, and in support of this view encloses a list of cases—two of travelling without a ticket and two of over-riding—in which the extra charge was levied and not recovered and copies of two letters from Major Johnston Douglas remonstrating against the demand of the penalty. The facts of Major Douglas' case as stated by him are that he quite accidentally entered the train at Muttra bound for Aligarh without providing himself with a ticket; 5 minutes after starting he remembered that he had forgotten to take a ticket and mentioned the fact to General Luck with whom he was travelling. Immediately on arrival at Aligarh he went straight to the booking clerk and told him he had no ticket and wished to pay; he was then informed that he had to pay a penalty, to which he objected on the grounds that there was no intention to defraud the Company and has asked that the matter be referred to the Government of India for decision. Rules have been issued to the East Indian railway staff, and they are briefly as follows:— EAST INDIAN RAILWAY. AUDIT DEPARTMENT MEMO. No. 59, DATED 20TH DECEMBER 1890. To Station Masters, Booking Clerks, Ticket Collectors, Guards, &c. Collection of extra charges in addition to excess fares. With reference to sections 112 and 113 of the Indian Railway Act, No. IX of 1890, the staff are requested to note that an extra charge of Re. 1 for 1st, annas 8 for 2nd and Intermediate, and annas 2 for 3rd class passengers will be made where a passenger immediately after incurring the charge and before being detected by a railway servant, notifies the fact of the charge having been incurred. 2. When the excess fare is equal to or less than the extra charge of Re. 1, annas 8, or annas 2, as the case may be, a sum equal to the amount of the excess fare shall be recovered as the extra charge in addition to the excess fare; but when it exceeds those sums, the extra charge will be recovered as stated above. 3. In any other case where a passenger is detected travelling without a ticket, or riding in higher class, or over-riding, without giving notice before detection, the extra charge recoverable from him will be Re. 6 for first class, Re. 3 for 2nd and intermediate, and Re. 1 for 3rd class in addition to the ordinary fare.

Abstract of replies to Government of India, Public Works Department letter No. 789 R. T., dated the 30th September 1891, re working of section 113 of the Indian Railways Act, IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Consulting Engineer to the Government of India for Railways, Calcutta—contd.	East Indian—contd.	4. Where there is clearly an intention to defraud, and it is considered desirable to press for a higher penalty than that payable under section 113 of the Act (as for instance where a passenger is found travelling from say, Bally to Konnagar with a used ticket and is only liable to a penalty of Rs. 6-0-9, i. e., the amount of the 3rd class fare Bally to Konnagar) the passenger should be handed over to the Police for prosecution under section 112; but in this case, the provisions of section 132 are to be complied with. Where a passenger fails or refuses to pay the extra charge or excess fare demanded under section 113, and there is reason to believe that he will abscond, or when his name and address are unknown, he should be handed over to the Police with a letter to the Magistrate setting forth the difference of fare and the excess charge to be realized. This rule is also governed by section 132 of the Act. 5. If a passenger arrives at a station too late to purchase a ticket and obtains permission to enter the train without it, he will only be charged the ordinary excess fare due, for which the guard will furnish a certificate in the form given below, and no additional or extra charge will be recovered. 6. A passenger desirous of changing from a lower to a higher class of carriage must notify the fact to the guard of the train or station master of the station at which the change is made, when he must be provided with an excess fare ticket (Form T. 240) on payment of the actual difference of fare only, in accordance with audit order 456. A passenger not taking this precaution will be charged the difference of fare, plus the extra charge prescribed. 7. A passenger intending to over-ride, i. e., travel beyond the station for which he holds a proper ticket, should, in like manner, advise the guard and procure an excess fare ticket at the station his ticket expires; if there is time, or as soon after as possible,—vide audit order 456, failing which he would be chargeable at destination with the difference of fare due, plus the extra charge prescribed. 8. In computing the extra charges leviable in respect of children and of servants travelling in a higher class of carriage than that for which fares are paid, the same rules are to be followed as in levying ordinary charges. Thus, where an extra charge of 6 rupees would be payable by a first class passenger, only 3 rupees would be collected in respect of a child under 12 years of age. 9. In the case of soldiers travelling under authority of Government warrants, the excess fares or extra charges need not be enforced. 10. Passengers who over-ride or travel to or via a wrong junction unintentionally, or through ignorance, will be charged excess fares only for the distance over-ridden, and will be returned free to correct destination or to the proper junction as heretofore.

Abstract of replies to Government of India, Public Works Department letter No. 789 R. T., dated the 30th September 1891, re working of section 113 of the Indian Railways Act IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Consulting Engineer to the Government of India for Railways, Calcutta—contd.	East Indian—contd.	15. The strictest attention is to be paid to this order, as it is not desired to penalise passengers for mistakes made in good faith, and every regard must also be paid to the possibility of a mistake having occurred at the issuing station. • • • • •
Director General of Railways.	Oudh and Rohilkhand	States (1) that so far as the Oudh and Rohilkhand railway is concerned the working of section 113 of the Act has been satisfactory; (2) that there have been very few complaints as regards the penalty, and these were to be expected until the rule became generally known; (3) that difficulty is sometimes experienced by the staff in realizing the excess fares and penalty from passengers when they are found to have travelled without a ticket or with short journey tickets, more especially in the case of European passengers who appear to look upon the demand for penalty as unfair. The Manager further states that the provisions of section 113 of the Act do not appear to be thoroughly grasped by all Magistrates of the districts through which that railway runs, as in several cases when passengers have been prosecuted, only the excess fares and not the penalty have been ordered to be paid. Manager also observes that the number of actual cases of over-riding or riding without a ticket have been reduced by half or one-third since the introduction of section 113 of the Act, so that the provisions of this section have apparently had a deterrent effect. The rules that have been issued to the staff on this subject are practically the same as those issued to the staff of the East Indian railway.
	North Western	The Manager, North Western railway, states that the provisions of section 113 of the railway Act, IX of 1890, have been very beneficial in reducing the number of irregularities in connection with tickets by more than 5 per cent, and in support of this statement he forwards a letter from the Traffic Superintendent, North Western railway, intimating that the number of excess fares collected during April 1890, i. e., during the month before the new Railway Act came into force was 10,298, and the number levied during April 1891, when the provisions of the Act had been in force for a year and had had time to become known, was 4,708, or a decrease of over 50 per cent. The Manager, North Western railway is further of opinion that the new law is working well. He also observes that on the North Western railway there was only one case which gave any trouble, viz., that of Mr. Grey, a Barrister of Lahore, who refused to pay an excess charge. On application to the Magistrate, Mr. Grey was ordered to pay the lesser charge one rupee. He appealed to the Chief Court, Punjab, which decided that there was no appeal, but took up the case on revision and confirmed the order of the Magistrate.

Abstract of replies to Government of India, Public Works Department letter No. 788 R. T., dated the 30th September 1891, re working of section 113 of the Indian Railways Act, IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Director-General of Railways—concl'd.	North Western—concl'd.	The Manager also forwards copies of the rules issued to the North Western railway staff. These rules, which are practically identical with the rules issued by the East Indian railway provide for the demand of the higher penalty being made only in very extreme cases, but leave the staff no option as to demanding the lower penalty in all other cases. The only exception made is in the case of passengers who over-ride by accident and go back without leaving the railway premises and in which instance the ordinary single fare for the distance over-ridden is, in accordance with rule 137 of the general rules, levied.
Government of Bombay	Norvi	The Manager and Executive Engineer, Norvi railway, forwards a copy of the rules issued on that line (and which are similar to the rules issued by the East Indian railway) re the working of section 113 of the Indian Railways Act, IX of 1890, and states that so far they have been found to work satisfactorily.
	Bhavnagar-Gondal. Junagarh-Porbandar.	The Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagarh-Porbandar railway, states that no special rules have been promulgated on that line in connection with section 113 of the Indian Railways Act, IX of 1890, and that so far no cases have been dealt with under that section. He further states that an abstract of the section is being incorporated in the new coaching tariff now (7th November 1891) under print.
	Southern Mahratta	The Agent, Southern Mahratta railway, forwards copy of a letter, dated 18th November 1891, from the Traffic Manager of the line in which that officer states that section 113 of Act IX of 1890 has been rigidly enforced until recently, and that in some respects it has no doubt been beneficial in protecting the Company from fraud. The Traffic Manager further observes that Europeans and other 1st and 2nd class passengers have taken great exception to the levy of the excess charge provided for by the Act, as also have native passengers holding respectable positions, as they consider it a personal indignity to be fined in such cases; he thinks, however, that the orders issued on the Southern Mahratta railway in connection with section 113 will to a great extent obviate all cause for complaint on this ground. In conclusion, the Traffic Manager expresses his opinion that the punishment provided under the section in cases where there has been a clear attempt to defraud the Company is inadequate. The rules issued in connection with section 113 of Act IX of 1890 on the Southern Mahratta railway are as follows :— Circular No. 1171, dated Dharwar, 15th August 1890, from the Officiating Traffic Manager, Southern Mahratta railway. “The following explanation of section 113, Indian Railways Act No. IX of 1890, is given for the information and guidance of the staff of the Traffic Department :— 1. In the case of passengers over-riding, the fare payable is the ordinary single fare for the distance over-ridden.

Abstract of replies to Government of India, Public Works Department letter No. 788 R. T., dated the 30th September 1891, re working of section 113 of the Indian Railways Act, IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Government of Bombay—concl'd.	Southern Mahratta—concl'd.	2. In the case of passengers travelling without tickets the fare payable is the ordinary single fare for the distance travelled, or in the absence of proof as to the station at which the passenger entered the train, the ordinary single fare, from which the train originally started, or from the last ticket-examining station. 3. Passengers over-riding or travelling without tickets or in a higher class than that for which tickets are held shall, in addition to payment of the excess fare, be liable on detection to an extra charge according to the class in which they travel, viz., Rs. 6 for 1st class, Rs. 3 for 2nd class, and Rs. 1 for 3rd class, passengers however, who before detection, bring to the notice of a railway servant that they are travelling without a ticket, or in a higher class than they are entitled to, and thereby show that there is no intention to defraud the railway Company, shall be liable to a reduced extra charge of Rs. 1 for 1st class, 8 annas for 2nd class, and 2 annas for 3rd class. But the extra charge shall in no case exceed the amount of the excess fare payable by the passenger.” Circular No. 1395, dated Dharwar, 10th November 1891, from the Acting Traffic Manager, Southern Mahratta railway. “With reference to my circular No. 1171, dated the 14th August 1890, station masters, guards and ticket collectors are hereby informed that payment of the extra charge or penalty therein prescribed in paragraph 3 is not to be demanded in the following cases :— I.—When a passenger arrives at station too late to purchase a ticket, and obtains permission to enter the train without a ticket, a certificate will be given him by the guard of the train, on production of which at destination he will only be charged the ordinary excess fare due. II.—When a passenger desirous of changing from a lower to a higher class of carriage than that for which he holds a ticket, notifies his intention to the guard of the train or station master at the station, at which the change is made, and obtains an excess fare ticket; either at that station, if there is time, or as soon after as possible, showing that he has paid the actual difference of fare. III.—When a passenger intending to over-ride (i.e.) travel beyond the station for which he holds a proper ticket, advises the guard of the train or station master of the station at which his ticket expires, or if there is not time, as soon after as possible and procures an excess fare ticket or a guard's certificate. “These may all be considered cases in which the passenger has bona fide reasons for travelling without a ticket, or in a higher class of carriage, or beyond the station, for which tickets were originally purchased, and the penalty is not to be enforced. In all other cases the excess fares and penalties must be recovered as laid down in circular No. 1171, and in any case where fraud is suspected a special report should be made to the Divisional Traffic Officer and his instructions obtained.”

Abstract of replies to Government of India, Public Works Department letter No. 789 R. T., dated the 30th September 1891, re working of section 113 of the Indian Railways Act, IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Government of Bombay— contd.	Bombay, Baroda and Central India.	The Agent, Bombay, Baroda and Central India railway, states that section 113 of the Indian Railways Act, 1890, regarding excess charges leviable on passengers in certain cases has not worked smoothly. 2. He observes that the excess charges and fares prescribed in the section of the Act were fully recovered from passengers incurring them on that Company's system up to 24th June 1891, from which date the penalties in the following cases have not been levied:— (1) When a passenger wishing in the course of his journey to change to a higher class of carriage than that for which he holds a proper ticket, notifies the fact to the guard of the train or the station master of the station at which the change is effected and pays (at the station where the change is made if there be time, and if not, at the next station where time permits) the excess fare for the whole distance from the station at which the change is made to the station to which his ticket is available. (2) When a passenger intending to travel beyond the station for which he holds a proper ticket, notifies the fact to the guard of the train and procures an excess fare ticket at the station at which his ticket expires, if there be time or as soon after as possible, on payment of the actual difference of fare only. 3. He further states that from February 1892 the penalties in the case of passengers travelling over the local suburban district, viz., between Colaba and Andheri, have been totally abolished considering the special nature of the traffic. 4. A further rule will, the Agent says, soon be adopted on that Company's system, discontinuing the penalty from a passenger for a through train, who arrives at a station too late to purchase a ticket and obtains permission to enter the train without it. 5. He points out that these modifications in the Bombay, Baroda and Central India Railway Company's procedure under the provisions of section 113 of the Indian Railways Act, 1890, have been found to be necessary for practical working; and he agrees with the General Traffic Manager in thinking that as the penalties provided in this section are insufficient to act as a deterrent in the case of intentional fraud, and as in cases other than intentional fraud, the compulsory infliction of the prescribed penalty in every case is undesirable and leads to many difficulties and to much friction and even litigation with the public, it would be better to withdraw them altogether than to let them stand as a dead letter in the Act. 6. He draws particular attention to the interpretation of the law referred to in paragraph 5 of the General Traffic Manager's report, and requests that any doubts that may exist as to the 'onus probandi' lying under the Act with the passenger in respect of the station from which he originally joined the train may now be removed.

Abstract of replies to Government of India, Public Works Department letter No. 788 R. T., dated the 30th September 1891, re working of section 113 of the Indian Railways Act, IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Government of Bombay— contd.	Bombay, Baroda and Central India—contd.	7. In paragraph 5 of the General Traffic Manager's letter a reference is made to the opinion of Counsel upon section 113, sub-section (1) of the Act, and to the interpretation of the word 'doubt' as used therein. In conclusion, he observes that the opinion of Counsel shows that the wording of section 113, sub-section (1) of the Act is open to question, and requests that Government may be moved to give an authoritative interpretation of the section in this respect. The General Traffic Manager, Bombay, Baroda and Central India railway reports as follows on the working of section 113 of the Indian Railways Act, IX of 1890. 2. When the Act was first brought into force, it was considered that railways had practically no option but to levy the excess charge in addition to the excess fare in all cases in which passengers had rendered themselves liable thereto, a penalty being laid down even in cases in which a passenger informed the railway authorities that he had incurred the charge. It seemed that the law distinctly intended to penalise the act of travelling on a railway without a ticket fully covering the class and distance of the journey. 3. On this reading of the Act instructions were issued to our staff to collect the full excess charge in all cases in which it was due; subsequently, however, it was found that this practice acted very harshly in the case of passengers wishing en route to travel further than they originally intended, or to change the class of carriage which they were occupying; so modifications were made directing the staff not to claim excess charge when a passenger informed them of his intention to make a change prior to his actually having done so. 4. Since then we have generally not experienced much difficulty in working the clause of the Act except in the vicinity of the larger towns and specially in Bombay itself. In these places it has been the source of much friction between the public and ourselves, for it is very difficult to convince educated persons that they have incurred a penalty over and above the excess fare when they have had no intention of deceiving or defrauding the railway. 5. One portion of the section, which particularly has caused considerable trouble, is that which lays down that excess charge shall be recovered for the distance which a passenger has travelled or where there is any doubt as to the station from which he started from the station from which the train originally started, &c., &c. (sub-section 1). We have been advised by Counsel that in this sub-section the 'doubt' as to the station from which a passenger started is the 'doubt' which may exist in the mind of a Magistrate trying a case, which has been brought before him, for recovery of excess fare and charge and not that in the mind of the servant of the railway demanding the charge.

Abstract of replies to Government of India, Public Works Department, letter No. 788 R. T., dated the 30th September 1891, re working of section 113 of the Indian Railways Act, IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Government of Bombay— contd.	Bombay, Baroda and Central India—contd.	The Act IV of 1879 (section 31) laid down clearly that a passenger shall be liable to pay the fare—from the place whence the train originally started, unless that he can prove that he has travelled a less distance. As the law as interpreted by Counsel now stands, our staff are practically bound to accept the statement of a passenger as to the station from which he started, for in ninety-nine cases out of a hundred they have no means whatever of knowing whether the statement is or is not correct. In any case the onus of proving it to be incorrect is stated to lie with the railway. In the old Act, it was the passenger who, when he had transgressed the law by getting into a carriage without a proper ticket, was bound to take such steps as would prove to the railway Company's servants that he entered the train at a station short of the starting point. This is certainly as it should be. 6. With regard to the general question of the 'excess charge' I am not of opinion that it serves any very useful purpose except increasing to a small extent our receipts from excess fares. It no doubt tends to check a certain tendency to carelessness on the part of passengers, but in the majority of instances it is incurred by persons through ignorance, and so, I think, somewhat a hardship on 3rd class passengers. It certainly is looked upon with great disfavor by those in the two higher classes. It affects in checking frauds, I believe, nil, for if a man is prepared to risk the heavier penalties for deliberate fraud, he will certainly not be deterred by the thought of the additional excess charge he may have to pay if detected. The opinion of Counsel on section 113, sub-section, (1) of Act IX of 1890 is as follows:— Queries. 1. Does the onus of showing the station from which a passenger starts under the present Act lie on the passenger in the first instance in the same manner as it did under section 31 of the old Railways Act of 1879, or does such onus only lie on him when the railway staff have some doubt, as to the station from which he started? Opinion. 1. In this sense the onus lies upon the passenger that, if he made no statement and produced no ticket and there was no evidence as to where he had started from, he would be presumed to have started from the original starting point of the train or from the place where the tickets were last examined. However, this onus, such as it is, would be very easily discharged by the passenger's statement, as to the station from which he started and the onus would then be shifted upon the railway Company to show that there was doubt before they could properly induce a Magistrate to order an excess charge to be paid greater than would be payable on the passenger's own admission. The expression 'any doubt' does not refer to doubt in the minds of the railway Company's staff but to doubt in the mind of the Magistrate after hearing all the evidence brought before him.

Abstract of replies to Government of India, Public Works Department letter No. 788 R. T., dated the 30th September 1891, re working of section 113 of the Indian Railways Act, IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Government of Bombay— contd.	Bombay, Baroda and Central India—contd.	Queries. 2. Are the railway staff entitled under the section to demand the "fare and excess charge" from the starting point, although they believe the statement of the passenger that he got into the train at an intermediate station? 3. When the "excess charge" amounts to less than Re. 1, is there any legal obligation on a passenger to inform the railway servant on duty with the train that he is travelling without a ticket? 4. Does the term "Railway servant on duty with train" used in section 113 (3) (a) mean only the guards accompanying the train, or would it include the station staff, such as ticket collectors, coaching clerks, &c.? And if the latter, whether at the starting, intermediate or arrival stations, or all of them? 5. Ought the station staff at the arrival station to give a passenger reasonable time to produce evidence (such as 3 or 4 days) to show that he got into a train at an intermediate station, or on his failure to produce such evidence on the spot, are they at liberty at once to take proceedings in the police court to recover the fare and "excess charge"? 6. Whether if after a fare and "excess charge" has been paid by a passenger from the starting point, and the railway staff subsequently ascertain that the passenger entered the train at an intermediate station, there is any obligation on the Railway Company to refund the amount of such "excess charge"? 7. If a passenger "fails or refuses" to present for examination or to "deliver up his pass or ticket immediately on requisition being made" therefor under section 89, what action would the staff be justified in taking? Should they make the demand for the excess charge at once, or should they make enquiries and give the passenger time to bring forward evidence as to the station from which he started? 8. Generally on any point which may occur to Counsel on the above. December 2nd, 1891. Opinion. 2. No. 3. There is no legal obligation in any case, but in certain cases the excess charge is less or more according as the passenger has or has not given such information. In the case suggested, the excess charge is unaffected by such circumstances. 4. We see nothing to limit this to the guard, whatever may have been the intention. Any railway servant on duty with the train, that is to say, accompanying the train on duty with it, would satisfy the terms of this section. 5. Legally they can take proceedings without delay, but such course would not generally be very reasonable. If the Company doubted the word of the passenger, it would surely be reasonable to give him time to produce proof that he had spoken the truth. 6. If a passenger paid under protest more than he admitted to be due and more than was due, he could recover the excess. 7. & 8. Except in the special cases provided for in the Act section 132, where a person may be arrested, a proper course as we think for the staff to take would be to demand from the passenger information as to the station from where he started, take his or her name and address, and levy from him or her the excess charge for which he or she would be liable on his or her own showing. If on enquiry thereafter the staff had reason to doubt the truth of the information given, proceedings to recover balance would be taken. (Sd.) J. D. INVERARITY. (Sd.) JAMES JARDINE.

Abstract of replies to Government of India, Public Works Department letter No. 788 R. T., dated the 30th September 1901, re working of section 113 of the Indian Railways Act, IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Government of Bombay— contd.	Bombay, Baroda and Central India— contd.	The Agent, Bombay, Baroda and Central India railway, further reports that a case occurred on that line in which a passenger, after alighting from a Down local train at Grant Road station on the 11th September 1891, was found to have travelled without a ticket, and was asked to pay the fare of the class of carriage in which he had travelled from Colaba, the station from where the train started, and the 'excess charge,' prescribed in section 113 of the Indian Railways Act, 1890. The passenger, however, refused to pay anything more than the single fare from the Church Gate station, from which he said he had travelled. The case was taken before the Presidency Magistrate, Girgaum, who disposed of it on 13th October 1891 by ordering the defendant to pay the fare and the 'excess charge' from Church Gate station, as the railway staff, in the Magistrate's opinion, believed that Mr. Bland had started from the Church Gate station. Excess fares. The rules in force on the Bombay, Baroda and Central India railway in connection with the working of section 113 are as follows:— 81. 82. <i>Travelling without pass or ticket, or with insufficient pass or ticket or beyond authorised distance.</i>—(1) If a passenger travels in a train without having a proper pass or a proper ticket with him, or, being in or having alighted from a train, fails or refuses to present for examination, or to deliver up, his pass or ticket immediately on being called upon to do so, he shall be liable to pay, on the demand of any railway servant appointed by the railway administration in this behalf, the excess charge hereinafter in this section mentioned, in addition to the ordinary single fare for the distance which he has travelled, or, where there is any doubt as to the station from which he started, the ordinary single fare from the station from which the train originally started, or, if the tickets of passengers travelling in the train have been examined since the original starting of the train, the ordinary single fare from the place where the tickets were examined, or, in case of their having been examined more than once, where last examined. (2) If a passenger travels or attempts to travel in or on a carriage, or by train, of a higher class than that for which he has obtained a pass or purchased a ticket, or travels in or on a carriage beyond the place authorised by his pass or ticket, he shall be liable to pay, on the demand of any railway servant appointed by the railway administration in this behalf, the excess charge hereinafter in this section mentioned, in addition to any difference between any fare paid by him and the fare payable in respect of such journey as he has made. For exceptions, see paras. 85, 85a, and 85b. (3) The excess charge referred to in sub-section (1) and sub-section (2) shall,— (a) Where the passenger has, immediately after incurring the charge and before being detected by a railway servant, notified to the railway servant on duty with the train the fact of the charge having been incurred, be one rupee, two annas, or eight annas, and

Abstract of replies to Government of India, Public Works Department letter No. 788 R. T., dated the 30th September 1901, re working of section 113 of the Indian Railways Act, IX of 1890—contd.

From whom.	Railway.	Abstract of replies.
Government of Bombay— contd.	Bombay, Baroda and Central India— contd.	(b) in any other case, be six rupees, one rupee or three rupees, according as the passenger is travelling or has travelled, or has attempted to travel, in a carriage of the highest class, or in a carriage of the lowest class, or in a carriage of any other class or kind: Provided that such excess charge shall in no case exceed,— (a) Where the liability to pay it arises under sub-section (1), the amount of the ordinary single fare which the passenger incurring the charge is liable to pay under that sub-section, or, (b) Where such liability arises under sub-section (2), the amount of the difference between the fare paid by the passenger incurring the charge, and the fare payable in respect of such journey as he has made. (4) If a passenger liable to pay the excess charge and fare mentioned in sub-section (1), or the excess charge and any difference of fare mentioned in sub-section (2), fails or refuses to pay the same on demand being made therefor under one or other of those sub-sections, as the case may be, the sum payable by him shall, on application made to any Magistrate by any railway servant appointed by the railway administration in this behalf, be recovered by the Magistrate, from the passenger as if it were a fine imposed on the passenger by the Magistrate, and shall, as it is recovered, be paid to the railway administration. 83. <i>Liability if wrong half be retained.</i>—Holders of wrong halves of return tickets are liable to be charged excess fares, and this will be done unless they can show reason why they should be exempted. 84. <i>Change of ticket to higher class before starting.</i>—When a passenger before commencing his journey, wishes to change his ticket for one of a higher class, he can, on application at the booking office, not less than 10 minutes before starting time, and on payment of the difference of fare, have the original ticket taken back and a fresh one issued instead for the higher class. 85. <i>Change of ticket to higher class en route.</i>—When a passenger, in the course of his journey, wishes to change to a higher class of carriage than that for which he holds a ticket, he must notify the fact to the guard of the train or the station master of the station at which the change is made and pay (at the station where the change is effected, if there be time, and if not at the next station where time permits) the excess fare for the whole distance from the station at which the change is made to the station to which the ticket is available; and he will receive an excess fare ticket which will entitle him to travel to such station in the higher class of carriage. A passenger not taking this precaution will be charged the difference of fare, plus the extra charge prescribed in para. 82.

Abstract of replies to Government of India, Public Works Department letter No. 788 R. T., dated the 30th September 1891, re working of section 113 of the Indian Railways Act, IX of 1890—contd.

From whom	Railway	Abstract of replies
Government of Bombay— contd.	Bombay, Baroda and Central India— contd.	85 (a). <i>Over-riding, i.e., Travelling beyond the Station for which a ticket is held.</i>—A passenger intending to over-ride, i.e., travel beyond the station for which he holds a proper ticket must notify the fact to the guard of the train and procure an excess fare ticket at the station at which his ticket expires, if there is time, or as soon after as possible, on payment of the actual difference of fare only; failing which he would be charged at destination with the difference of fare due, plus the extra charge prescribed in para. 82. 85 (b). <i>Travelling without a ticket, with permission.</i>—When a passenger intending to travel by a through train arrives at a station too late to purchase a ticket and obtains permission to enter the train without a ticket, a certificate will be given him by the guard of the train, on production of which at destination he will only be charged the ordinary excess fare due. 86. <i>Excess Fare tickets.</i>—Passengers from whom excess fare or freight is collected should be careful to obtain receipts in due form for the amounts they pay. 87. <i>Claims for refund of excess fare.</i>—Any passenger who considers that he has not been rightly charged, should make his claim for a refund within six months of the date of payment, otherwise it cannot be entertained. Claims should be submitted with the tickets referred to in para. 86 and be addressed to the Traffic Manager, Bombay or Ajmer. The Agent, Great Indian Peninsula railway forwards a report by the General Traffic Manager of that railway regarding the working on that system of section 113 of the Indian Railways Act of 1890, which is as follows:— With reference to your memorandum No. 75 J.—12045 of the 26th October 1891, sending me a copy of Government resolution No. 2211, dated the 16th idem, regarding the working of section 113 of the Indian Railways Act of 1890, I beg to say that we have not yet thought it necessary to put the whole of the provision of section 113 of the Indian Railways Act into force. I have delayed the reply about this matter, in order that we might have some experience of the working of the present Act, so far as it has been carried into effect. 2. The rule for many years has been that passengers travelling without tickets should pay the fare from the place from which the train started; but we have advised the staff that this is modified, and that excess charges are to be collected only from the last ticket-examining station, as provided in sub-section 1 of the section referred to. The present rule is the following, namely,— <i>Passengers without tickets or with tickets of wrong or expired dates, &c.</i>—In cases in which passengers are found riding without tickets, or with tickets of wrong or expired dates, &c., the excess fare should be collected from the last examining station, and not from the station from which the train originally started.
	Great Indian Peninsula ...	

Abstract of replies to Government of India, Public Works Department letter No. 788 R. T., dated the 30th September 1891, re working of section 113 of the Indian Railways Act, IX of 1890—concl.

From whom	Railway	Abstract of replies
Government of Bombay— concl.	Great Indian Peninsula— concl.	3. The instructions regarding the fare to be collected from passengers travelling in a higher class of carriage than that they are entitled to, or travelling to a place beyond that for which their tickets are available (sub-section 2 of the section referred to), are given at page 56, rule 4 of the coaching tariff, of which the following is a copy, namely,— <i>Excess fares.</i>—When a passenger, before commencing his journey, wishes to change his ticket for one of a higher class, and pays the difference of fare, the original ticket issued will be taken back, and a fresh one for the higher class issued instead. When excess fare is due on the second half of an ordinary return-journey ticket, such half ticket will be considered as an ordinary single-journey ticket, and excessed accordingly. Every passenger who pays excess fare is entitled to demand and receive a ticket, or receipt for the amount paid. Any passenger who unintentionally travels beyond the distance for which he has paid his fare will be allowed to return to the station to which he was booked on payment of a single fare for the distance over-ridden, provided he returns by the next passenger train. Any passenger found riding without a ticket or with a ticket of a wrong or expired date will be excessed from the last ticket-examining station. Passengers travelling in a higher class of carriage than that for which their tickets are available are charged the difference between the fares of the class of carriage occupied, and the class for which their tickets are available. 4. In cases of evident attempt at fraud we used, under the old Act, to prosecute as such cases were cognizable, and the police could at once place the offenders before the Magistrate; but our difficulties in this respect are greatly increased under the Act of 1890, as the police say such cases are non-cognizable, and that they cannot, therefore, arrest the offenders. They can consequently only be dealt with under a summons, which the police say they are not able to apply for, but which, they say, should be applied for by the station master. I think that the clause is a very difficult one to put in force, for, in cases of prosecution, the station master and others of the staff have to attend Court, which is sometimes held at a considerable distance from the railway, and cases are frequently postponed, so that, in fact, we find that the trouble and expense and loss of time are so great as to make it not at all worth while to prosecute.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893, for
decision.*

No. 29.

ADJUSTMENT OF FOREIGN LINES' PROPORTIONS IN THE CASE
OF THROUGH PASSENGERS NOT TRAVELLING TO DESTINATION.

*(Proposed for discussion by the Agent, Bombay, Baroda and Central India
railway.)*

P. 8.4
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ADJUSTMENT OF FOREIGN LINES' PROPORTIONS IN THE CASE OF
THROUGH PASSENGERS NOT TRAVELLING TO DESTINATION.

ISSUE.

The desirability of determining the procedure to be followed in adjusting foreign lines' proportions in the case of through passengers not travelling to destination but alighting at a station on the booking railway.

No. 2381, dated 18th February 1893.

From—The Secretary to the Agent, Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—The Secretary, Railway Conference.

In continuation of this office letter No. 1378 T., dated 28th January 1893, I am desired to forward herewith a note on the procedure to be followed in adjusting foreign lines' proportions in the case of through passengers who do not travel to destination but alight at a station on the booking railway, and to request that the subject may be added to those intended for discussion at the next Railway Conference.

NOTE BY THE CHIEF AUDITOR, BOMBAY, BARODA AND CENTRAL INDIA
RAILWAY.

In the case of a passenger booked to a foreign line who does not travel to destination but alights at a station on the home or booking line where his ticket is collected, it is the practice for the booking line to appropriate the full fare and not to credit any portion of it to the lines over which the passenger has not travelled. There is no rule sanctioning this method of dealing with such cases, but the practice is one which is followed by the East Indian, North Western, Great Indian Peninsula, Bombay, Baroda and Central India and other lines in India. The matter is now brought up in order that a definite ruling may be obtained.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893,
for decision.*

No. 28.

ADOPTION OF RULES FOR TESTING COLOUR-VISION AND
NIGHT BLINDNESS.

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ADOPTION OF RULES FOR TESTING COLOUR-VISION AND
NIGHT BLINDNESS.

ISSUE.

The desirability of introducing on the several railways in India uniform rules, to be drawn up on the lines suggested by the Surgeon-General with the Government of India, for testing colour-vision and night blindness.

No. 41 R. T., dated the 26th January 1893.

Memorandum by the Government of India, Public Works Department.

The undermentioned papers are forwarded to the Secretary, Railway Conference, with request that the matter may be brought up for consideration at the forthcoming Conference, and that the Government of India may be furnished with the recommendations of the Conference.

Documents referred to.

(1) Despatch from Her Majesty's Secretary of State for India, No. 83 Railway, dated the 31st August 1892, and enclosures.

(2) Extract paragraphs 2 and 3 of a note, dated the 9th December 1892, by the Surgeon-General with the Government of India.

No. 83 Railway, dated the 31st August 1892.

From—The Secretary of State for India,

To—The Government of India.

I forward a copy of a letter which has been addressed to me by the Board of the East Indian Railway Company with reference to the report of a Committee appointed by the Council of the Royal Society to enquire into the subject of "colour-vision," together with 12 copies of the report referred to.

2. I request to be informed in due course whether Your Excellency considers it desirable to take any steps for giving effect to the recommendations of the Committee.

No. 74, dated the 5th August 1892.

From—The Secretary, East Indian Railway Company,

To—The Under-Secretary of State for India.

I am instructed by the Board of Directors of the East Indian Railway Company to draw the attention of the Secretary of State for India to the Report of a Committee of the Royal Society, recently published, on the subject of colour-vision with a view to His Lordship taking such steps as may be thought suitable for bringing the important subject to which it relates under the consideration of the Government of India in relation to its bearing on the working of railways in India.

2. I am to observe that an examination of the records of this Company shows that the subject of colour and night blindness, the latter defect of vision being, it is believed, not of uncommon occurrence in India, received some attention on the part of the Company's Agent and the Board in the year 1875. But the papers do not indicate that any great attention was given to the matter, or that any special precautions were taken to ensure both the careful examination of the eyesight of persons employed on the East Indian railway in duties involving the proper appreciation of signals as well as the adoption of properly selected coloured glasses for the signals, which the importance of the subject seems to require.

3. It appears to the Board that the matter is one of a nature in which the action of the Government is likely to be far more effectual and satisfactory than that of the separate railway administrations; and that the subject, indeed, can hardly be suitably dealt with otherwise than by general regulations issued by authority, and of universal application to all railways in India.

4. The conditions of Indian railway working are in many respects, and remarkably as regards the class of persons employed for signalling, so special that regulations to be of practical value must be drawn up in that country under the supervision of those who have actual knowledge of the local circumstances. The Board, therefore, do not think that any useful purpose would be served by offering any remarks of their own as to the best manner of securing the objects which are to be aimed at, and they do not doubt that among the many able officers of the Government, those having the requisite scientific and technical knowledge may be readily found who will draw up the rules necessary for giving effect to the recommendations of the Committee of the Royal Society.

EAST INDIAN RAILWAY.

Extract from Board's letter to Agent, No. 105, 22nd Nov. 1875.

Eye-sight of Natives.—Your Nos. 154 and 170 of 1875. With respect to the subject of colour and night blindness in natives which you have lately transmitted to the Board with the request that the papers might be referred to Dr. Macnamara who has for many years past made the eye his careful study in India, I hand you herewith a copy of Dr. Macnamara's report thereon, and request your special attention to his suggestion that all the Company's native servants suffering from night blindness should at once report the circumstance, and should on no account be permitted to go on duty after sunset.

Copy of a letter, dated 13th October 1875, from Mr. O. Macnamara, F.R.C.S., to the Secretary of the East Indian Railway Company.

In answer to yours of the 12th instant, before being appointed as guards or pointmen on the East Indian Railway Company, men should be examined by persons well acquainted with the vernacular languages of the country as to their power of recognising colours. Practically there is no fear of men who have once passed this examination becoming subsequently colour-blind. The test mentioned on page 5 of Dr. Roberts' report is all that is necessary in cases of this kind.

The natives in India are not more subject to colour-blindness than the same classes of Europeans are. With reference to night blindness, it is impossible to detect this affection from an examination of the eyes; but a person suffering from night blindness is also unable to see in a dark room during the day. The natives of India recognise night blindness at once, and call it "Katownie." It seems to me, therefore, that all that is necessary is to warn the Company's servants that if any of them should suffer from night blindness, that they are at once to report the circumstance to their superiors, and these latter should on no account permit a man suffering from night blindness to go on duty after sunset. Men affected in this way can, however, work very well during the day.

A man reporting himself unfit for duty from night blindness had better be sent for treatment to the nearest medical man.

The natives of India grow old almost as young men, and persons after forty-five years of age are far more subject to night blindness than younger persons. The Company should be careful of this in the matter of pension rules, &c.

I believe if the native servants of the Company understand that when suffering from night blindness that they are not to go on duty after sunset, that there will be no real difficulty in the matter; at any rate it is absolutely impossible to follow any other plan of proceeding, for no amount of medical supervision could prevent men suffering from night blindness going on duty if they wished to do so: on the other hand, if the men are made to feel that the responsibility of going on duty, if unfit to do so, rests on themselves, they will be careful to report themselves to the proper authorities if suffering from night blindness.

If there are any other points connected with this subject upon which you require information kindly let me hear from you.

Extract paragraphs 2 and 3 of a note, dated the 9th December 1892, by the Surgeon-General with the Government of India on the report referred to in Secretary of State's despatch No. 83 Railway of 1892.

2. I would strongly urge the Public Works Department to cause this system of testing to be instituted in all Indian railways, not only for new candidates, but for those already employed, and for every class of employé no matter of what rank, as no one can say when an employé's knowledge of colours may become the subject of some important enquiry. The test should be for colours by day and night and for night blindness.

3. The procedure is very simple. The several Managers need only issue the necessary orders, with the simple apparatus required, i.e., those for Holmgren's Test, pages 375 to 391,* with a copy of the "proceedings" for each medical officer required to conduct the test.

* *Vide Proceedings of the Royal Society, Vol. LI, No. 311.*

RAILWAY CONFERENCE, 1893.

Questions to be placed before the Railway Conference of 1893, for decision.

No. 27.

CONCESSIONS GRANTED TO SCHOOL CHILDREN WHEN TRAVELLING ON RAILWAYS.

CONCESSIONS GRANTED TO SCHOOL CHILDREN WHEN
TRAVELLING ON RAILWAYS.

ISSUE.

Whether it is desirable to modify the existing rules on the subject, which on most of the railways, stipulate that the party shall consist of not less than four, and that the children must be going to the same station before any concession is allowed.

No. 28 R.T.

Dated the 19th January 1893.

Memo. by—The Government of India, Public Works Department.

The undermentioned papers are forwarded to the Secretary, Railway Conference, with the request that the matter may be laid before the next Conference.

Document referred to.

Letter, dated the 12th December 1892, from the Principal, Auckland High School, Simla, and enclosures.

Dated Simla, the 12th December 1892.

From—MISS E. PRATT, Principal, Auckland High School, Simla,

To—The Secretary to the Government of India, Public Works Department.

I beg to forward copy of correspondence embodying applications made by me to the District Traffic Superintendents of the North Western and East Indian railways for concessions for some of the school children leaving this school for their homes for the Christmas vacation, and replies thereto.

2. In the present instance, my application to the East Indian railway, it will be observed, was for concessions to 22 children and one or more persons in charge of the party who would travel from Kalka to Umballa Cantonment. Ten of these children would branch off from that station for different stations on the North Western railway, and the remainder for stations on the East Indian railway. The rule on these two railways will not permit of all the children enjoying the privilege unless they go in batches of not less than four. As the homes of the children are situated at different stations on the lines, it will be seen from the details in my application that it is not possible to act up to the minimum limit of four.

3. It is noticed that some of the railways limit the number of children allowed to travel under the concession to parties of not less than four, while some lines, such as the Southern Mahratta railway, lay down an age limit only, and do not limit the number to four, and others do not lay down any limit as regards number. I trust you will kindly see your way to request all the lines to have a uniform rule and not to limit the number to four.

* Letter to the District Traffic Superintendent, East Indian railway, dated the 17th November 1892 (document C.).

Letter from the District Traffic Superintendent, East Indian railway, No. 1648 G, dated the 21st November 1892, and enclosures (documents D and E).

Letter to the District Traffic Superintendent, East Indian railway, dated the 24th November 1892 (document F.).

Letter from the District Traffic Superintendent, East Indian railway, No. 1718 G, dated the 26th November 1892 (document G.).

Letter to the District Traffic Superintendent, East Indian railway, dated the 2nd December 1892 (document H.).

Letter from the District Traffic Superintendent, East Indian railway, No. 1796, dated the 6th December 1892 (document I.).

Letters from the District Traffic Superintendent, East Indian railway, Nos. G-38 and 39, dated the 6th December 1892 (documents J. & K.).

4. I would respectfully ask a perusal of the correspondence noted in the margin.* Although the East Indian railway have a number limit, it has been kind enough to grant the concession applied for in full irrespective of the number travelling.

5. Under the circumstances, I earnestly beg that you will kindly take this representation into your favourable consideration with the view of modifying the rule in such a way as will enable children of one school to travel to and from that school in parties of any number to and from their homes in different localities situated on lines of railways.

It is a well known fact that the Government of India do all in their power to foster education in India; and if such inducements were held out to the public, they would assuredly give an impetus to the cause of education, and especially in Simla, where there are first class schools, and where the Supreme Government spends most of the year.

A.

Dated Simla, the 17th November 1892.

From—MISS E. PRATT, Principal, Auckland High School, Simla,

To—The District Traffic Superintendent, North Western railway, Saharanpur.

With reference to paragraph 216 (a) and (b), pages 39 and 40, of your coaching tariff, No. 24, regarding concessions to school children, I beg to apply for the necessary concession for the following school children who will travel over your line of railway from Umballa Cantonment station to the undermentioned stations on or about the 15th December next:—

- | | |
|---|---|
| 1 child from Umballa Cantonment to Saharanpur and a lady teacher in charge. | |
| 2 children from Umballa Cantonment to Lahore. | |
| 3 children from ditto to Jhelum. | } Another lady teacher in charge of this party. |
| 1 child from ditto to Montgomery. | |
| 3 children from ditto to Kurrachee. | |

2. A lady teacher will travel in charge of the children as above stated, and will therefore, come under the operation of the rule above quoted in regard to the return journey.

3. I trust that you will see your way to grant the concession for all the children, although they are not bound for the same station, their homes being at different stations on your line.

4. An early answer will oblige.

B.

No. 3002-G, dated Saharanpur, the 24th November 1892.

From—The District Traffic Superintendent, North Western railway,

To—The Principal, Auckland High School, Simla.

I beg to enclose two concession orders, Nos. G. 3002—20 and 3002—21, for the parties travelling to Jhelum and Kurrachee cantonment, and to point out that concession is granted to a party of not less than four persons as per paragraph 216, page 39, of our current coaching tariff. I am therefore unable to issue concessions for a party of two children from Umballa Cantonment to Lahore and one child to Montgomery.

C.

Dated Simla, the 17th November 1892.

From—MISS E. PRATT, Principal, Auckland High School, Simla,

To—The District Traffic Superintendent, East Indian railway, Tundla.

With reference to paragraph 49, page 11, of your coaching tariff, No. 4, regarding the grant of concessions to school children on your line of railway, I beg that you will kindly send me, at an early date, the usual concession ticket for the following children, who will travel from Kalka to the undermentioned stations on or about the 15th December next:—

- | | |
|--|---|
| 22 children from Kalka to Umballa Cantonment and a lady teacher in charge. | |
| 1 child from Umballa Cantonment to Delhi and a lady teacher in charge. | |
| 2 children from Ghaziabad to Hathras. | |
| 1 child from ditto to Tundla. | } Another lady teacher in charge of this party. |
| 4 children from ditto to Cawnpore. | |
| 1 child from ditto to Burdwan. | |
| 3 children from ditto to Calcutta (Howrah station). | |

2. A lady teacher will travel in charge of the children as above stated, and will, therefore, come under the operation of the above rule quoted in regard to the return journey.

3. I do hope you will see your way to grant the concession for all the children, although they are not bound for the same station, as their homes are at different stations on your line.

4. An early answer will oblige.

D.

No. 1658-G, dated Tundla, the 21st November 1892.

From—The District Traffic Superintendent, East Indian railway,

To—The Principal, Auckland High School, Simla.

Your letter of 17th November 1892.

I beg to send you a cutting from our coaching tariff. The children are required to travel to and from same station. Will you please let me know the names of the children and the date they will travel, and the station from and to?

I shall also be obliged if you will kindly let me know why the children will not travel the whole way over this line instead of changing for the North Western railway at Umballa.

E.

Extract from East Indian railway coaching tariff.—Concessions to parties of travellers.

64. On the East Indian, and Bombay, Baroda and Central India railways, school children of any nationality or creed, journeying to or from their homes and schools, in parties of not less than four (which number may include persons in charge, not exceeding one person for each party), and adult students of recognized schools and colleges, when proceeding to or from their schools or colleges for examination or other educational purposes, upon a certificate from the head master or principal are allowed to travel in second class carriages at intermediate class fares, and in intermediate class carriages at third class fares, but they are not allowed to travel by chord line mail trains between Howrah and Kalka. The whole of the party must travel in the same train and from and to the same stations, but not necessarily in the same class of carriage.

The concession includes the return of the person in charge, provided that the return journey is commenced within a fortnight from the date of completion of the outward journey.

When persons in charge of school children, holding letters of concession from the Traffic Manager or Agent, require return tickets for their passage, such tickets are issued to them, on payment of two single journey fares for the next lower class. The tickets so issued are to be made available for a fortnight in all instances and the words "not available by mail trains between Howrah and Kalka, in the case of the East Indian railway, and between Bombay and Delhi, in the case of the Bombay, Baroda and Central India railway," must be endorsed on both halves of the tickets.

The usual free allowance and charge for luggage will be made according to the class of carriage travelled in.

The party must hold a written letter of authority from either the Agent or the Traffic Manager, specifying the time the concession will remain in force, which must not exceed two months. Applications for the necessary authority must be made by the principal of the school or college at which the children are pupils.

F.

Dated Simla, the 24th November 1892.

From—MISS E. PRATT, Principal, Auckland High School, Simla,

To—The District Traffic Superintendent, East Indian railway, Tundla.

In acknowledging the receipt of your letter No. 1658G., dated the 21st instant, and the cutting from your coaching tariff, I beg to explain that the 22 children and one or more persons in charge of the party will travel on the

15th December next, from Kalka to Umballa Cantonment, at which latter station it will be necessary for ten of the children (including one child bound for Saharanpur) and person in charge to branch off in the opposite direction for stations on the North Western railway, where their homes are; the concession on that railway having already been applied for. The remaining party of 12 children will then travel from Umballa over the East Indian railway to stations as follows:—

- | | |
|---|--|
| (1) Miss Böcker to Delhi. | } One or more lady teachers or other persons in charge of party. |
| (2) Two Misses Reid to Hathras. | |
| (3) Miss Winn to Tundla. | |
| (4) Four Misses Hodgkinson to Cawnpore. | |
| (5) Miss Harriss to Burdwan. | |
| (6) Three Misses Smith to Calcutta. | |

Total 12 children.

2. It was originally intended in my previous letter of the 17th instant, that the party should travel on the North Western railway, between Umballa and Ghaziabad, but I now find that as they can travel on your line *through* from Kalka to Ghaziabad and stations below, they will do so.

3. As already stated in my letter of the 17th instant, and as will be observed from the above list, *it is not possible* for the whole party (which is a large one) to travel to the same station, although the journey is commenced from the *same* station, *viz.*, Kalka, the homes of the children being at different stations on your line. I trust, therefore, under the special circumstances of the case, you will kindly treat the party travelling from Umballa according to the spirit of your rule and grant the necessary concession for the whole party of 22 children, travelling to Umballa, and for the 12 others to stations named above, without exception.

G.

No. 1718 G., dated Tundla, the 28th November 1892.

From—The District Traffic Superintendent, East Indian railway,

To—The Lady Principal, Auckland High School, Simla.

Your letter of 24th November 1892.

Will you kindly let me know the names of the children who will travel to Umballa Cantonment and separate name of each child of the 12 others?

H.

Dated Simla, the 2nd December 1892.

From—Miss E. PRATT, Principal, Auckland High School, Simla,

To—The District Traffic Superintendent, East Indian railway, Tundla.

In reply to your letter No. 1718 G., dated the 28th November 1892, I beg to give below the names of the other 10 children whose names were not given in my letter of the 24th November, who will travel from Kalka to Umballa Cantonment:—

- (1) Miss Fitzherbert.
- (2) Two Misses Leigh.
- (3) Two Misses Shields.
- (1) Miss Slane.
- (1) Miss Crossley.
- (3) Three Misses Lamb.

Total 10 children.

2. You have now *all* the names of the *whole* party of 22 children.

3. I may add that this information was not given in my previous letters as it was not required by paragraph 49, page 11, of your current coaching tariff, No. 4.

I.

No. 1796 G., dated Tundla, the 6th December 1892.

From—The District Traffic Superintendent, East Indian railway,

To—The Lady Principal, Auckland High School, Simla.

Letter of concession. Your letter of 2nd December 1892.

Enclosed I beg to send you two letters of concession Nos. 38-G. and 39-G., as requested.

J.

Letter of concession for school children travelling on the East Indian railway (section 49, coaching tariff).

No. 38-G., dated Tundla, the 6th December 1892.

From—The District Traffic Superintendent, East Indian railway,

To—The Station Master, Kalka.

On production of this letter, please permit the school children named below, if numbering not less than four, including one person* in charge, to travel over this line from Kalka to Umballa Cantonment, 2nd class, at intermediate class fares, or intermediate class at 3rd class fares, on 15th December 1892.

The party must travel in the same train, to and from the same stations, but not necessarily in the same class of carriage.

The free allowance and charges for luggage will be made according to the class of carriage in which the children actually travel.

The party cannot travel by fast mail trains.

The concession allowed to school children will also apply to adult students of recognised schools and colleges, in parties not less than four in number, when proceeding to or from schools or colleges for examination or other educational purposes, upon a certificate from the head master or principal. No concession is *allowed* to persons in charge of students.

Names of children.—1 Miss Fitzherbert, 2 Misses Leigh, 2 Misses Shields, 1 Miss Slane, 1 Miss Crossley, 3 Misses Lamb.

K.

Letter of concession for school children travelling on East Indian railway (section 49, coaching tariff).

No. 39-G., dated Tundla, the 6th December 1892.

From—The District Traffic Superintendent, East Indian railway,

To—The Station Master, Kalka.

On production of this letter, please permit the school children named below, if numbering not less than four, including one person† in charge, to travel over this line from Kalka to Howrah, 2nd class at intermediate class fares, or intermediate class at 3rd class fares, on 15th December 1892.

The party must travel in the same train to and from the same stations, but not necessarily in the same class of carriage.

The free allowance and charges for luggage will be made according to the class of carriage in which the children actually travel.

The party cannot travel by fast mail trains.

* This concession includes persons travelling in charge of children, not exceeding one person to each party, on both the outward and return journeys, provided the return journey is commenced within a fortnight of the completion of the outward journey.

† This concession includes persons travelling in charge of children, not exceeding one person to each party, on both the outward and return journeys, provided the return journey is commenced within a fortnight of the completion of the outward journey.

The concession allowed to school children will also apply to adult students of recognized schools and colleges, in parties of not less than four in number, when proceeding to or from schools or colleges for examination or other educational purposes, upon a certificate from the head master or principal. No concession is allowed to persons in charge of students.

Names of children.—1 Miss Böcker to alight at Delhi; 2 Misses Reid to alight at Hathras; 1 Miss Winn to alight at Tundla; 4 Misses Hodgkinson to alight at Cawnpore; 1 Miss Harriss to alight at Burdwan; 3 Misses Smith to alight at Howrah.

No. 59.

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.

THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHILKHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.

THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 10th July 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892, forwarding lists A and B of the subjects to be placed before the Railway Conference of 1893, I am directed to forward a copy of the papers relating to question (s) No. (s) 27, 28, 29, 30 & 32 of list A referred to, viz.,

no 27-1- Concessions granted to school children when travelling on r.

no 28-1- Adoption of rules for testing colour vision and night blindness.

no 29-1- Adjustment of freight rates in case of through passages.

no 30-1- Penalty for travelling on railways without a pass or ticket re.

no 32-1- Liability for under charges on consignments booked under re.

* One copy of the Report referred to in question 28A. per book & pres.

I have the honor to be,

SIR,

Your most obedient Servant,

S^g H. J. Pratt
Secretary.

Documents accompanying.
(As noted above.)

Three copies of each.

2/1 8-1
5344/53

No. 60, dated the 10th July, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretaries to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyanai railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast, Bhopal-Ujjain, and Bina-Guna railways.

Copies of the Report referred to in question 181 are not available. Copies were purchased by this office from Messrs. Thacker & Co. Calcutta.

By order,

H. F. Hunt
Secretary.
H. F. Hunt

Documents accompanying
(As noted overleaf.)

Five copies of each.

The Joint Secretary to the Government of Madras,
P.W.D. Railway Branch, Madras.

EX 17
17/7

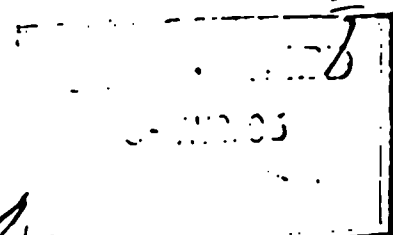
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17.7.93

B.
No. 1053 R of 26. July 1893.

B.
No. 1053 R of 26. July 1893.

Recorded.

M. R.



20. 1053 R of 26. July 1893.
31/8/93

20/7
J.C. 31/8/93

RAILWAY CONFERENCE, 1893.

A

Proposed to be placed before the Railway Conference of 1893, for decision.

No. 6.

PROCEDURE TO BE ADOPTED AS REGARDS THE DIVERSION OF COACHING AND GOODS TRAFFIC IN CASES OF INTERRUPTION OF THROUGH COMMUNICATION, AND THE SUBSEQUENT ADJUSTMENT OF FARES AND FREIGHT.

(Proposed for discussion by the Manager, Oudh and Rohilkhand railway).

PROCEDURE TO BE ADOPTED AS REGARDS THE DIVERSION OF
COACHING AND GOODS TRAFFIC IN CASES OF INTER-
RUPTION OF THROUGH COMMUNICATION, AND THE SUB-
SEQUENT ADJUSTMENT OF FARES AND FREIGHT.

ISSUES.

Regulation 19 of the Railway Conference of 1888, which provides for the cancelment of demurrage and the replacement of stock detained on a foreign line in cases of interruption of through communication, stands as follows :—

In cases of interruption of through communication caused by failure of way or works owing to flood or other circumstances, demurrage shall not be charged upon stock delayed beyond the time allowed free under the provisions of regulations 15 and 16; but if required by the owning railway, any railway so detaining vehicles of another railway shall, as far as is practicable, send an equal number of similar vehicles of its own to be used without mileage, demurrage, or penalty upon the railway to which the stock so detained belongs for the time that such stock is unavoidably detained.

It is proposed to introduce suitable rules to regulate—

- (a) The diversion of coaching and goods traffic which may have been booked or is en route when an interruption or through communication occurs, and
- (b) The subsequent adjustment of fares and freight consequent on such diversion of traffic.

NOTE BY THE TRAFFIC SUPERINTENDENT, OUDH AND ROHILKHAND RAIL-
WAY ON REGULATION 19.

This rule provides for the cancelment of demurrage when a line is breached, and for the replacement of such stock as may be detained on a foreign line owing to interruption of through communication, but what is equally important, *viz.*, the diversion of passengers, parcels, luggage, &c., and goods which may have been booked or *en route* when the interruption occurs, and the subsequent adjustment of fares and freight has not been dealt with.

That a ruling on both these points is very much needed is, I think, beyond doubt. The absence of such a ruling causes not only great confusion when passengers and goods are diverted, but annoyance to the public by the demand of excess fares and rates. Voluminous correspondence is also caused subsequently between the Traffic and Audit offices of the several railways concerned.

In order, therefore, to improve matters in this respect, I would propose that when through communication is interrupted by failure of way or works owing to flood or other circumstances, such traffic, both coaching and goods as may have been booked prior to receipt of notice closing the route, should be at once diverted by the shortest open route, fares and freights being collected by the route originally booked.

The division of the amounts realized being apportioned between the railways concerned in ratio of the proportion of fares or freights actually earned. As an illustration of the division proposed the following is given :—

A break on the Oudh and Rohilkhand railway at the Ramgunga bridge above Bareilly.

A consignment booked from Rosa to Ghaziabad *via* Aligarh, but diverted *via* Cawnpore.

Freight as invoiced collected—

			Rs.	As.
Rosa to Aligarh	...	...	579	10
Aligarh to Ghaziabad	...	...	333	4
Total	...	...	912	14

The freight due for the route the goods actually carried being—

			Rs.	As.
Rosa to Cawnpore	...	...	550	10
Cawnpore to Ghaziabad	...	...	1,304	2
Total	...	...	1,854	12

The apportionment would be made thus :

The East Indian railway proportion of the amount actually collected would be in the ratio of their proportion of the freight actually earned—

Rupees 1,854-12 : Rs. 1,304-2 :: Rs. 912-14-0 = Rs. 641-14, leaving a balance of Rupees 271 as Oudh and Rohilkhand railway proportion.

In any case whether this proposal is accepted or not, it is, I think, necessary that a fixed ruling should be established.

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No. 83

FROM

THE SECRETARY,

RAILWAY CONFERENCE OF 1893,

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND, HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.

THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHILKHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.

THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 2nd August 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892, forwarding lists A and B of the subjects to be placed before the Railway Conference of 1893, I am directed to forward a copy of the papers relating to question (c) No. (c) 6 of list 7 referred to, viz.,

No. 6 A.—Procedure to be adopted as regards the diversion of coaching and goods traffic in cases of interruption of through communication, and the subsequent adjustment of fares and freight.

I have the honor to be,

SIR,

Your most obedient Servant,

S. H. P. S.
Secretary.
1893

Documents accompanying.

(As noted above.)

Three copies of the question.

No. 84, dated the 2nd August, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretary to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyan-zaik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast Bhopal-Ujjain, and Bina-Guna railways.

By order,

N. P. Surt
Secretary.
11/2/93

Documents accompanying.

(As noted overleaf.)

Five copies of the question.

*The Joint Secretary to the Government of
Madras, C. W. & Ry. Branch, Madras.*

P. W. CURRENT No. 6871

Encl^x (4 S.C.)
Dec. 7. 8. 53

No 11082 d/2/8/93

Communicated
to the Examiners General
Railway Accounts.

ms

S.C. 6. 11
to C.R.
1893

RAILWAY CONFERENCE, 1893.

B

*Papers circulated in the event of railways, parties to the Conference,
having any definite proposals to bring forward for discussion
thereon.*

No. II.

PRESENT FORM IN WHICH RAILWAY STATISTICS ARE KEPT,
AND THEIR PRACTICAL UTILITY.

PRESENT FORM IN WHICH RAILWAY STATISTICS ARE KEPT,
AND THEIR PRACTICAL UTILITY.

NOTE, DATED THE 8TH MARCH 1893, BY THE MANAGER, EASTERN BENGAL
STATE RAILWAY.

The question of the statistics which should be kept on Indian railways has previously engaged the attention of Indian Railway Companies, and efforts have more than once been made to simplify the vast array of figures periodically supplied by the various railways, and, if possible, to procure them in a form which would be more useful in actual practice. Little or nothing has, however, been effected towards the attainment of either of these ends.

2. That the statistics as now worked out are of some interest no one will deny, but their practical utility is a disputed point. Some railway experts of worldwide reputation say that they cannot make any use of the calculations after they have been obtained; others assert they are all theory with nothing practical to recommend them. An American railway magnate, well qualified to speak on the subject, holds that statistics worked out on a series of averages are useless for practical purposes, inasmuch as actual work is never done under average conditions.

3. The practical use of ton-mileage statistics is questioned by theoretical as well as by practical railway men. Professor Hadley says that the ton-mileage shews the work done for the public, while the train-mile indicates the work done by the railway, and he sympathises with the English Railway Managers who impatiently reject the idea that they should compile statistics which are arranged from an outside point of view only.

4. One great danger, however, to my mind, is the bestowal of too much weight on statistical results in comparing the work done on different lines. The difficulties in the way of deducing conclusions from such figures are well put by Colonel Conway-Gordon, late Director General of Indian Railways, in the following words:—

"Select Committee on East Indian railways, 1884."

Major L. Conway-Gordon, R.E., recalled and further examined.

4337. How have these statistics been prepared? * * *

It is well known that the cost of carriage on different lines varies according to a multitude of factors; the gradients; the cost of fuel, and other stores; the skill and economy of the management; the amount of traffic; the cost of labour; &c., all of which factors have more or less effect in increasing or decreasing the cost of the carriage of units of traffic. The effect of these varying conditions may easily be seen by comparing the average cost of the working on the different broad and on the different narrow gauge lines *inter se*. All that can be hoped for from the preparation of such statistics is that by taking the whole of the lines together, the bad with the good, these varying factors on both sides will to some extent neutralize one another, and leave a residuum in the average result that will point in the direction of the truth; more, I do not think, can be expected from any statistics. I wish to say that *the statistics have not been prepared for the purposes of this enquiry*, and hence may fairly be credited with as much value as statistics of railways working under such totally different conditions as the various railways in India do work can possibly possess."

5. The first objection I have to make to the statistics is the cost of their production. Some of the statistics are of interest to a Railway Manager, who knows how to rely on them in connection with the working of his own and other lines, and I frankly admit that I should be glad to have them if I could obtain them without cost.

6. My second and almost more serious objection is that as now circulated, without explanation or comment, they are liable to be accepted, even if their supporters do not pretend that they should be so accepted, as an absolutely

accurate method by which Railway Managers can ascertain the cost of every item of their work, and as an easy and accurate method by which the general public and controlling authorities can compare the working of one railway with that of another. There are undoubtedly many persons who believe that the credit of the development of traffic on Indian railways, particularly on the East Indian railway, by the reduction of rates, is due to, and could only have been brought about by, careful attention to the results of average statistics which the introducers of these statistics put forward as reliable evidence of actual cost of work done per unit ton and mile. The real facts of the case being that these same statistics have far more probably retarded the development of traffic by showing a high minimum unit cost of transport. If the Railway Managers had followed the English practice, and worked out approximate cost of running a loaded goods train with due attention to the return traffic anticipated, the minimum paying rate which could be accepted would have become at once apparent without any elaborate statistics.

7. The statistical cost per unit mile includes three items—(a) the fixed charges, such as the pay of the Manager, Auditor, repairs of bridges, &c., and other items which are not affected by the amount of work done. (b) Charges, such as pay of audit clerks, station clerks, wages of permanent-way gangs, and cost of repairs and renewals of permanent-way, which are remotely affected by the amount of traffic carried. (c) Cost of coal and stores used in running the train, handling overtime of drivers and mileage of guards, and such items as vary directly with the work done.

8. From the above it is clear that the average statistical cost per train mile or per ton mile must vary inversely as the work done, and the correctness of this statement can easily be verified by a reference to the results arrived at on different railways during the busy and slack half-years. Most of the other statistical figures vary in the same way. But it is useless to institute comparisons between railways when, in addition to the varying circumstances of each line which alone are sufficient to vitiate all comparisons, the result arrived at depends on the work done, and the work done in India varies with the seasons and the crops.

13. Turning now to the statistics themselves, as shown in the analysis of working for the half-year ending December 1890, I may state that the first three entries are useful; the description of railway worked (1 to 5), the financial results (6—7), and the general statement of earnings and expenses (8—17) are of interest, and are obtainable at no appreciable cost. The entries under (18 to 20) the division of expenditure between coaching and goods are purely empirical figures, and render all conclusions arrived at from them merely speculative. What use can be made of the figures showing the average cost of hauling a coaching train (77) or a goods train (113) one mile when nobody knows how much of the figure arrived at in each case should be properly debited to coaching expenses, and what proportion to goods working? Many other results arrived at seem to me to be equally valueless. I would, therefore, solicit permission to put the following questions in connection with the figures given in the analysis of working. If I can obtain satisfactory answers, I shall be glad to acknowledge myself in the wrong; if, on the other hand, my contentions are admitted to be correct, I would ask that the preparation of the analysis, with the exception of that portion of it noted above be discontinued. The half-yearly revenue accounts and tables I to III of the analysis somewhat amplified would, I think, give all particulars required. I should be exceedingly obliged, if any Railway Manager would give me instances in which these statistics have actually been of practical use. I do not require cases in which they could be used; I candidly confess that I have on occasions resorted to them myself when carrying on academic discussions.

14. Of what use is it to any one to know the average number of units in a train (36-40)? To what useful purpose can such knowledge be applied?

15. What is the advantage of knowing the average number of vehicles in a coaching train (49 to 55), unless it is to divide the average number of vehicles into the average number of units and find the average number of units in each

vehicle? But what is the good of this? For practical purposes one wants to know the actual number, not the average, and when there is competition by water, by rail, or by road, trains have to be run to suit the convenience of the public, if traffic is to be secured.

16. What is the use of knowing the carrying capacity hauled one mile (61 to 65), or the percentage of freight to carrying capacity (66 to 70)? If the latter information were of any value, we should at once order half the third class carriages running on our trains to be cut off, and then we could prove by average statistics that every two passengers were allowed the space which would accommodate three, or fifty per cent. more accommodation than that to which they were entitled. We know, however, that the season ticket traffic vitiates to some extent the statistics on this line. We know that the ordinary passenger traffic is to and from the law courts, and that morning trains empty at stations where they exist, and afternoon trains fill at these stations, and that trains could not be run to time and to the satisfaction of the public if vehicles were constantly detached and put on at intermediate stations. We know that some trains have occasionally to run comparatively empty in order to return full; and we know that on small branch lines accommodation must be provided for passengers of each class, though ordinarily only the lower class carriages are used. Of what use to us, then, is the average percentage of freight to carrying capacity? If we want to know how the trains are filling, we have them censused at different times and places.

In the year ending December 1890, the percentage of freight to the carrying capacity in the case of the lowest class of vehicles was between 35.02 and 42.97 on the following railways:—The East Indian, Indian Midland, Oudh and Rohilkhand, Bombay, Baroda and Central India, and Burma railways. I would ask of what use this information is or was to any of the officers responsible for working the line, or to Government Controlling Officers or Directors of Companies for the purpose of comparisons between the lines under their control?

17. What good is it to know that the average cost of hauling a coaching unit (79) is 1.21 pies? If this railway were fortunate, and could fill its lowest class carriages and increase from 33 to 66 the percentage of freight to carrying capacity, we should halve the cost of hauling a coaching unit (79) without any appreciable additional outlay.

18. What is the use of knowing the average receipts per ton per mile, (93)? Every business man gets as much as he can subject to competition. If a Manager has a compact staple to carry, and full truck loads of low-priced material, he gets low rates: if he has bulky articles, he raises his prices accordingly; but in all cases his business is to secure the maximum traffic at the best paying rates obtainable.

19. What is the use of knowing the total number of empty or loaded vehicle miles (95 and 96) you run? This depends mainly on the set of your traffic. If you can get return loads, the result will be good; if otherwise, the result will be bad. It is, no doubt, part of the Manager's business to secure return loads if possible; but statistics do not show him that they are wanted, nor would they help him to secure the loads if they gave this information.

20. The number of goods vehicles hauled one mile (98):—Of what use is this for comparison between railways? It depends on the traffic to be carried. The number of brake-vans hauled one mile (97) is, if possible, of even less use; the average number of vehicles (99) and brake-vans (100) on a goods train depends on the grading of the line, class of engine, traffic offering carrying capacity of vehicles, and fifty other factors which are different for each line. No good can possibly come to any one from knowing how many brake-vans go on a goods train; if they are wanted on account of gradients on any line, they will still have to be put on in spite of statistics showing that they should not be required.

21. Average load of a goods vehicle (105). This is perhaps the most useless of all the statistical information given, and it would be just as valueless

if there were any merit in averages. But before you can make any deduction from the average load, you must know what the vehicle will carry. The load in broad gauge vehicles on this side of India varies from $7\frac{1}{2}$ to 14 tons, and it is no more easy to say what "a goods vehicle" can carry, if fully loaded, than to specify any quantity by saying it is as "big as a lump of chalk, or as long as a piece of string;" the conditions vary so much. But if you did know the data on which the calculations were made, the average load would be just as useless. If two-thirds of your traffic consists of coal and food grains, and your wagons will hold not less than $12\frac{1}{2}$ tons, even if they return empty, your average result must be good, so good as to conceal any amount of bad working in other directions. If you carry bulky staples and one-third of your traffic will only give a load of $7\frac{1}{2}$ tons with little or no return traffic, and in addition half your wagons are only capable of carrying 8 tons, the statistical result must be bad, and any amount of good working in other respects will not improve it. No doubt rolling-stock should be designed specially for the traffic to get the best results; but defects in design are observable in practice, and not brought to notice by average statistics.

22. 115a (Average cost of hauling a goods unit, &c.) is perhaps the most unpractical piece of statistical information appended. What influence has the capital cost of a line in fixing the rate? When once the line has been constructed, the object is to pay interest on the capital, and this is affected just as well by large traffic at low rates as by light traffic at high rates.

What good is it to know the cost of conservancy of rivers per train-mile (134), or the repairs of stations per 1,000 gross ton-miles (135), or the general cost of superintendence in the Locomotive department per engine-mile (138)?

If the result shown were of use in itself, no deduction could be drawn, as the result arrived at varies with the work done. The rivers must be seen to, and the stations, &c., repaired whether traffic is brisk or dull, and all these results vary inversely with the amount of work done.

23. What is the good of having columns of statistics to effect comparison in the traffic earnings? All this information is shown in the revenue account.

24. Why inform the world of the average number of miles run by each engine? This depends on gradients, branch lines, and engine runs, and probably on nature of water, &c.

25. I annex three Appendices, A, B, and C, which give the authority on which many of the foregoing remarks are based, and would invite special attention to the opinions expressed by the late Mr. Grierson, of the Great Western railway, and Sir George Findlay, of the London and North-Western railway (Appendix A).

26. There seems, moreover, to be a tendency now to question the infallibility of the statistics on the part of those responsible for their introduction. Mr. Crawford, late Chairman, East Indian railway, said that they afforded to the companies the means of "ascertaining the exact cost of doing every item of their work." A little while afterwards, in 1884, Sir Alexander Rendel said that the statistics showed "the cost of carrying a ton a mile, and a passenger a mile." Later, however, in 1890, General Strachey says—"I am quite sensible of the utility of the statistical statements if properly treated." If, however, the statistics require special treatment before they can be used, the nature of this treatment should be indicated. The necessity for some explanation is more clearly shown when General Strachey observes, in the same speech,* "as they stand, the figures will to most persons be altogether misleading." Surely, the public interests demand an exposition of the manner in which these figures are to be interpreted, unless those responsible for the statistics' deliberately intend to deceive the public.

27. I have only to add that General Strachey himself admits the probability of the statistical returns being carried out† "with needless and perplexing

refinements and details;" and it is to me clear that they want revision. If it is decided to take no action towards this end, I would invite attention to the opinion of the Simla Statistical Committee of 1880, paragraph 15—"that any conclusions that may be drawn as to the cost of carrying units must be considered as approximate only, and, without a careful review of all influences bearing on the result, cannot be employed as a basis for any accurate comparison of deduction." If these statistics are to be retained, the above remarks should be printed on every copy issued as a reminder to all who may have occasion to use them, and more particularly as a warning to the expert in embryo and the unsuspecting layman. I would, therefore, ask the Conference to forward this recommendation to Government, irrespective of any action short of abolition which may be taken with regard to the statistics themselves.

* Chairman's speech, meeting of East Indian Railway Company.—*Herapath's Railway Journal*, 5th July 1890, page 763.

† Chairman's speech, meeting of East Indian Railway Company.—*Herapath's Railway Journal*, 7th June 1890, page 3.

APPENDIX A TO QUESTION NO. II B.

Extract from Minutes of evidence taken before the Select Committee on English railways, 1881.

Mr. James Grierson further examined.

13259. And the charge in respect of capital to pay the same dividend would be the same, whether the quantity of goods was greater or smaller?—If we are to pay the same dividend, yes; but it does not follow that we will always pay the same dividend, whether we have a large amount of trade or a small amount.

13260. I quite understand that; but the point I want to know is whether that proportion of charge on goods is a fixed charge, irrespective of quantity, and how much of it depends upon the quantity and the actual services to the goods?—It varies so infinitely that no one can answer the question accurately.

13261. Upon the average, 10s. of every 1*l.* charged upon the freight of goods goes to capital account?—Yes, in the way you put it; but that is assuming one class of goods is as profitable as another.

13262. Is there any proportion of the fixed charge that does not vary according to the distance that the goods go?—It does vary.

13263. But, of the remaining 10s., is there any portion which is a fixed charge not dependent upon the actual services rendered to the particular ton of goods?—Of course there are standing expenses on the railway; there are what we call general charges, if that is what you refer to.

13268. What I want to know is, what proportion of the 50 per cent would be attributable to the fixed charges?—I could not say off hand; we could give you a very rough estimate of that; but I am not prepared to do so now, because I never addressed my mind to it as being a question of any practical value.

13272. I want to know whether it would not be of interest to a Railway Manager to know how much his expenses increased with the increased quantity of goods?—We should like it very much indeed if we could get more accurate knowledge of the proportion of expenses upon each class of goods.

13273. Have you never tried to ascertain it upon each class of goods?—I should like to take you to Paddington, and discuss it with you for half a day, and ascertain what your views were at night.

13279. We have not made any progress in the way of obtaining information with reference to the cost of performing railway services since that time?—I do not think we have practically. I have seen very many suggestions theoretically in the railway newspapers that the railway companies should be called upon to produce certain information, and it has been suggested that the Board of Trade should be asked to call upon the railway companies to produce it. I accordingly called upon the Board of Trade to ask how it should be done, but I did not come away any wiser than I went, because Mr. Calcraft, the Secretary to the Board of Trade, although a very able man, could not inform me how it was to be done.

13280. Let me call your attention to a return made out by Mr. Rendel in 1879 showing the cost on each of the Indian railways, and what it cost each of them to carry goods.

(The following table was handed to the witness for inspection).

Indian Railways—Goods traffic.

	East Indian main and Jubbulpore lines together.	Great Indian Peninsula.	Madras.	Bombay, Baroda and Central India.
	Tons.	Tons.	Tons.	Tons.
Tons of goods carried one mile ...	782,760,719	371,791,765	76,995,600	96,136,430
Average sum received for carrying one ton one mile.	848	1088	106	1102

APPENDIX A TO QUESTION NO. 11 B—contd.

Extract from Minutes of evidence taken before the Select Committee on English railways, 1881—contd.

Mr. James Grierson further examined—contd.
Indian Railways—Goods traffic—contd.

	Strad, Punjab and Delhi.	Eastern Bengal.	Oudh and Rohilkhand.	Rajputana (State line) (narrow gauge).	All together.
	Tons.	Tons.	Tons.	Tons.	Tons.
Tons of goods carried one mile	121,876,000	42,518,500	64,532,500	26,357,713	1,577,069,282
Average sum received for carrying one ton one mile.	d 1 148	d 1 29	d 79	d 1 31	d 971

Assuming that they have taken out the number of tons carried, and multiplied them by the number of miles carried, what is the use of it?

13282. You can always give the averages, can you not?—You can get out the average and can work it out as a curious calculation, but I do not see how it would enable you either to get more profit, or to reduce your expenses, or to increase your trade.

13283. You know, I suppose, that Mr. Crawford was the Chairman of the East Indian Railway Company?—I know he was Chairman. I do not know whether he is now.

13284. In the discussion, Mr. Crawford spoke as follows:—"A very different state of things existed now from what there had been, and this was mainly owing to the extremely accurate and exhaustive statistics which had been prepared by Mr. Rendel, and the method which the companies now had of ascertaining the exact cost of doing every item of their work." You do not agree with that?—Most distinctly I agree with that to this extent, that we must keep an accurate account, and that we do ascertain the cost in each department; that is done as a matter of regular routine and practice. The Directors have a statement put before them, certainly once a month, of the cost in each department.

13285. Mr. Crawford is speaking of the statistics that I handed to you?—I should very much like Mr. Crawford or Mr. Rendel to say what use the calculations were after they got them.

13286. Then Mr. Crawford says: "Formerly it had been thought impossible to bring grain from the upper parts of India, where large quantities were known to be stored, to Calcutta, at a profit, but this had been done, and recently grain had been brought from Cawnpore to Calcutta, a distance of 684 miles, at a cost of 6s. 4d. a quarter, and arrangements had recently been made by which a large quantity of wheat which was raised in more distant parts of Delhi and Lahore would be brought to Calcutta for 12s. 6d. per quarter. Was there any railway in England which could afford to carry a commodity like that such a distance at such a cost, with profit to it? But for Mr. Rendel's method of ascertaining the cost of working, and what they could really afford to carry their goods for, these things could not be carried successfully?"—I should make a comparison there between the conveyance of coal in this country in full train loads, supposing the conveyance of grain in India, is also in full train loads.

13287. It is not a question of the cost, but whether the statistical information which is submitted in this paper is useful or not: I understood you to say that it was not of any use?—I say the average cost per ton per mile over the system is of no value, but I say the cost per train-mile is most important: We know exactly or very nearly what is the cost per train-mile, because we know the cost of working the railway, and the cost per mile of railway very much depends upon the number of miles run: We have made the calculation here with regard to the carriage of coal, and they can make it there, no doubt, as to the conveyance of grain.

13289. Will you then kindly tell me the information which is contained in the lines I have marked?—I say that the average per ton which is shown in this return, and the information which that paragraph refers to, are two different things altogether to my mind.

13290. That table professes to tell what they receive for carrying a ton of goods a mile all over the system?—Then I say it is possible that you can tell the average, but you cannot tell it actually.

13291. I say the table professes to tell the sum they receive per ton per train-mile?—Then I say you can tell it upon the average; you can make the calculation I have stated, but I say it is perfectly useless when it is made, because it must vary infinitely. We carry traffic up gradients of 1 in 40; we carry it down gradients of 1 in 40; we carry it upon the level; we carry it in places where we have to use a bank engine; we carry it in places where it is up and down over the whole route, so that it would be impossible to make any calculation that would be of any use upon the average.

APPENDIX A TO QUESTION NO. 11 B—concl'd.

Extracts from Minutes of evidence taken before the Select Committee on English railways, 1881—concl'd.

Mr. James Grierson further examined—concl'd.

13292. Would you tell me what the passage I have marked contains?—The first is the number of tons carried one mile.

13293. Have you any information upon that subject?—No, we have not; we used to keep it, and we gave it up; it cost us a great deal of money. We kept probably as elaborate statistics as were ever kept by a railway company; but we could not make any use of this.

13294. What is the next item?—The average sum for carrying traffic one mile; that again is perfectly useless, the figures are very interesting I have no doubt, but they are perfectly useless. Would you let me add this, that I assure you there is no indisposition on the part of any railway company to keep any statistics that would be useful; they would only be too glad, being the parties themselves most interested.

Mr. George Findlay examined.

14554. I am speaking merely with respect to the statistics, and wish to have your opinion whether they would be useful to aid in the management of a railway, or whether it would be for the public advantage to have similar statistics for this country? I must first know what they are, because my attention has not been directed to them.

14555. One important point was the work done by the railway during the year, showing the number of tons carried one mile over the system? No doubt it could be done, but it would be a complicated thing to do, and would be of no practical service when it was done.

14556. Would it not show you the work the railway had done in the year?—Not at all. You come then to the principle of averages. There is a very intelligent gentleman who is a member of the Institute of Civil Engineers who has discussed that point until we are tired of it, and has written many interesting accounts in one of the Magazines as to the advisability of it, and has gone to a great deal of trouble to show that certain traffics carried by railways are unprofitable; but it is all theory; there is nothing in it.

APPENDIX B TO QUESTION NO. 11 B.

Extracts from Minutes of evidence taken before the Select Committee on East Indian railways, 1884.

Mr. (Sir) A. M. Rendel examined.

5621. Will you state to the Committee your present and past position in regard to Indian railroads, the opportunities you have had of making yourself acquainted with the subject, and give us your opinion, in the first place, with regard to the working of railroads in India in contrast with those of the United Kingdom and elsewhere? * * * In England, the only way in which railways are judged is by the proportion which the expenses bear to the receipts. That of course is a perfectly fallacious test, because receipts depend upon the rates charged, and not upon the cost of the work done. General Strachey, Mr. Danvers, and I, introduced that system, with a view of letting it be known year by year, what was the cost of carrying a unit of traffic, that is, a ton a mile, or a passenger a mile, our great object, being in the first place to excite a healthy competition amongst railways, to keep the cost down, and in the next place, by showing at what a very low cost the railway could be worked, to encourage low rates.

5624. You have, as we all know, very great experience of the metre gauge; the Committee would be glad to know what you have to say regarding its origin, its advantages, and its extensions? * * * I come now to the question of cost of working the metre gauge, as compared with the cost of working the broad gauge. * * * It is perfectly unfair to compare the metre gauge with the broad gauge, unless you compare like with like in other respects. * * * Evidently the cost of working a railway is very largely affected by the quantity of traffic. It is utterly absurd to compare a railway which is working at what I may call an irreducible minimum with a railway like the East Indian railway, with an enormous traffic. Of course, if you are working a railway at all, you must incur certain expenses. But when you come to the cost of carrying a passenger one mile on the East Indian, the cost was 1.64 pies; on the Rajputana, it was only 1.38 pies, that is to say, notwithstanding the enormous advantage the East Indian had in coal, and their enormous advantage in respect of gradient, because the Rajputana is a line with heavy gradients and the East Indian is a flat line, notwithstanding the fact that the East Indian traffic was considerably greater than that of the Rajputana, the cost of carrying a passenger a mile was considerably greater on the broad gauge line than it was on the narrow gauge line. These are reliable figures. Then in respect of goods, the cost of carrying a ton a mile on the East Indian was 3.04 pies, while on the Rajputana it was 3.61 pies. There I have to call to my aid the advantage which the East Indian has in respect of cost of coal, in respect of gradient, and also in respect of quantity, because the Rajputana goods traffic was only 510 tons as against East Indian 728. Still, taking the passengers and goods together, I think it is quite clear that the Rajputana was worked in 1883 at less cost than even the East Indian in 1872.

5749. You have referred to a system of statistics initiated by yourself?—No. General Strachey set them going; I worked them up, and Mr. Danvers believed in them and published them, and impressed them on others. The East Indian Railway Company subsequently took them up, and published them regularly, so far as that line was concerned, in their half-yearly reports; that is the division of labour in the matter.

5750. I think you said that the want of these statistics in England had been the cause of very great loss?—I believe so.

5751. Will you explain how?—Because nobody in England knows what it costs to carry a ton a mile or to carry a passenger a mile; and, if they did, I think we should have a considerable improvement in railway matters.

5752. In what sense?—I think it would be found that the cost of transport is so enormously higher than it ought to be, that we should have an endeavour to reduce it.

5753. By what means?—By avoiding the utter waste of power that goes on in English railways by running far more trains than the traffic requires.

5754. Are you referring to passengers or goods?—Both.

5755. Do you think this unnecessary number of trains which are run in this country is owing to any other causes than competition?—Competition; competition which Managers attempt to meet, by providing facilities rather than by lowering rates.

5756. Then how would that be obviated by the knowledge of the fact of the cost per mile?—It would be a matter of general discussion, and the public would see that it would not do; and pressure would be put on the railway companies if they required pressure.

5757. But now we know that Railway passenger trains have double or quadruple the spaces actually required for the passengers carried?—That fact is patent.

5758. Why do not railway Managers and Directors meet together and arrange to obviate that?—I am sure I do not know.

APPENDIX B TO QUESTION NO. II B—concl'd.

Extracts from Minutes of evidence taken before the Select Committee on East Indian railways, 1884—concl'd.

Mr. (Sir) A. M. Rendel examined—concl'd.

5759. You are assuming that they would do in the other case?—I think they would. I think the public would force them to.

5780. You say that the traffic on the East Indian railway is greater than the London and North-Western?—That is assuming (you must make an assumption in these cases) that the average rate charged for carrying a passenger for a mile is nine-tenths of a penny, and the average sum charged for carrying a ton of goods or minerals is a penny and one-eighth.

5781. But I am speaking of the tonnage passing over the line?—Yes, but it is based upon that. You must turn the traffic into passenger-miles and ton-miles, and you must assume the rate.

5812. I asked you what the Rajputana competed with?—It competes with the East Indian.

5813. I want to see how that competition arose?—You have to take into account the sea-going rates from Calcutta and Bombay. The East Indian has to be so much lower than the Rajputana as to compensate for the greater cost of freight from Calcutta. If you take the East Indian, of course its rate is lower than the Rajputana. The East Indian is as low as any railway in India almost; last year it averaged six pies.

5814. Consequently, now having that little competition by sea, the East Indian is compelled to reduce its rates considerably below the Rajputana line?—Yes, but the East Indian ought to do it without compulsion. No doubt compulsion quickens peoples' brains, but we were compelled long ago by the river Ganges.

5815.* Then I come back to my point: supposing that line actually completed to Bombay, and the Rajputana line without a break of gauge, would not the line be able to carry its traffic at somewhat lower rates than the Rajputana?—No; because the broad gauge line would cost so much more money, that in order to pay interest it must charge a high rate, and that would be more than the difference consequent on the break of gauge.*

6024. There is one discrepancy to which I wish to call your attention in this comparison. The Great Indian Peninsula railway carries 876 passengers per mile per day at a cost of 2.34 pies per passenger unit per mile, whereas in 1876 there were 678 passengers at a cost of 1.97 pies per passenger unit per mile. How do you explain the increase of the cost per passenger on the Great Indian Peninsula railway with an increase of 25 per cent in the passengers per mile per day?—I could not tell you how that would be. If you look at the loads carried in trains, you will find that their loads have fallen from 204 passengers in 1876 to 170 in 1883. There is a smaller utilisation of their train power.

* As regards this answer, please see the note on page 31 of Acworth's "The railways and the traders" printed below:—

"We shall see later on that interest on capital never enters into the consideration of a Manager in fixing a rate. He gets the best price he can. If it pays interest, well; if not, providing it pays working expense, it is better than nothing. But, though cost of capital does not affect individual rates, it does affect the rates as a whole. For, if the total earnings do not give a reasonable interest, no new capital will come into the business, and improvements and new construction will be brought to a standstill till either rates are raised or the volume of traffic increases so as to give a sufficient margin of interest. To the capitalist who invests £10,000 in building a mile of line, it is evidently indifferent whether that line carries £1,000 worth of traffic worked at 50 per cent. of the gross receipt, or £2,000 worth of traffic worked at 75 per cent., either one-half of £1,000 or one-quarter of £2,000 gives him his income of £500 a year."

APPENDIX C TO QUESTION NO. II B.

Extract from A. T. Hadley's "Railroad transportation, its history, and its laws."

"The ton-mile or passenger mile is, in the same rough way, the unit of public service work done for the public. Now, the whole theory of the English railroad system starts from the principle that railroads are to be managed as business enterprises, not as matters of public service; hence their impatient rejection of the idea that they should compile a set of statistics arranged from an outside point of view with but little inside interest."—(Hadley's "Railroad Transportation," page 157).

Extract from W. M. Acworth's "The railways and the traders."

3. Mr. Albert Fink, Vice-President of the Louisville and Nashville railway, who is said to be one of the highest practical authorities on railway working in the world, writes as follows:—"A careful investigation shews that, under the ordinary conditions under which transportation service is generally performed, the cost per ton-mile in some instances may not exceed one-seventh of a cent., and in others will be as high as 73 cents. per ton-mile on the same road. It is impossible to predetermine the cost of carrying freight on any one road unless the conditions under which it is to be carried, as far as they affect the cost of transportation, be previously known. A mere knowledge of the average cost per ton-mile of all the expenditures during a whole year's operation is of no value whatever in determining the cost of transporting any particular class of freight, as no freight is ever transported under the average condition under which the whole year's business is transacted."—(Acworth's "The railways and the traders," page 23).

RAILWAY CONFERENCE, 1893.

B.

*Papers circulated in the event of railways, parties to the Conference,
having any definite proposals to bring forward for discussion
thereon.*

No. 16.

CONCESSIONS TO COMMERCIAL TRAVELLERS BY RAILWAYS.

5.3
6652/83

CONCESSIONS TO COMMERCIAL TRAVELLERS BY RAILWAY.

Regulation No. 60 (b).

60. The following shall be carried at half parcels' rates, subject to a minimum charge of two annas:—

(b) Commercial travellers' luggage, including packages of samples, by passenger train, no free allowance being given.

No. 383, dated the 19th June 1891.

From—The Secretary, Railway Conference,

To—The Agents, Bombay, Baroda and Central India, East Indian, Great Indian Peninsula, South Indian, and Indian Midland railways; the Agents and Chief Engineers, Southern Mahratta, Bengal and North-Western, Rohilkund and Kumaon, and Bengal-Nagpur railways; the Agents and Managers, Madras, and His Highness the Nizam's guaranteed state railways; the Managers, North Western, Eastern Bengal, and Oudh and Rohilkhand railways; the Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagarh-Porbandar railway.

With reference to paragraph 60 (b) of the Indian Railway Conference Regulations, I am directed to forward, for favour of consideration and such action as may be thought desirable, copy of a letter, No. W 709, dated the 19th May 1891, from Messrs. Lawrence and Mayo, Ophthalmic Opticians of Bombay, suggesting certain modifications in the rules under which concessions are granted by the various railways in regard to the luggage and samples of commercial travellers.

No. W 709, dated the 19th May 1891.

From—MESSRS. LAWRENCE AND MAYO, Ophthalmic Opticians, Bombay,
To—The Director-General of Railways.

We have the honour to draw your attention to the existing rules under which a concession is granted by the various railways in regard to the luggage and samples of commercial travellers, and to suggest for your consideration the following slight modification, which would be a boon to the class interested without at all diminishing the companys' revenues—

- (1) That the concession may be made applicable to any passenger train as in England, and not as at present exclude mail trains.
- (2) That the concession may, if desired, be made available for a longer period than three months.

With reference to the first modification proposed, we submit that time is such an important consideration to the class it is intended to benefit, that to exclude the mail trains, which are the fast trains, from the concession is virtually to make it inoperative. If strictly adhered to, the rule would make through-booking for long journeys impracticable. For example: If a traveller left Lahore by passenger train booked through to Bombay, from Ghaziabad the train becomes a mail train, which cannot carry his luggage and samples under the conditions of the concession, but another condition requires that they must accompany him in the train by which he travels.

Regarding the second modification, it may be said that in our own case we have travellers always out, and the limited period not only entails loss of time in applying for and granting renewals so frequently, but the concession may not be available to the traveller at the time it is actually required.

Another concession which would be much appreciated, if you can see your way to approving it, would be to permit commercial travellers with their luggage and samples to be carried short journeys by goods trains in the brake-van for second class instead of first class fare, and their servants at third class fare.

On some of the less frequented lines the alternative now is to lose valuable time or take a first class ticket for the brake-van not only for the traveller, but for his servants.

Commending these suggestions to your favourable consideration, and trusting you will be able to recommend their adoption by the various companies.

No. 6825-4418, dated 3rd July 1891.

From—The Agent and Manager, Madras railway,
To—The Secretary, Railway Conference.

In reply to your letter No. 383 of the 19th ultimo, forwarding copy of letter, No. W 709 of 19th May 1891, from Messrs. Lawrence and Mayo, I have the honour to make the following remarks.

Commercial travellers and their packages are carried on the Madras railway by mail trains, and we have no restricted time for the concession of half parcels' rates.

Passengers are not allowed to travel in brake-vans on the Madras railway, and I do not consider that it would be desirable to make any alteration in this rule.

No. 679-M., dated 8th July 1891.

From—The Manager, Oudh and Rohilkhand railway,
To—The Secretary, Railway Conference.

With reference to your No. 383 of the 19th ultimo, forwarding copy of a letter No. W 709, dated 19th May 1891, from Messrs. Lawrence and Mayo, Ophthalmic Opticians of Bombay, suggesting certain modifications in the rules under which concessions are granted by various railways in regard to the luggage and samples of commercial travellers in India, I have the honour to observe as follows:

- (a) So far as this railway is concerned, no distinction is made with regard to passenger and mail trains.
- (b) As to time there is no necessity for an extension, as the return fares on this railway consist of 2 single journey fares; consequently there is no object gained in taking return tickets.
- (c) In through-booking with other railways having return tickets, there is no objection to extend the period to 6 months, provided that foreign lines do the same.
- (d) Regarding the use of brake-vans attached to goods trains for short journeys, it is believed that the train service on this railway is sufficiently convenient for all practical purposes, and that it is unadvisable to encourage commercial travellers to use goods brake-vans either for themselves, their luggage, or servants.

No. 1838-M., dated 14th July 1891.

From—The Manager, Eastern Bengal state railway,
To—The Secretary, Railway Conference.

With reference to your letter No. 383 of 19th June 1891, I have the honour to state that the first concession asked for by Messrs. Lawrence and Mayo is already in force on this line, as commercial travellers' luggage is carried at half parcels' rate by all passenger trains, which include mail trains.

2. As regards the extension of time asked for, I beg to state that this railway grants no concession in fares to commercial travellers, and hence has no concern with the question.

3. Messrs. Lawrence and Mayo also propose that commercial travellers with their luggage may be carried in brake-vans of goods trains on payment of second instead of first class fares. As our passenger train service is so frequent, I do not consider the proposed change is necessary.

No. 3317, dated Ghadechi, 16th July 1891.

From—The Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagarh Porbandar railway,
To—The Secretary, Railway Conference.

Referring to your No. 383, dated 19th June 1891, forwarding me copy of letter No. W 709 of 19th May 1891, from Messrs. Lawrence and Mayo, Ophthalmic Opticians of Bombay, suggesting certain concessions to luggage and samples of commercial travellers, I have the honour to state that this railway is not prepared to make any special concession to commercial travellers.

No. 5301-9082, dated 22nd July 1891.

From—The Agent, Southern Mahratta railway,
To—The Secretary, Railway Conference.

With reference to your letter No. 383 of 19th June 1891, I have the honour to inform you that I do not think Messrs. Lawrence and Mayo can have any very substantial grievance against the railways.

On most lines commercial travellers' luggage is carried at special rates by all trains; this is the case on this railway, and no special concession appears requisite.

Third class passengers are conveyed by goods trains on this line.

No. 1456 W., dated 31st July 1891.

From—The Agent and Manager, His Highness the Nizam's guaranteed state railway,
To—The Secretary, Railway Conference.

I have the honour to acknowledge receipt of the printed communication No. W 709, dated 19th May 1891, received under endorsement No. 384, dated 19th June 1891, and in reply to observe that, so far as this railway is concerned, I have no objection to agree to the proposals of Messrs. Lawrence and Mayo, Ophthalmic Opticians, Bombay, if the other companies do.

I shall be obliged by your sending me two more copies of the proposals referred to.

No. 6995, dated 9th September 1891.

From—The Agent, East Indian railway,
To—The Secretary, Railway Conference.

With reference to your letter No. 383 of the 19th June 1891, forwarding copy of a letter, No. W 709, dated the 19th May 1891, from Messrs. Lawrence and Mayo, Ophthalmic Opticians, Bombay, suggesting certain modifications in the rules under which concessions are granted by the various railways in regard to the luggage and samples of commercial travellers, I have the honour to inform you that this company would not agree to make the concession generally applicable to mail trains, as it is questionable if we could always find room in these trains for the bulky packages that generally make up commercial travellers' luggage.

I am, however, prepared to agree that the period of the concession may be extended to six months, and that travellers need not travel by the same train as their baggage; the company being quite prepared to send the baggage by a different train.

I regret I cannot consent to commercial travellers being allowed to travel in the brake-vans of goods trains. So far as the East Indian railway is concerned, there seems little necessity for such a concession, the service of passenger trains being such that very little, if anything, would be gained by travelling by goods trains.

No. 10220-T, dated 10th September 1891.

From—The Agent, Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—The Secretary, Railway Conference.

With reference to your letter No. 383, dated 19th June 1891, regarding certain modifications in the rules under which concessions are granted by the various railways in regard to the luggage and samples of commercial travellers, I have the honour to forward herewith copy of letter No. G 10543, dated 3rd September 1891, from the General Traffic Manager of this railway, in whose remarks I fully concur.

No. G 10543, dated 3rd September 1891.

From—The General Traffic Manager, Bombay, Baroda and Central India railway,

To—The Agent, Bombay, Baroda and Central India railway.

With reference to circular letter No. 383 from the Secretary, Railway Conference, addressed to all railways, a copy of which accompanied your memo. No. 7545 of the 30th June last, I beg to point out that the concession allowed to commercial travellers which was agreed to at the last Railway Conference is apparently being misinterpreted by some railways. I do not think it was ever contemplated that the concession should be extended to firms such as Lawrence and Mayo, who practically carry about, not samples, but their stock-in-trade.

2. What appears to me to have been really intended was that the concession should apply to European firms who send about their representatives with samples with a view to establishing trade in the country, and thereby creating a new traffic which would ultimately benefit the railway.

3. This is not the case with such firms as Lawrence and Mayo, for any orders which their representatives cannot comply with on the spot are sent from head-quarters by post and not by rail, so that the railway does not in any way benefit by the concession.

4. With regard to the first of the suggestions contained in Messrs. Lawrence and Mayo's letter addressed to the Director-General of Railways, which accompanied the letter of the Secretary, Railway Conference, the Traffic Superintendent, Ajmere, does not recommend that the concession be made applicable to our mail trains, urging that it is chiefly during the cold weather season that these people travel, when the demand on the mail train accommodation is the greatest. I am, however, of opinion, and the Traffic Manager, Bombay, agrees with me, that we can meet their demand with little inconvenience, and recommend that the concession be extended to mail trains. I may remark that other railways seem inclined to act liberally in this respect.

As regards the second suggestion, I think the limit of time for which the concession is made available, viz., 3 months, is as a rule sufficiently long, but see no objection to its being lengthened in special cases.

The suggestion to allow commercial travellers to travel by goods trains is one to which I am of opinion that there are serious objections.

RAILWAY CONFERENCE, 1893.

B

Papers circulated in the event of railways, parties to the Conference, having any definite proposals to bring forward for discussion thereon.

No. 18.

ESTABLISHMENT OF A COMMITTEE OF ENGINEERS.

ESTABLISHMENT OF A COMMITTEE OF ENGINEERS.

No. 793, dated 6th February 1893.

From—The Chief Engineer, East Indian railway,

To—The Agent, East Indian railway.

In continuation of my No. 4899 of 3rd December 1892, I think the subject of a Committee of Engineers somewhat on the lines of the Carriage and Wagon Conference is one that might well be brought to the notice of Government. It has already been unofficially discussed in connection with the Technical section of the Director General of Railways office, and I am sure would be favourably received by Government, if desired by the Railway Companies.

2. There are many subjects which in the interest of all concerned, could be most effectively dealt with by such a body, as for instance the rules for bridges, the elaboration of which by correspondence has just been concluded. The subject of signalling presented in my letter quoted above for consideration at the Railway Conference cannot be adequately dealt with by that body as at present constituted, the question being mainly an engineering one. Traffic and Locomotive no doubt should have a say in the matter, but the design and execution of the work must be in the hands of the Engineers.

The type and supply of sleepers is a very important point on which an interchange of experience would be beneficial to all, and there is indeed no point of railway working on which every road in India might not gain something by a free interchange of ideas at such a meeting as is here proposed.

No. 75.

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893,

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA,
EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND
RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHIL-
KUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARAN-
TEED STATE RAILWAYS.

THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHIL-
KHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBAN-
DAR RAILWAY.

THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 25th July 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892,
forwarding lists A and B of the subjects to be placed before the Railway
Conference of 1893, I am directed to forward a copy of the papers relat-
ing to question (s) No. (s) 11. 16 & 18 of list B referred to, *vis.*,

no. 11 B - Present form in which railway statistics are
kept and their practical utility. no. 16 B - Concessions
to commercial travellers by railways. no. 18 B - Estab-
lishment of a committee of Engineers.

I have the honor to be,

SIR,

Your most obedient Servant,

H. H. H. H.
Secretary.
25.7

Documents accompanying.
(As noted above.)

Three copies of each question.

015 ^{8.1} 6692/92

No. 76, dated the 25th July, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretaries to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyan-zaik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast, Bhopal-Ujjain, and Bina-Guna railways.

By order,

H. P. Dutt
Secretary.
25.7.93

Documents accompanying
(As noted overleaf.)

Two copies of each question.

The Joint Secretary to the Government of Madras,
C. W. Dept., Ry. Branch, Madras.

Encls^{or} 3 (45.c)
Recd: 1.8.93

~~order~~ No 1109 R d/21/8/93
Communicated to the
Examiner Guaranteed
Railway Accounts.

John

Communicated to the

Loca.

RAILWAY CONFERENCE, 1893.

B.

Papers circulated in the event of Railways, parties to the Conference,
having any definite proposals to bring forward for discussion
thereon.

No. 8.

PROPOSED INTRODUCTION OF A SUBSIDIARY RULE IN REGARD
TO TRAINS APPROACHING STATIONS AT WHICH ONE
SIGNAL ONLY IS ALIGHT.

PROPOSED INTRODUCTION OF A SUBSIDIARY RULE IN REGARD
TO TRAINS APPROACHING STATIONS AT WHICH ONE SIGNAL
ONLY IS ALIGHT.

No. 25, dated Simla, the 29th July 1892.

From—The Secretary, Railway Conference,

To—The Agents, Bombay, Baroda and Central India, Great Indian Peninsula, East Indian, South Indian, Indian Midland, and Southern Mahratta railways; the Agents and Chief Engineers, Bengal and North Western, Rohilkund and Kumaon, Bengal-Nagpur, and Bengal Central railways; the Agents and Managers, Madras, and His Highness the Nizam's Guaranteed state railways; the Managers, North Western, Eastern Bengal state, and Oudh and Rohilkhand railways; the Managers and Engineers-in-Chief, Bhavnagar-Gondal-Junagarh-Porbandar, and Burma state railways; the Agents and General Managers, Darjeeling-Himalayan, Deogurh, and Assam railways; the Managers, Jodhpore, Cherra-Companyganj, and Jorhat railways; and the Manager and Executive Engineer, Morvi state railway.

A serious accident recently occurred at a station owing to an incoming train having collided with the rear of another train which was standing in the station yard foul of the facing points. The enquiry into the circumstances connected with the accident, which happened at night, showed that it was primarily due to the distant signal not having been alight and to the proper tail lights not having been exhibited on the rear brake of the train standing in the station yard. The home signal lamp was burning and at danger, but the driver of the incoming train, seeing only one signal against him, assumed it to be the distant signal and ran on with the intention of stopping just outside of it, and this resulted in his train colliding with the one fouling the facing points.

2. The Government Inspector in reporting on the accident remarks:—

"In this case an important question arises, with reference to the duty (under the rules) of a driver on sighting one signal only at a station where two are usually displayed; I am of opinion that it is his duty to take the one signal against him to be the home signal until he has fully ascertained which signal it is * * * The rules are not distinct on this point, and leave room for possible doubt. A subsidiary rule should, in my opinion, therefore, be added by each railway to the following effect:—

"Trains approaching stations at which from any cause one signal only is visible, Drivers should accept such signal as the 'home signal' to the end that the train may be brought to a dead stand at not less than one thousand yards short of such signal, till it can be ascertained which signal is alight."

"At present it appears, as in the case under review, there is nothing to prevent a driver from dashing into a station yard, running on to the home signal if that signal only is alight, and against him."

3. With reference to this suggestion, I am to request that the President may be favoured with an expression of your views as regards the expediency of introducing a subsidiary rule such as that proposed above.

Abstract of replies to letter No. 25, dated the 29th July 1892, from the Secretary, Railway Conference.

Railways.	Abstract of replies.
Cherra Companyganj ...	Are in favour of the introduction of the proposed subsidiary rule.
Jorhat ...	
Bhavnagar-Gondal-Junagarh-Porbandar ...	
Bengal Central ...	
Morvi ...	

Abstract of replies to letter No. 25, dated the 29th July 1892, from the Secretary, Railway Conference.

Railways.	Abstract of replies.
Oudh and Rohilkhand ...	Agrees, but suggests that the proposed rule might read as follows:— "The exhibition of one signal only, where two signals are ordinarily shown, should be considered as a danger signal and the train brought to a dead stand."
Bengal-Nagpur ...	Agrees to rule which, Agent says, should be subsidiary to general rules 79, 190 and 235.
Jodhpore ...	Thinks some such ruling would be advisable, but that, owing to approaches to many stations being on curves, the home signals are not visible, except in close proximity to distant ones, and that the proposed rule, as it stands, might be taken as rendering it necessary for drivers always to pull up 1,000 yards short of the distant signals of such stations.
Great Indian Peninsula ...	States that the proposal has received careful consideration with the Executive Officers of that line, and that it is not considered desirable to introduce the rule suggested.
Consulting Engineer, Calcutta...	Remarks that the proposed subsidiary rule is wholly impracticable for reasons stated (<i>vide</i> page 3 <i>infra</i>).
Madras ...	Does not think the rule proposed necessary for reasons given (<i>vide</i> pages 3 and 4 <i>infra</i>).
His Highness the Nizam's ...	Does not think the rule proposed necessary for reasons given (<i>vide</i> page 4 <i>infra</i>).
Indian Midland ...	Does not think the rule proposed necessary for reasons given (<i>vide</i> page 5 <i>infra</i>).
Eastern Bengal ...	Does not think the rule proposed necessary for reasons given, (<i>vide</i> Manager's letter and enclosure at pages 5 and 6 <i>infra</i>).
East Indian ...	Does not think the rule proposed necessary for reasons given (<i>vide</i> page 6 <i>infra</i>).
Southern Mahratta ...	Thinks some rule necessary, but that the form suggested would not meet the case (<i>vide</i> page 6 <i>infra</i>).
Bombay, Baroda and Central India.	Considers the rule unnecessary for reasons given (<i>vide</i> pages 7 and 8 <i>infra</i>).
North Western ...	Gives reasons why the rule, as drafted, is open to objection (<i>vide</i> page 9 <i>infra</i>).
Rohilkund and Kumaon ...	} State that the proposed rule is not workable for reasons given (<i>vide</i> page 9 <i>infra</i>).
Bengal and North Western ...	
Burma ...	Makes certain observations on the proposed subsidiary rule which he considers a useful one (<i>vide</i> page 10 <i>infra</i>).
South Indian ...	States the subsidiary rule could not be introduced on this line without causing very great delay in working the train service, for reasons given (<i>vide</i> page 10 <i>infra</i>).

No. 1754, dated the 10th August 1892.

From—The Consulting Engineer to the Government of India for Railways, Calcutta,

To—The Secretary, Railway Conference.

With reference to your No. 25, dated 29th July 1892, regarding the expediency of introducing a subsidiary rule to the general rules to the effect that when one signal only at a station is visible "Drivers should accept such signal as the 'home signal,' to the end that the train may be brought to a dead stand at not less than one thousand yards short of such signal, till it can be ascertained which signal is alight," I would remark that the proposed subsidiary rule is wholly impractical.

2. There is nothing more difficult, in fact it is impossible, for any one at night to judge the distance of a small light and a considerable number of signals are invisible at 1,000 yards distance owing to curves, thick weather, &c., moreover there are several cases where the driver habitually can only see one light, as the home signal light does not come into view till he is passing the distant signal.

3. Such an accident as that referred to, the result of the grossest negligence, must be of very exceptional occurrence, and I cannot think it is advisable to add any special subsidiary rule to meet such a possibility. If, however, a driver on approaching a station sees only one signal light, and that at danger, where usually he sees two signals, it should be his duty to bring his train to a dead stop as soon as possible causing it to be protected in accordance with rule 179, and after sending on to the station and ascertaining that line is clear should be hand signalled into the station. This might be brought in to the rules as a subsidiary one if it is thought advisable to add anything which is doubtful.

No. 6825—6181, dated the 23rd August 1892.

From—The Agent and Manager, Madras railway,

To—The Secretary, Railway Conference.

Copies of your printed letter of the 29th July last were, on receipt, forwarded to the Traffic and Locomotive Departments of this railway, and enclosed I have the honour to send you the opinions expressed by the responsible officers of this railway in respect to the proposed addition to the subsidiary rules.

I agree with the Acting Locomotive Superintendent in thinking that an additional rule is not required.

No. A.—10815—529, dated the 22nd August 1892.

From—The Acting Locomotive Superintendent, Madras railway,

To—The Agent and Manager, Madras railway.

Your No. 6825—5693 of the 10th instant.

I am of opinion that rules, such as the one proposed by the Government Inspector, which are framed to meet extraordinary cases, are a mistake. The rules for the guidance of drivers should be as few and as definite as possible, and, unless absolutely unavoidable, subsidiary rules should not be introduced. If in every case of mishap, which is the result of peculiar circumstances, a subsidiary rule is to be framed to meet such peculiar cases, there will be no end to the number of rules that will have to be published.

2. The rule proposed by the Government Inspector is calculated to teach drivers to doubt the accuracy of signals shewn to them and, if they are to be always on the look-out for possible errors and mistakes and cannot put confidence in others, they will soon lose all confidence in themselves, and it will be impossible to hope for smart working.

3. The case reviewed in the Conference Secretary's circular is, I think, sufficiently met by the general rules, wherein it is laid down that—

Rule 236 • • • • • The driver must not, however, trust entirely to signals, but must on all occasions be vigilant and cautious.

Rule 238. • • • • • The absence of a signal at a place where a signal is ordinarily shewn or a signal imperfectly exhibited, must be considered a danger signal and treated accordingly.

4. If, as is now done (and it is proposed to continue to do), on the Madras railway, all rear brake vans carry three red lights, which remain in position while trains are standing at stations, accidents like that referred to in the circular under notice would be almost impossible, because it is not probable that all three rear lamps will be without lights.

No. C-1213-A & M.—18389, dated the 18th August 1892.

From—The Acting Traffic Manager, Madras railway,
To—The Agent and Manager, Madras railway.

Your No. 6825—5692, of 10th instant, in reference to letter No. 25, dated Simla, 29th July 1892, from the Secretary, Railway Conference.

On the Madras railway, as you are aware, the line clear ticket authorises the driver of a train on the single line to run to the distant signal of the next station, or, in the absence of a distant signal, to the outermost points *only*; and in the absence of any fixed or hand signal at the station, there he must stop. This rule has been in operation for many years, and I am not aware of any case in which it has failed.

Two serious breaches of rules seem to have caused the accident alluded to—

- (a) The distant signal was allowed by the station people to be out when a train was due.

- (b) The guard of a train standing foul of the facing points allowed his train to stand there without displaying the proper danger signals in the rear of his van.

Without knowing what system of working is in operation on the railway under notice, it is impossible to say whether the driver was in order in "dashing into the station yard;" but if drivers are allowed to run into stations at a considerable speed, and the line is a single one, I would suggest that the orthodox English practice be adopted, i.e., to place a home signal at each end of the station on the left hand side (in the direction of running trains), so that the rear of every train while at the station is absolutely protected. In the case under notice, it is presumed from the particulars furnished that one home signal post with two arms did duty in each direction.

No. 1639-W., dated the 23rd August 1892.

From—The Agent and Manager, His Highness the Nizam's Guaranteed state railway,
To—The Secretary, Railway Conference.

In reply to the enquiry contained in your printed letter No. 25, dated 29th July 1892, I have the honour to state that I do not see any necessity to adopt the proposed rule.

It appears to me from your letter that this accident was the result of the gross neglect of two rules—

First, in not lighting the distant signal, and second, in not having tail lamps in rear of the train lighted, and I do not see why, if people will not carry out existing rules, that they should not be punished rather than we should try to devise another rule which I consider altogether unnecessary to cover neglect of duty.

It appears to me also that rule No. 108 of the general rules and regulations should cover such a case as this; for, if the driver could only see one signal when he knew there should be two, he should have acted on Rule 108.

The fact is, if the rules already provided had only been acted up to, the accident in question would not have occurred.

No. 1167—4947, dated the 26th August 1892.

From—The Agent, Indian Midland railway,
To—The Secretary, Railway Conference.

In reply to your No. 25, dated 29th July 1892, I have the honour to inform you that I do not think the suggested subsidiary rule is necessary, and am doubtful if it would be practicable to work to it. Drivers should know the positions of distant signals, and when these are at danger or *not lighted* under existing rules drivers are not justified in passing them without first stopping.

I enclose for information a copy of a joint report on the subject by the General Traffic Manager and Locomotive Superintendent of this railway, which embodies the views above stated, and gives further reasons for them in which I concur.

No. 1977, dated the 18th August 1892.

From—The General Traffic Manager and Locomotive Superintendent, Indian Midland railway,
To—The Agent, Indian Midland railway.

We beg to report with reference to the letter No. 25, dated the 29th of July last, from the Secretary, Railway Conference, that we have considered the proposal and are of opinion that the subsidiary rule suggested is impracticable.

2. There are stations where the distant signal is visible long before the home (or station) signal can be seen, and at such places the driver of an approaching train would, under the proposed new rule, be required to stop 1,000 yards outside the distant signal because only one signal would first be visible to him.

3. Further, to require a driver to judge distance when approaching a signal and stop not less than one thousand yards short of it is, perhaps, more than can reasonably be expected, because fixed signals sometimes look a long distance away when they are actually near, and at others near when not so. A great deal depends upon the light and the state of the atmosphere or other varying conditions.

4. We consider drivers should know the road and be acquainted with the position of every distant signal which they ought not to pass under the existing general rules if it is not lighted, and the fact that only one light is visible where two signal lights should be seen, that is, the absence of a signal, indicates *danger* and requires a driver to proceed cautiously.

No. 2065-M., dated the 29th August 1892.

From—The Manager, Eastern Bengal state railway,
To—The Secretary, Railway Conference.

In reply to your circular No. 25, dated 29th July 1892, I have the honour to state that if a driver sees one signal only at a station, where there are usually two, it is evident that one of the signals is absent and, consequently, must be considered as a danger signal under the rules (rule 108). If the driver fails to ascertain which of the signals is wanting, it appears to me that he is responsible for the consequences of his neglect. He has no right to assume that he sees the distant signal.

2. I should be inclined to question the qualifications of a driver who mistook a home signal for a distant signal; such ignorance of the road would, I think, warrant his dismissal, and I agree with our Locomotive Superintendent in thinking that the case hardly calls for legislation. I forward a copy of his report* on the subject.

3. It occasionally happens that there are cases in which the home and distant signals are not both visible to a driver at the same time when approaching a station until the distant signal is reached. If in such an instance the distance signal was not burning, the driver would, if his ignorance of the road were admitted as a valid excuse, be justified in running up to the home signal, and the rule now proposed would not provide a remedy.

No. 1099-A, dated the 24th August 1892.

From—The Locomotive Superintendent, Eastern Bengal state railway,
To—The Manager, Eastern Bengal state railway.

With reference to your No. 694-Loco. of 9th instant, I have the honour to state that this is a case that seems scarcely to call for legislation. Except under some very exceptional circumstances, or when omission has been made to provide fog signals in foggy and tempestuous weather, an experienced driver has a very fair notion as to his whereabouts.

Since it is considered a subsidiary rule is necessary, that proposed would meet the case except where curves entering stations exist. As a means of defining the distance at which a driver should pull up, some distinguishing mark, such as a post or rail, painted with luminous white paint, might be put down.

No. 8046, dated the 8th September 1892.

From—The Agent, East Indian railway,
To—The Secretary, Railway Conference.

I have the honour to acknowledge the receipt of your circular letter No. 25, asking for an expression of my views with regard to a proposed new rule for the guidance of engine drivers when coming into a station at which only one signal is visible.

2. I do not think there is the least need for this rule upon this railway.
3. The lights at the points and on the platforms should prevent any reasonable probability of a driver mistaking the home signal for the distant.
4. Moreover, it would be impossible to enforce obedience on the part of the drivers to such a rule, and in consequence it would be entirely ignored by them.

No. 12244, dated the 8th September 1892.

From—The Agent, Southern Mahratta railway,
To—The Secretary, Railway Conference.

With reference to your No. 25, dated 29th July 1892, I have the honour to observe that, with such whole-sale disregard of existing rules as the circumstances connected with the accident in question indicate, it is doubtful if any further rules would have had any effect in averting the disaster; and although some rule on the subject may be necessary, which will provide for the case when one signal only is visible where two are usually displayed, I do not think that the form suggested would meet the case. In the first place, at many stations there are only distant signals, and at others only one main signal, and, as the rule is framed, trains must be pulled up 1,000 yards outside of this.

Again, it is extremely difficult to judge correctly 1,000 yards on dark nights under different atmospheric conditions.

The question is one that, in my opinion, may be very properly discussed at next year's Railway Conference.

No. 11674-T., dated the 12th September 1892.

From—The Agent, Bombay, Baroda and Central India, (including Rajputana Malwa) railway,

To—The Secretary, Railway Conference.

In reply to your letter No. 25, dated 29th July 1892, I have the honour to forward herewith copies of reports by the Traffic and Locomotive officers of the Bombay, Baroda and Central India and Rajputana-Malwa railways, from which it will be observed that there is a concurrence of opinion against introducing the proposed subsidiary rule as being unnecessary, and far from likely to prevent the evil effects of gross negligence such as was displayed in the case referred to.

2. The present rules, if properly carried out, are in my opinion, sufficient to ensure safe working, and it is undesirable to multiply rules for the sake of cases of rare occurrence.

Documents accompanying.

Copies of R. I. Nos. 11589-T., 11816-T., and 12275-T.

R. I. No. 12275-T.

No. 10806-G., dated 6th September 1892.

From—The General Traffic Manager, Bombay, Baroda, and Central India railway,
To—The Agent, Bombay, Baroda and Central India railway.

With reference to your endorsement No. 10297 of the 9th ultimo, I have the honour to forward herewith copies of letters from the Traffic Manager, Bombay, and the Traffic Superintendent, Ajmere, on the subject of the proposed addition of a subsidiary rule, and to state that under the circumstances therein explained it does not seem necessary to make any alteration in the existing rules.

No. 6585, dated 25th August 1892.

From—The Traffic Manager, Bombay, Baroda and Central India railway,
To—The General Traffic Manager, Bombay, Baroda and Central India railway,

With reference to the letter dated 29th ultimo, from the Secretary, Railway Conference, received under your endorsement No. 5340 of the 10th instant, I have the honour to point out that regulation 79 of the book of general rules and regulations lays down that the absence of a signal at a place where a signal is ordinarily shewn or a signal imperfectly exhibited, must be considered a danger signal and treated accordingly; and it appears to me that it scarcely requires a special rule to say that, when a driver sees only one signal, where he ought to see two, he must at once slow down and proceed cautiously forward until he has clearly ascertained whether the signal he sees is the home or distant.

No. 1—12—28-T. A., dated 31st August 1892.

From—The Traffic Superintendent, Rajputana-Malwa railway,

To—The General Traffic Manager, Bombay, Baroda and Central India railway,

With reference to your endorsement No. 5340 of 10th instant, I beg to remark that no alteration of the existing rules appears to me to be needed. Any driver, who is acquainted with the road upon which he is running, is well aware,

from land marks and other indications visible at night, when he is in the vicinity of the distant signal, and could never mistake the home signal for it if he were a reasonably careful man.

The suggestion that when "only one signal is visible it should be held to be the home signal and that trains should be pulled up at 1,000 yards from it" is an impracticable one, for the reason that on a dark night it is quite impossible to determine the distance at which any light is from an observer's eye.

R. I. No. 11816-T.

No. A.—705, dated 29th August 1892.

From—The Acting Locomotive and Carriage Superintendent, Bombay, Baroda and Central India railway,
To—The Agent, Bombay, Baroda and Central India railway.

Regarding your No. 10298-T., of 9th August, I beg to offer the following remarks. The accident referred to in the papers appears to have been the outcome of gross carelessness all round, and no rule will, I fear, rectify such cases as this.

We are not informed whether the rule is to apply to single or double line working; but presuming it to mean single line, rule 233 lays down that "the absence of a signal at a place where a signal is ordinarily shown must be considered a *danger signal*." Also rule 234 lays down that when a distant signal is at *danger* (and in the case under notice the driver mistook the home for the distant signal) the driver of an approaching train must bring his train to a dead stop outside of it.

The rules appear therefore to contain all that is needed. The subsidiary rule proposed by the Government Inspector would, I think, be of no advantage. A driver takes the first signal he sees as the distant, and whether it be really the distant or home signal he is bound to pull up under existing rules, and he could not see it sufficiently far away to allow him to pull up his train at 1,000 yards clear of it. As I said before, the accident referred to was a combination of 3 or 4 cases of gross negligence by the enginemmen, guard and station staff, and accidents must occur where slack working of this kind is indulged in, and no extra rules will prevent it.

R. I. No. 11589-T.

No. G.—2909, dated 22nd August 1892.

From—The Acting Locomotive Superintendent, Rajputana-Malwa railway,
To—The Agent, Bombay, Baroda and Central India railway.

With reference to your endorsement No. 10299-T., dated 9th instant, I beg to state that rule I (C) of the working time bill makes special provision against such a contingency and appears to meet all purposes. See also paragraph 78 of the general rules.

2. With reference to the last paragraph of Government Inspector's letter "that there is nothing to prevent a driver from dashing into the yard, running on to a home signal if that signal only is alight, and against him," I beg to say that rule 3 of working time bill was framed to avert this danger.

3. Station masters are responsible under paragraph 78 of the general rules, and rules I (C) and 3 of the working time bill, for having both home and distant signals in good working order and to see that both burn brightly and advise what precautions should be taken in the event of either being defective.

4. The present rules have worked well, and I do not think it would be advisable to afford station masters the opportunity of lighting only one signal with impunity. On the other hand, it would be difficult for most drivers to judge the exact position of a light at a distance of 1,000 or 200 yards on a dark night.

No. 1576-M., dated the 13th September 1892.

From—The Officiating Manager, North Western railway,
To—The Secretary, Railway Conference.

I have the honour to acknowledge your No. 25, dated 29th July 1892, in which you ask for an expression of my views on a subsidiary rule, which has been proposed to prevent a train from running too quickly into a station at which, from any cause, only one night signal is visible.

2. The rule as drafted seems open to objection.

3. In the first place, it does not stipulate that the single signal seen is at danger. This is implied no doubt, but it should be clearly expressed, I think. It should also be said, I think, that the rule applies to night signals. This also is implied only.

4. Then, there are many stations where the distant and the home signals cannot ever be seen simultaneously from a point 1,000 yards off from the distant signal. This is specially the case in hilly ground or where the station is on a curve. At such stations an enforcement of the draft rule would involve heavy delays; and even if such delays did not block the traffic, the rule would not be thoroughly effective, because in the dark it is extremely difficult to gauge the distance from a light even on a fine night, and still more so in bad weather.

5. On the North Western railway two high white-washed posts are placed upright, one on each side of the line, 100 yards outside every distant signal. A driver ought to be on the look-out for these, and if he is properly on the look-out, he cannot fail to see these posts even on the darkest night, and they tell him exactly where he is, even if the distant signal be out.

6. If the driver is sufficiently careless to miss these posts, the lights at the points used in the station-yard ought to give him enough time to pull up if he has an efficient brake, and if he is going at proper speed to pull up under the protection of the supposed distant signal.

7. Should it be decided that a rule such as that proposed is really required it might run to the effect that on approaching a station at night, where two signals are ordinarily visible, if only one signal should be seen, and that is at danger, a driver must bring his train under complete control, so as to be able to pull it up at once if required, and must sound his whistle continuously.

8. But no amount of rules would afford protection against a staff so recklessly careless as that described in the accident mentioned in your letter. White-washed posts, such as above described, and continuous brakes would be more effective preventatives than rules.

No. 2722-M-T., dated the 16th September 1892.

From—The Agent and Chief Engineer, Rohilkhand and Kumaon railway,
To—The Secretary, Railway Conference.

I have the honour to acknowledge receipt of your letter No. 25, dated 29th July 1892.

The rule therein proposed is not workable, as at many stations, approached on a curve, the distant signal and the station signal cannot be seen at the same time.

Further, it would be difficult, if not impossible, for a driver to bring his engine to a dead stand three thousand feet short of a badly burning signal light on a thick foggy night.

The proposed rule would throw the blame for such accidents as may occur on the driver instead of on the station master. It is the duty of the station-master to see that the lights of his distant signals are burning, and he ought not to be relieved of this primary duty.

However, a distinction might be made between the home signal lights and those of the distant signals by having the latter of a different shape to the former.

No. 7501—51-T. R., dated the 27th September 1892.

From—The Officiating Manager, Burma state railway,
To—The Secretary, Railway Conference.

With reference to your letter No. 25, dated 29th July last, regarding drivers, in cases where only one signal is visible, accepting such signal as the "home signal," I have the honour to send you the following remarks:—

By our Traffic Superintendent.—"I am still of opinion that the proposal is a good one, although it might not always be possible for a driver to stop 1,000 yards short of the one signal, and special rules would have to be made to suit stations where you can only see the home signal, when you get right up to the distant signal such as at Kemmendine and Rangoon: at the former station you can only see the home signal when you get close to the distant."

By our Superintendent of Way and Works.—"Additional rules should, I think, be made only on the shewing of very clear necessity. In this case the accident appears to have been caused by the neglect of all existing rules."

"1. The distant signal was not alight, nor any precaution taken, in consequence, by sending a hand signal lamp."

"2. The train in the station had no tail lights and was standing *unprotected foul of the facing points*, line clear having been, it is presumed, given for the incoming train. No multiplication of rules would avail against such carelessness as this."

By our Locomotive Superintendent.—Concurs with the preceding note.

2. I consider that the introduction of a subsidiary rule such as that suggested would be a useful precaution, and we cannot be too careful in rules providing for safety in cases of unlighted signals. Of course, as our Traffic Superintendent observes, where the position of station signals is such that the view of the home signal is ordinarily obscured, a special rule would have to be made.

No. 17419—3059, dated 30th September 1892.

From—The Agent, South Indian railway,
To—The Secretary, Railway Conference.

Your circular letter No. 25, dated the 29th July 1892.

The subsidiary rule recommended by the Government Inspector could not be introduced on the South Indian railway without causing very great delay in working the train service.

At many of the stations on this railway there are no home signals, and the driver of an approaching train could therefore see only one signal, the distant signal.

At several of the stations which are supplied with home signals the curved approaches prevent a driver of an approaching train sighting the home signal until after he has passed the distant signal.

RAILWAY CONFERENCE, 1893.

B

Papers circulated in the event of railways, parties to the Conference, having any definite proposals to bring forward for discussion thereon.

No. 10.

PUNISHMENT TO BE AWARDED TO RAILWAY SERVANTS WHO
ARE ABSENT WITHOUT LEAVE.

PUNISHMENT TO BE AWARDED TO RAILWAY SERVANTS WHO
ARE ABSENT WITHOUT LEAVE.

No. 264 M., dated 4th February 1893.

From—The Manager, Eastern Bengal state railway,
To—The Secretary, Railway Conference.

I have the honour to forward, for such action as you may think suitable,
No. 63, dated 25th January 1893. a copy of the marginally noted letter from the
Agent and Chief Engineer, Bengal Central railway,
with a memorandum by myself, regarding the punishment to be awarded to
railway servants who are absent without leave.

No. 63, dated 25th January 1893.

From—The Acting Agent and Chief Engineer, Bengal Central railway,
To—The Manager, Eastern Bengal state railway.

As I find that under the present state of the law, gangmen or others employ-
ed on railways can abscond without incurring any punishment but the loss of a
few days' pay, and as there have been cases of this sort brought to my knowledge,
I have the honour to request that the question whether a more effectual deterrent
than is provided for such cases would not be advisable in the interests of railway
administrations generally, may be laid before the Railway Conference at its
next sitting.

Under clause 101 of the Indian Railways Act of 1890, a railway servant may
be severely punished for endangering the safety of persons, but there is no
punishment whatever provided for cases of men leaving their work without notice
either separately or in large numbers on receiving their pay. As in this country
there is an organized system of recruiting coolies for various purposes, the pro-
mises of larger pay made by professional recruiters are quite sufficient to tempt
men to leave without caring for the loss of a few days' pay, and I consider that
when the men discover how easily and with what very little risk they may throw
up their work without any notice at all, cases of absconding will become a cause
of very serious trouble to railway administrations. The Act does not specify
what constitutes "endangering the safety of persons," and Magistrates who tried
such cases might differ widely in their views as to what constituted danger
though I believe I am correct in saying that His Excellency the Viceroy in
Council recognizes that an element of danger exists in the sudden absence
of even a cooly or a gangman from his work on an open line, as will be seen
from the enclosed copy of memo. No. 0647 E., of the 20th of March 1885, com-
municating orders as to the procedure to be observed by the police in arresting
railway servants.

I should be glad of the matter being brought up for discussion at the Rail-
way Conference in accordance with the invitation contained in paragraph 3 of
letter No. 46 of the 9th December 1892, from the Secretary to the Railway
Conference.

No. 0647 E., dated 20th March 1885.

Memo. by—The Director General of Railways.

The following is forwarded to the Agent and Chief Engineer, Bengal Central
railway, with reference to his letter No. 1741 of the 1st July 1884.

No. 200 R. E., dated 14th March 1885.

From—The Secretary to the Government of India, Public Works Department,
To—The Secretary to the Government of Bengal, Public Works Department.

I am directed to acknowledge the receipt of your endorsement No. 261 R. E., of the 20th January 1885, submitting a copy of correspondence on the subject of the arrest of certain coolies of the Bengal Central railway on the 13th June 1884 by the Bongong police without timely notice having been given to the railway officers in charge. It is observed that after enquiry into the circumstances connected with the case, His Honour the Lieutenant-Governor is satisfied that the arrest was not only justifiable but necessary.

2. In reply, I am directed to state that though such may have been the case in this particular instance, His Excellency the Governor General in Council considers that the rules in force are necessary to the efficient and safe working of lines of railway open to traffic and should be acted up to as far as possible. I am, therefore, to request that, with the permission of His Honour the Lieutenant-Governor, instructions may be issued to the police authorities to apply the general rule regarding the arrest of railway servants, whenever reasonably practicable, to all the staff of a railway, even down to the coolies employed in permanent way gangs for the maintenance of a railway line.

MEMORANDUM BY THE MANAGER, EASTERN BENGAL STATE RAILWAY,
DATED THE 4TH FEBRUARY 1893.

General rule 294 forbids a railway servant to absent himself from duty without proper permission. If by so doing he endangers the safety of any person, he can be punished under section 101 of the Railway Act. The Agent thinks there would be a difficulty in determining what constitutes "endangering the safety of persons" and that Magistrates will differ widely in their views of what constitutes danger.

I think the definition is as clear as it could be made, and that there is no necessity for providing any further penalty than is provided by the general rules, where there is no question of danger resulting from absence from duty or absconding. Nor do I believe the Government would ever agree to impose a heavier penalty than loss of pay or fine for ordinary breach of engagement, which merely causes inconvenience to the employer and in no way affects the safety of the travelling public or other railway servants.

RAILWAY CONFERENCE, 1893.

B

*Papers circulated in the event of railways, parties to the Conference,
having any definite proposals to bring forward for discussion thereon.*

No. 15.

PUBLICATION OF A GENERAL GOODS TARIFF FOR THROUGH
TRAFFIC ON ALL RAILWAYS.

Pl. 5.2
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PUBLICATION OF A GENERAL GOODS TARIFF FOR THROUGH TRAFFIC ON ALL RAILWAYS.

Extract from the Proceedings of the Railway Conference of 1888.

Resolution No. 79.

Proposed by Colonel Conway-Gordon, seconded by Mr. O'Callaghan,—

That a specimen copy of a general goods tariff for through traffic on all railways be printed by the Oudh and Rohilkhand railway, under the superintendence of Mr. Lightfoot, and circulated to all railways.

If this specimen copy be approved, the printing of a general goods tariff for through booking be continued, at such place and under such conditions as may subsequently be agreed upon by the railways joining the movement.

The Committee divided :—

Ayes—43 votes.		Noes—10 votes.	
G. F. O. Boughey (Bengal railways) ...	5 votes.		
N. St. L. Carter (East Indian railway) ...	6 "		
W. V. Constable (Bengal-Nagpur railway) ...	4 "	W. S. Betts	
L. Conway-Gordon (State railways) ...	6 "	(South Indian	
J. Craik (Southern Mahratta railway) ...	5 "	railway) ...	4 votes.
R. Gardiner (Bhavnagar-Gondal-Junagarh- Porbandar railway) ...	3 "	H. Conder (Great	
J. Lightfoot (North Western railway) ...	7 "	Indian Penin- sula railway) 6 "	
I. O'Callaghan (Bombay, Baroda and Central India railway) ...	7 "		

[Messrs. Hanna (Madras railway) and Wright (Indian Midland railway) did not vote.]

Proposal agreed to.

MEMO., DATED THE 16TH MAY 1890, BY J. LIGHTFOOT, ESQ., UPON THE SUBJECT OF A
GENERAL GOODS TARIFF FOR ALL INDIA, AS SUGGESTED AT THE RAILWAY CONFERENCE
OF 1888.

I. After careful consideration, I am of opinion that the question of the publication of a general tariff, containing all the information usually contained in the tariffs of every railway in India, requires reconsideration by a Conference for the following reasons:—

- the book would be bulky and expensive;
- it would contain more information than would be necessary for any one railway in India;
- the different conditions attached to similar articles are so numerous and peculiar that concise classification is almost impossible.

II. I am, however, still of opinion that much more clear and useful tariffs may be obtained than those which now exist, and I consequently put forward the following for consideration, *vis*:—

1. With a view to permit of common references being made in the classification against peculiar commodities instead of repeating the special conditions obtaining on each railway in foot notes, as well as to permit of the rate lists of any one railway being bound in original with those of any other railway—

- All tariffs and rate tables should be of uniform size and printed on similar paper, and the chapters and paragraphs relating to the same subjects arranged in the same numerical order by all railways;
- Purely local matters should be, as far as possible, either put in fly sheets or added to general paragraphs, and lettered only;
- Considering the very large number of railways and rate tables, I would suggest that they be printed on foolscap-sized paper.

2. Endeavours should also be made to assimilate practice on the following points, *vis*:—

- Nomenclature and description of goods in the classification to be uniform;
- Packing and loading conditions for articles of similar descriptions to be uniform;

- (c) The unit of charge for articles of similar description, i.e., whether by weight, measurement, or wagon load, to be uniform;
 - (d) Minima weights, charges, or quantities, to be made uniform on all lines of similar gauge;
 - (e) Conditions regarding bulky articles, maximum dimensions of consignments, &c., to be made common to all lines of similar gauge;
 - (f) Minima charges per wagon and minima loads of wagons might be based on tonnage capacity instead of fixing separate minima for each class of vehicle;
 - (g) A common standard of pressure to be adopted for cotton, wool, fibres, grasses, and fodder;
 - (h) Insurance, wharfage, demurrage, crantage and similar charges on heavy packages to be uniform;
 - (i) Classification, conditions, and minima charges on dangerous goods to be made uniform on all railways;
 - (j) Live stock conditions and mode of charge to be made uniform on all lines of similar gauge;
 - (k) Rules for the receipt and delivery of goods to be made uniform;
 - (l) Upon paragraph (a) relating to nomenclature, it is important to note that the classification can be considerably reduced in bulk by adopting one general nomenclature, and making a single quotation under that head for all railways. All other names or local terms being shown in an alphabetical index attached to the classification. In the present classification the same article appears many times under different names, and sometimes at different rates. As instances I may quote the following:—
Myrabolams appears as myrabolams, gallnuts Indian, bahera, harra, and hareetokee.
Salt appears as salt at special class rates, and again as chloride of sodium at second class rates.
Many other inconsistencies might be quoted, but these are sufficient to show the inaccuracy and reiteration in the present system.
3. Pending assimilation on the foregoing points, I would suggest that each railway should print the following:—
- (a) Its own preliminary pages of general rules and conditions arranged in manner suggested in paragraph 1;
 - (b) A short *resumé* of the points on which its system differs from that of each other railway, kept duly corrected from time to time as alterations occur. (If arranged in similar order on all railways many of the chapters in the tariff will be capable of a general classification, and thereby reduce the proposed memorandum of differences considerably.)
 - (c) Its own local and junction rate tables, and no other; these rate tables being classified as follows:—
 - (i) Local rate and distance tables;
 - (ii) Local special lump-sum and modified class rates;
 - (iii) Through ordinary rates by class and distance from each junction;
 - (iv) Through special lump-sum and modified class rates for particular commodities from each junction.
4. I would also suggest that one railway or head office should, on behalf of all India, prepare and print general classifications, lists of stations, marks, abbreviations, forms of risk note, extracts from rules regarding explosives, arms, military stores, and other matters of general application.
5. Such items as from time to time might be agreed could, thereafter, be omitted from the local and transferred to the general tariff, and uniformity gradually effected.
6. Each railway would obtain and bind together the following to constitute its tariff:—
- (a) Its own preliminary pages and rates;
 - (b) The rates of such other railways as it might consider necessary, prefaced with the short *resumé* of differences in system described in paragraph 3 (b);

- (c) The general classification and clauses prepared by the central office, paragraph 4;
 - (d) The rate lists of any other foreign railway which might desire to have its rates inserted.
7. Important stations would also be supplied with loose copies of the rate tables of the railways not included in the tariff of the home line.
 8. Under the system proposed, the Government of India might prepare a general tariff for all India by taking any one railway as a starting point, and adding the rate lists and difference lists of all other railways in India.
 9. The rate lists supplied by foreign railways might either be supplied free or paid for as mutually agreed.
 10. The advantages of the proposal would be a saving in compilation (as nearly all railways now summarise and print the rates of all other railways in varying forms), saving in duplicate printing, and the satisfaction of knowing that the rates of each railway would be accurately stated in its own form.
 11. If such a system were adopted as a temporary experiment, it is quite possible that thorough assimilation would soon be obtained in all matters but those of local importance.
 12. To illustrate the proposal, I have prepared the local tariff of the Oudh and Rohilkhand railway in a form capable of being utilised in the manner proposed, but have not had sufficient time to thoroughly complete and condense the classification, or to prepare sample rate lists of foreign railways.
- The Oudh and Rohilkhand railway rate lists are, however, all arranged in proper form for exchange with foreign railways.
13. My sub-division into chapters may probably not meet with general approval, and some important points may have been overlooked (owing to my having done the work in addition to my ordinary duties); but the tariff will, I trust, be sufficiently clear to form a basis for discussion.
 14. If discussed at a Conference, after the tariff of each railway has been put into somewhat similar form, it is quite probable that uniformity may be attained on the following points, *vis.*—

Chapter I.—Entirely;

Do. II.—Except the local paragraphs 14 (a) and 16 (a & b);

Do. III.—Except as regards minerals, which may be also assimilated on many lines, if not on all;

Do. IV.—Except as regards the local paragraph 23-III (b);

Do. V.—Entirely;

Do. VI.— Do.

Do. VII.— Do.

Do. VIII.— Do.

Do. IX.— Do.

Do. X.—Except paragraph 91, relating to local terminals, but as these should be included in the junction rate lists, uniformity will not be necessary;

Do. XI.—Entirely;

Do. XII.— Do.

Do. XIII.—Except as regards any special rates;

Do. XIV.—Entirely;

Do. XV.— Do.

Do. XVI.—Cannot possibly be made uniform;

Do. XVII.—Might be made uniform, but it is not important;

Do. XVIII.—Might be made uniform after discussion;

Do. XIX.— Do. do.

Do. XX.— Do. do.

Do. XXI.— Do. do.

Do. XXII.— Do. do. This chapter might, when made uniform, become an appendix to the classification in lieu of the many notes now appearing.

15. In the event of uniformity being attained on the points before referred to, it would be perfectly possible for one general tariff to be printed, containing the classification and all chapters of general application, leaving each railway to issue a small local tariff, consisting of local peculiarities, its own rate tables, and the rate tables supplied by foreign railways; or it might even be found expedient for a central office to print the special lamp-sum rates and special conditions of all railways in alphabetical order in chapter XXII, and make it an appendix to the general classification, and to prepare distance tables and rate lists from 1 to 3,000 miles in lieu of the present junction rate tables.

16. If bulk be considered unimportant, it would, even without complete uniformity, be possible to make a common tariff by noting minor differences in system under each paragraph in the sample tariff (as is done in the present East Indian railway tariff), and inserting, in their proper order, complete chapters relating to important subjects, such as special class rates and conditions.

The central office might then do all printing except special chapters and the rate tables referred to in paragraph 5 (c.)

17. When once the wording of a tariff has been approved very little alteration will ever be made, except in the classification or in the chapters relating to special rates and charges.

By dividing tariffs into separate chapters, it may therefore be possible, in each new edition of the tariff, to reprint altered chapters only, and re-utilise standing matter obtained from recalled previous tariffs.

No. 333, dated 22nd August 1890.

From—The Secretary, Railway Conference,

To—The Managers, North Western railway, Oudh and Rohilkhand railway, Eastern Bengal state railway, and Manager and Engineer-in-Chief, Burma state railway.

With reference to resolution No. 79 of the Railway Conference of 1888, relating to a general goods tariff for all Indian railways, I have the honour to forward, for information, copy of a memorandum, dated 16th May 1890, by Mr. Lightfoot, on the subject, together with a copy of the specimen goods tariff referred to.

2. Referring to paragraph II (1) of the memorandum, I would enquire whether you have any objection to at once complying with the suggestions contained therein. If you consider that you have not sufficient time to carry out the revision of your tariff, I shall be glad to have it revised in the form required.

The favour of an early reply is requested.

No. 673-W-P., dated the 9th September 1890.

From—MAJOR M. C. BRACKENBURY, R. E., Officiating Manager, Oudh and Rohilkhand railway,

To—The Secretary, Railway Conference.

In reply to your letter No. 333 of the 22nd ultimo, forwarding copy of a memorandum by Mr. Lightfoot, regarding a general goods tariff for all Indian railways, I have the honour to say that I have not any objection to accept the conditions set forth in paragraph II (1) of the memorandum.

2. We can arrange to revise the tariff ourselves.

No. 8378-75-E.-R., dated the 21st October 1890.

From—The Manager and Engineer-in-Chief, Burma state railway,

To—The Secretary to the Railway Conference.

I have the honor to acknowledge receipt of your No. 333 of 22nd August 1890, with which you forward a note by Mr. Lightfoot and the Oudh and Rohilkhand railway goods tariff; and, in reply, beg to state that this railway, owing to its isolated position and the consequent absence of all interchange of traffic, is in no way concerned with the proposals made.

No. 623-M., dated the 6th March 1891.

From—The Manager, Eastern Bengal state railway,

To—The Secretary, Railway Conference.

In reply to your letter No. 333, dated 22nd August 1890, and subsequent reminder, I have the honour to state that I have not the staff to undertake the entire revision of the goods tariff of this railway in the manner suggested.

2. I think that Mr. Lightfoot's labours have shown that the object desired is not possible of attainment.

No. 264-M., dated the 16th March 1891.

From—MAJOR M. C. BRACKENBURY, R.E., Officiating Manager, Oudh and Rohilkhand railway,

To—The President, Railway Conference.

I have the honour to transmit herewith a letter * from the Traffic Superintendent of this railway, enquiring whether the goods tariff of the Oudh and Rohilkhand railway is to continue to be published in its present form.

2. Before replying to the Traffic Superintendent, I have the honour to enquire how the question of a general goods tariff stands, which was referred to in your No. 333, dated the 22nd August 1890.

No. 3707-T., dated the 10th March 1891.

From—The Traffic Superintendent, Oudh and Rohilkhand railway,

To—The Manager, Oudh and Rohilkhand railway.

On a reference to our goods tariff, it will be seen that in its present state the tariff can neither be called a local tariff nor a general goods tariff.

2. It contains rates and conditions applicable both to the Oudh and Rohilkhand railway, and gives also information concerning other railways.

3. Although the latter information is somewhat meagre and not sufficient to enable our staff to book consignments through to other railways, it was apparently the intention, when the tariff was originally compiled in June 1890, to make it a general tariff for all railways—vide clause 23 (b), page 9 of the current Oudh and Rohilkhand railway goods tariff.

4. To compile the tariff in its present form, the Auditor had at his disposal a staff representing Rs. 390 per mensem, and to complete the tariff and then maintain it as a through tariff, a staff equivalent to this amount will be required in addition to the cost of extra printing.

5. Hitherto, and in fact at present, our staff, as also the staff of most other railways in India, work entirely by the East Indian railway goods tariff.

6. I beg to enquire whether you desire that we should go on with the tariff and complete it as a through goods tariff or reduce it in bulk, merely giving local information and such through rates as we may from time to time quote with other foreign railways.

7. My own opinion is that the East Indian railway tariff in its present form meets all requirements as a through tariff, and so long as that railway continues to issue it with the precision and punctuality they now do, there is no necessity, it appears to me, for us to reprint the information.

An early reply will oblige.

No. 1078-M., dated the 12th May 1891.

From—LIEUTENANT-COLONEL J. BOUGHEY, Officiating Manager, North Western railway,

To—The Secretary, Railway Conference.

In reply to your letter No. 333 of 22nd August 1890, and subsequent reminders, I have the honour to forward herewith, for your information, copy of

a letter No. 1281, dated 23rd April 1891, from the Traffic Superintendent, North Western railway, and to state that I have already given my personal opinion when replying on behalf of the Eastern Bengal state railway, and that I fear no practical improvement or simplification is likely to result from Mr. Lightfoot's labours.

No. 1117-G., dated the 23rd April 1891.

From—The Traffic Superintendent, North Western railway,
To—The Manager, North Western railway.

With reference to your No. 468-T.-S., dated the 15th instant, I have the honor to state that the recasting of our goods tariff to accord with the specimen tariff prepared by Mr. Lightfoot would be a task involving much care and some time, and I doubt whether it would be justified by the result.

2. Mr. Stuart, of the Rohilkund and Kumaon railway, in his memorandum dated the 1st August 1890, has carefully noted generally on Mr. Lightfoot's proposals, and I concur with much that he has written, and it seems to me that the revised Oudh and Rohilkhand railway goods tariff does not overcome the very difficulty which I understand initiated the discussion at the Railway Conference, namely, the numerous notes, conditions, exceptions, &c., embodied in the goods tariffs of the various railways in India, which tend to puzzle and confuse the uninitiated enquirer.

3. It seems to me, on referring to Mr. Lightfoot's compilation of the Oudh and Rohilkhand goods tariff, that he has simply rearranged certain general conditions, &c., and has included, in the preliminary chapters, explanatory notes, &c., ordinarily shown by the principal Indian railways in pages opposite the classification of the articles referred to. I doubt whether, for the purpose of a ready reference, the latter method is not preferable. Moreover, it will be noticed that the Oudh and Rohilkhand railway goods tariff is prepared for that line only, and includes no classification, &c., of other lines, so that any outside purchaser of this tariff would have to purchase a tariff of some other railway before he could get at information as to the through classification of any commodity. The chapters preliminary to the Oudh and Rohilkhand goods classification list are shown as applying to that railway only, and do not apparently take into account the many and varying conditions of conveyance by other railways. In the North Western railway goods tariff, as in the tariff of the other principal Indian lines, each tariff is complete in itself, and contains the goods classification, the rates, exceptions, conditions, &c., of every railway with which there is connected booking.

4. The index to classification in the Oudh and Rohilkhand tariff is a very questionable simplification, and I consider the inclusion of commodities under their varying names in the general classification is the easier method of reference.

5. Much has already been done, and is still being done, towards reconciling the smaller differences in the tariffs of the various railways and securing a general assimilation of conditions, &c. The process of eliminating minor differences, month by month, is, however, necessarily slow, and, in my opinion, the work can only be done completely by a committee of railway experts delegated by the several railways interested, with power to reject rules and conditions not having general application.

6. Altogether, I do not consider the Oudh and Rohilkhand railway sample tariff an improvement. As it stands, it is simply a local classification, and until there is some further arrangement towards agreement by all connected railways, I would deprecate any change of so sweeping a nature in the North Western railway goods tariff. Our tariff, as I have explained, as now compiled, enables a sender of a through goods consignment to ascertain the through rate and the through transport conditions which the Oudh and Rohilkhand railway goods tariff, in its present form, does not.

Appendix to Question No. 15-B.

Memorandum, dated the 1st August 1890, by J. Stuart, Esq., Rohilkund and Kumaon railway, regarding the proposal to publish a general goods tariff for all India—see resolution No. 79,* of the recent Railway Conference, and a memorandum† circulated and published by Mr. Lightfoot of the Oudh and Rohilkhand railway.

* Printed on page 1 of this question.
† Printed on pages 1 to 4 of this question.

DURING the recent Railway Conference a resolution was proposed by Colonel Con-way-Gordon, R. E., to the effect that Mr. Lightfoot should undertake to compile and publish a general goods tariff for all India. Messrs. Betts and Conder were the only dissentients, and the proposal was carried.

We now learn, after perusing a memorandum just issued by Mr. Lightfoot, that he has failed to comply with the terms of the resolution on the following grounds:—

(a) The book would be bulky and expensive.
(b) It would contain more information than would be necessary for any one railway in India.

(c) The different conditions attaching to similar articles are so numerous and peculiar that concise classification is almost impossible. It is to be regretted that the attempt has fallen through, even although the contents may have been found too bulky and defective. If an effort had been made and the work carried to completion, we should have been in a position to perceive whether such a goods tariff was measurably near what is necessary or desirable. Although we have not been favored with the tariff in question, several proposals have been put forward as alternatives, in order to simplify the existing tariffs, and these proposals form the subject of a memorandum circulated by Mr. Lightfoot, a copy of which has been received, together with the Oudh and Rohilkhand railway goods tariff for June† last, revised and altered.

† August's tariff since received as a specimen.

Several of the proposals seem worthy of attention in order to secure greater uniformity; but all this may be obtained without altering the goods tariff to such an extent and in such a manner as proposed.

1st.—All the proposals mentioned in chapters I and II up to and including paragraph (k) in page 2 of the memorandum are merely matters of detail which might be brought into greater conformity, although it would be impossible to attain complete uniformity as suggested. For instance, demurrage charges will always vary according to the extent of accommodation existing at various points and the value of property adjoining station premises.

2nd.—Referring to paragraph (l), page 2, it is not believed that the classification can be considerably reduced in bulk by adopting one general nomenclature, and making a single quotation under that head, all other names or local terms being shown in an alphabetical index attached to the classification.

It is true that the same article frequently appears under different names or terms, but this is useful and necessary to guide the staff in arriving speedily at the class rates quoted; and it is simply complicating matters to have a second classification, or a so-called alphabetical index, which after all does not actually reduce the bulk of the classification.

3rd.—In perusing paragraph (l) still further reference is made to several articles which appear under different names or provincial terms in the classification; and it is contended that these references are sufficient to show the inconsistencies, inaccuracies and reiteration of the present system. It may be interesting to refer to these articles for a moment.

(a) Myrabolams are shown as myrabolams, gall-nuts Indian, bahera, harra or haree tokee. We do find in the classification of several railways that "gall-nuts Indian" are shown, but in each case this is dealt with by a simple reference, viz.—"See Myrabolams." The next term "bahera" is not found in any classification. We find "bahaira" (a sweet nut), but this is not considered as myrabolam, and is not known as such. We next find "harra" or "haree tokee" with the simple reference "See Myrabolams." Wherein the inconsistency or inaccuracy lies in the case of "myrabolams" it is difficult to perceive.

(b) The next article under reference is salt; and it is shown that this commodity appears as salt at special class rate and as chloride of "sodium" at 2nd class. True, in the latter term appears in the Oudh and Rohilkhand railway tariff of May last, but not in the classification of our principal railways; but this difference of rate does not imply, as suggested, that it is an inaccuracy in nomenclature. It is simply an error in showing 2nd class instead of special under the head of "Chloride of Sodium."

Appendix to Question No. 15-B—contd.

It is very difficult to believe that these articles referred to are sufficient to show the inconsistencies and inaccuracies of the present system of nomenclature as pointed out in the memorandum, and unless something much more at variance can be shown than the references quoted, it is doubtful if any case can be made out against the present method of compilation.

4th.—The next proposal put forward in page 2, * * * para. (c) iv, to show through special lump sum rates for particular commodities from each junction, as shown in the Oudh and Rohilkhand railway tariff, would tend to make such rates more clear; but reference to the page in which such rates are shown should invariably be entered opposite the entries in the classification for ready reference.

It is unnecessary to dwell further upon the various suggestions put forward, the object being to show merely a few of what are considered to be serious defects. It may therefore be necessary to lay aside the memo. under reference and to proceed to analyse the Oudh and Rohilkhand railway tariff of June last* as compiled in conformity with the proposals made, and which, it is suggested, should form a basis for discussion at a future conference, and which has been forwarded to us as a model of what a goods tariff should be.

(1st.) The matter contained in pages 1 to 63, although placed before us in a different form, does not appear to meet a felt want: the same information is shown in the East Indian railway tariff under, if anything, clearer conditions. Similar information with the addition of many rules in force on foreign railways are shown in the East Indian railway tariff from pages 1 to 59. If page 57 is perused, it will be found that all necessary information regarding insurance charges is contained in this single page, while it is found on turning to chapter XII, page 33 of the Oudh and Rohilkhand railway tariff, that the insurance rates of that railway occupy two whole pages, and no reference whatever is made to similar rates and rules in force on foreign lines.

(2nd.) After page 142 the index to the classification follows. At the risk of being considered guilty of repetition, this matter must be referred to again. The utility of this change is open to question, as it tends to complicate matters already stated, and it is essential that all commodities should be entered in one classification, no matter whether necessary to have one article entered under two or three different names or terms. The index occupies four and a half pages in the tariff, and if the names of all the articles included therein were inserted in the East Indian railway classification, the space occupied would not exceed seven pages.

It is therefore evident that the classification cannot be sensibly reduced in bulk by the method proposed, the decrease in bulk being counterbalanced by the addition of the index.

Apart from the question of bulk, let us consider for a moment the relative features of the classification which we are led to believe will conduce to greater simplicity. Take, for instance, "bicycles." A gentleman wishes to book a bicycle from Shahjahanpur to HarDOI, two stations of the Oudh and Rohilkhand railway.

(1.) In order to ascertain the rates, the goods staff will refer to page 70 of the classification, where the word should be found, but it does not appear.

(2.) Reference is next made to the index, where it is found and, in which reference is made to "velocipedes."

(3.) The goods staff refer again to the classification for "velocipedes," and it is found at page 139 that 5th class is quoted, but here reference is made to chapter XXII, para. 205.

(4.) This chapter is referred to, and under the head of "Machines" the staff are informed that "unless packed to the satisfaction of the Railway Company they will not be accepted for despatch."

(5.) After all this information has been obtained it is necessary to refer to the local rate table; but in order to do so the distance or mileage between Shahjahanpur and HarDOI must first be ascertained from the mileage table.

(6.) The local rate table is referred to and the correct rate found.

If the East Indian railway tariff is referred to, the following references have to be made:—

(a.) At page 70 of the classification it is seen at a glance that the rate for bicycles is 5th class, and on looking at foot-note (n) information is given that such articles must be packed.

(b.) The local rate table found at each station is referred to, and the rate desired is ascertained without the least difficulty, so that actually we require to make two references only in the case of the East Indian railway, while no less than six have to be made in the case of the Oudh and Rohilkhand railway in order to ascertain the rate for "bicycles."

Appendix to Question No. 15-B—contd.

Take again, for instance, "tea." Tea is found classified as 1st class at owner's risk and 2nd class at Company's risk, and the staff will book according to these rates. But it is ascertained, while casually perusing the tariff between page 142 and appendix page i, that tea is quoted at a special rate; and the question remains whether tea is to be booked as shown in the classification or according to the rate found in the above pages. Again, we take, for instance, "aerated waters," which cannot be found in the classification, but it appears on referring to the index, and we have to turn to "Water." In the classification at page 140 we find "waters aerated," 2nd class, and the staff are justified in booking at this rate; but this appears to be incorrect, as it is mentioned somewhere in the tariff that a special rate is quoted. We find this information between pages 142 and appendix i, and we are again referred to page xlviii, and at page xlix it is shown that in local booking 1st class is charged. All this confusion is simply caused in not having references or foot-notes entered in the classification. A host of articles appearing in a similar manner could be enumerated, but it is needless to recapitulate. These instances are, however, sufficient to demonstrate how difficult and complex the system must appear to the goods staff.

It is presumed that the essence of the classification lines in the foot-notes which refer to any special rule or rate which may be in force, and thus continuity is preserved, and all rates referred to in their proper sequence.

(3rd.) Doubtless it is the intention of the compiler to enter the class rates of all railways in the nineteen blank columns from pages 65 to 142; but it is scarcely necessary to mention that such entries will be worse than useless if the system pursued in the Oudh and Rohilkhand railway tariff is followed, viz., the omission of all foot-notes relating to the various commodities.

(4th.) After page 142 we come to what is termed "lump sum rates." It is questionable whether the goods staff know what "lump sum rates" are, and it is difficult to believe that they are conversant with, or have a knowledge of what are termed "modified class rates," "telescopic rates," and other novelties heard of for the first time in connection with Indian railway working. The "lump sum rates" between pages 142 and appendix page i must in each case be studied by the goods booking staff, as there is nothing to show in the classification where these rates are to be found, and we have to wade through these detached and fragmentary chapters on the chance of arriving at something pertinent to the article under reference.

(5th.) Next in order we come to appendix i, comprising the junction rate tables, and at the end of each all special lump sum rates which pertain to that junction are found. We also find these rates inserted in more than one place, causing reiteration, the necessity of which, we are informed, should be guarded against. At appendix page xvii "potatoes" and "tea" are shown at certain rates when booked via Bareilly junction and via Moghalsarai to Howrah; and on referring to the Moghalsarai junction rates at appendix page xxx we find the same information. We fail to perceive the necessity of showing these rates at appendix page xxx so long as the necessary information appears in connection with the Bareilly junction rates at appendix page xvii. This is a small matter; but if reiteration is so undesirable then it is superfluous.

(6th.) Last of all the local rate list is reached, and this occupies seven pages, and the class rates are shown from 10 up to 546 miles. We cannot believe that the goods staff at stations will ever refer to these pages. If they do, they must in each case look up the distance table first to ascertain the mileage between any two stations; while if the local sheet rate lists, which are or should be supplied to each station, are examined, only one reference is necessary. If all the local rate tables were eliminated no one could regret the omission.

(7th.) The paging of the tariff requires attention. We find at the commencement pages marked i to vi, then 1 to 6 and up to 142, then six pages showing no numbers, then again pages i to vi and up to xlix and again i to vi and up to ix.*

An endeavour has been made to point out several defects in the new tariff, and although this compilation may not commend itself to the various Railway Corporation, yet it must be apparent that the necessity exists of having the goods tariffs remodelled on a more simple and uniform basis, and it should not be difficult to effect such changes. It is evident that some time will elapse before anything is done to simplify the present tariffs, and the present opportunity should be taken to point out how necessary it is to ensure scrupulous accuracy in their compilation. Much more confusion and many more irregularities arise from this cause than from any inherent defect in the present system of compilation.

By all means let us have accuracy first, then simplification, uniformity, and, lastly, reduction in bulk, if possible.

It is suggested that the various railways should compile their tariffs in a somewhat similar form to that existing on the Oudh and Rohilkhand railway.

* Altered in August's tariff.

Appendix to Question No. 15-B—*contd.*

It is not thought probable that any railway will follow suit, and it is much more probable that the replies would be in the negative if asked to do so, considering the defects found in the Oudh and Rohilkhand railway system. It is an accepted fact that the present East Indian railway tariff is far and away the best thing of its kind both in regard to accuracy and copiousness, and it is a truth not generally known that through booking of goods by the Oudh and Rohilkhand railway, Eastern Bengal state railway, Bengal and North Western railway, Rohilkund and Kumaon and several other systems, would be impossible under existing arrangements if it were not that the East Indian railway tariff facilitates reference. We have therefore in the current East Indian railway tariff a near approach to a general goods tariff for all India. It is still obvious that simplification is required—a result which would no doubt entail a corresponding increase in bulk; but we can scarcely obtain the former without sacrificing the latter. If it is desirable that bulk should be lessened, it may be done, but not by the methods adopted in the Oudh and Rohilkhand railway tariff—the elimination of a few articles which appear under two or three different terms in the classification, and the insertion of these again in an index will not help us. We must eliminate a number of articles altogether from the classification, and the question remains—How is this consummation to be effected?

It is undesirable that any proposals should be brought to notice at present, but a hint might be given regarding what might be effected in order to lessen the classification.

We all know that unclassified goods are conveyed over all railways at 5th class rates; it is therefore a question whether all articles quoted in the classification as 5th class should not be struck out. If this were done, we are aware that several matters of detail in connection with such goods would have to be considered, such as rules regarding packing, minimum weights, carriage of dangerous goods, &c.; but all this would be capable of condensation.

Although this suggestion is open to objection, and although it would not reduce the classification to any appreciable extent, still it would cause some reduction in bulk, which the substitution of the alphabetical index does not do.

The question of uniformity is a large one, and might be considered by the Traffic Managers of a few railways which lie contiguous to each other, and the system gradually extended.

If page 62 of the East Indian railway tariff is referred to, we find that the East Indian railway, Bengal and North Western railway, Bengal-Nagpur railway, Indian Midland railway and Oudh and Rohilkhand railway, are allotted one column only in the classification owing to the rates on these railways being somewhat similar and approaching towards greater uniformity, and where differences do exist, the representatives of these railways might consent to still greater uniformity, as on examination it will be found that many of the differences occurring on these lines are based on no tangible grounds—difference of opinion or sentimental considerations only precluding uniformity.

There is no substantial reason why so many differences should exist; and it may be taken as an accepted fact that they have no right to exist, except in cases where, if changes were effected, apprehensions might ensue regarding the effects such changes would have from a revenue point of view. No doubt such fears prevail, but not to any great extent, and the further this matter is enquired into the less real will become such apprehensions.

The interests involved are not by any means vast or weighty. When we come to look at this question closely, we find in the present classification about 1,700 entries comprising all kinds of goods usually carried by rail.

It has been ascertained, approximately, that 95 per centum of the volume of goods traffic consists of goods classified under thirty-two heads or entries, leaving 5 per centum of the total quantity of goods carried to come under the remaining 1,700 entries. The difference is startling and remarkable.

It may be interesting to compare the volume of traffic conveyed on several railways comprising that class of goods found in the Government of India commodity statement with the quantity carried under the remaining heads in the classification.

For year 1889.

	Total tons carried under 32 heads.	Total tons carried under 1,700 heads.
East Indian railway		
Bengal and North-Western railway...	3,717,929	148,845
Bengal-Nagpur railway	255,564	5,484
Indian Midland railway...	205,279	17,524
Oudh and Rohilkhand railway	158,694	9,203
	699,599	74,986

Appendix to Question No. 15-B—*concl.*

It is scarcely credible when it is found that the amount of traffic derived from at least 1,700 articles is so inconsiderable that there should be so much apathy shown in arriving at a *modus operandi* in order to obtain greater uniformity. It might be necessary to devise some method of effecting this by ascertaining the actual revenue derived from each of the 1,700 articles during the year and fixing upon the sum total realised from each article as a guide or standard for regulating the changes of class.

If the East Indian railway authorities were to confer with the Traffic Managers of the railways just referred to, with a view to holding a conference to consider such questions, it is almost assured that something could be effected; and we are sanguine that a conference of this kind would lead to still greater and more important reforms.

Unfortunately we in India have no such associations amongst heads of departments as we find prevailing in England and America, and the lack of cohesion amongst officers is much to be regretted.

In other countries we find Railway Engineers' Associations, Locomotive, Audit and Traffic Associations *ad infinitum*, and until something of the kind is attempted in this country, we are unable to realise the power for good such combinations are in breaking down prejudices and in treating great questions in a broad and comprehensive spirit.

No. 69.

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND RAILWAYS.
THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.
THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.
THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHILKHAND, BURMA STATE, AND JODHPORE-PICKANEER RAILWAYS.
THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.
THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.
THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 20th July 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892, forwarding lists A and B of the subjects to be placed before the Railway Conference of 1893, I am directed to forward a copy of the papers relating to question (s) No. (s) 8, 10 & 15 of list 12 referred to, viz.,

no 8 - Propose introduction of a subsidiary rule in regard to
trains approaching stations at which one signal only is light.
no 10 - Punishment to be awarded to railway servants who are
absent without leave. no 15 - Publication of a general goods
tariff for through traffic on all railways.

I have the honor to be,

SIR,

Your most obedient Servant,

H. P. Burt
Secretary.
20.7

Documents accompanying.
(As noted above.)

Three copies of each question.

DW 5.3
6565/183

No. 70, dated the 20th July, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretaries to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyanraik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast, Bhopal-Ujjain, and Bina-Guna railways.

By order,

Copy of the *Indian Goods Tariff*
referred to in question No. 152 (OT. 14)
Goods Tariff for August 1890, is not
available.

H. P. Hunt
Secretary.
110
20.7.93

Documents accompanying
(As noted overleaf.)

Enclosures as above.

The Joint Secretary to the Government of Madras,
P. O. Dept. (Ry. Branch) Madras.

R
25/7

Encls 3 (cont. of Encls 1 & 2)
6. 7. 8. 3
Recd. 26. 7. 93

order No. 1110 R d/21/93

Communicated to
the Examining Committee
Re Accounts.

Jms

to CR.
J.C. 6. 7. 93

16.7

RAILWAY CONFERENCE, 1893.

A

Questions to be placed before the Railway Conference of 1893.

No. 9.

ADVICE OF CHANGES IN FARES AND RATES.
PROPOSED ADDITION TO REGULATION NO. 33 OF THE RAILWAY CONFER-
ENCE OF 1888.

(Proposed for discussion by the Agent and Manager, Madras railway.)

ADVICE OF CHANGES IN FARES AND RATES.

ISSUE.

Regulation No. 33 stands as follows:—

33 (a). *Advices of all changes of rates, fares, classification and conditions shall be despatched on or before the 20th of each month. The receiving railway may despatch one advice of consequent alterations not later than the end of that month. The railway originally notifying cannot give notice of a further change till the following month. Advices so sent shall become operative one month after the 1st of the month following the date of advice.*

(b) These advices (twelve copies, or such other number as may be agreed on) shall be sent only once a month to all railways with which there is through booking, a "nil" form being sent when no alteration is proposed.

It has been proposed that the following addition be made as clause (c):

"A company having advertised in its guide, or quoted in its rate advices, rates for the conveyance of certain goods may not quote differential rates to merchants without giving the usual notice to railways with which it has a junction (whether the traffic is considered competitive or not) unless such railways decide to accept short notice."

NOTE BY THE AGENT AND MANAGER, MADRAS RAILWAY.

This proposed clause is considered necessary as railways in competition with each other are apt to take peculiar views of what quotations and alterations are "competitive," and calculated to draw by booking short and rebooking, or by other means, traffic from another route.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893, for
decision.*

DL $\frac{82}{7068/53}$

No. 35.

MILEAGE OF LIGHT BALLAST TRAINS AND ENGINES—HOW TO
BE TREATED AND CHARGED.

MILEAGE OF LIGHT BALLAST TRAINS AND ENGINES—HOW TO
BE TREATED AND CHARGED.

ISSUE.

Desirability, with a view to secure uniformity in the matter on all railways, of decid-
ing how the mileage of a light engine or train, running from or returning to
shed in connection with ballasting operations, is to be calculated and charged
for.

*Extracts from the enclosure to Government of India circular No. XX Ry. of
1883.*

No. XIV.

Statement of train-mileage.

				Miles.	Estimated loco- motive expenses.
1. Train-miles run for public traffic	Passengers	...	...		
	Goods	...	...		
	Mixed	...	...		
	Light	...	...		
2. Train-miles run for Locomotive department		...	...		
3. Ditto Maintenance		...	...		
TOTAL TRAIN-MILEAGE					
4. Miles of assisting engines (actual distance)		...	...		
5. Miles of engines shunting and standing in steam for traffic pur- poses, calculated at 5 miles an hour		...	...		
6. Miles run for miscellaneous services (actual distance)		...	...		
TOTAL MISCELLANEOUS ENGINE-MILEAGE					
TOTAL ENGINE-MILEAGE					

*Extract, paragraphs 58 and 59, from "General instructions" on the half-yearly
accounts of state railways, promulgated with Government of India circular
No. XX Railway, dated the 21st July 1883.*

Statement No. XIV.

58. Locomotive train-mileage is counted only when entire trains are run for locomo-
tive purposes, and includes return empties. If, however, the return vehicles are utilized
by the Traffic department, the return train-mileage should be shown as public traffic
train-mileage.

59. Maintenance train-mileage is to include all trains run for the Engineering department for works chargeable to Revenue. The mileage of trains referred to in this and the preceding paragraph is only to be shown separately when entire trains are run for these departments. When vehicles are run in the ordinary trains for these departments, no deduction should be made from the public traffic train-mileage on their account.

The mileage of maintenance trains is to be calculated, not on mileage run, but at the rate of eight miles an hour from the time the engine is taken charge of each day by the Traffic department for working the trains until it is released from duty. The minimum daily mileage of these trains is to be reckoned as for five hours, or forty miles.

No. 159 R., Stat., dated the 6th June 1893.

From—The Secretary to the Government of India, Public Works Department,
To—The Secretary, Railway Conference.

I am directed to forward copy of the papers noted at foot regarding the treatment of the mileage of ballast trains, and to request that the matter may be discussed at the Conference.

Documents accompanying.

Copy of letter No. 594 T., dated the 15th May 1893, from the Consulting Engineer, Central Division, and enclosures.

No. 594 T., dated 15th May 1893.

From—The Consulting Engineer to the Government of India for Railways,
Central Division,

To—The Secretary to the Government of India, Public Works Department.

I have the honour to submit for orders copy of letter No. 1337, dated 4th instant, with enclosures, from the Agent, Indian Midland railway, asking that more definite instructions may be issued as to how the mileage of ballast trains should be treated. The light mileage referred to appears to be calculated on different systems on different lines.

No. 1337, dated 4th May 1893.

From—The Agent, Indian Midland railway,

To—The Consulting Engineer for Railways, Central Division.

I have the honour to inform you that a question having arisen as to how the mileage of ballast trains should be treated in cases where—

- (a) a light engine or train runs from shed to the point at which ballasting commences;
- (b) an engine or train returning after completion of ballasting to an engine-changing station,

enquiries were made from other railways on the subject, with the result that it was found that the practice widely differs.

2. It appears that the rule on the subject contained in paragraph 59 of Government of India circular XX Railway of 1883 is not sufficiently clear; and as it is desirable that uniformity in such matters should exist, I shall be glad if you will refer the case to Government in view to more definite instructions being issued on the subject.

3. In this connection, I send herewith a copy of our Locomotive Superintendent's No. 3020 of the 25th ultimo to my address, in which he brings the matter to notice. I also forward copies of the letters received from foreign lines referred to therein.

No. 3020, dated 25th April 1893.

From—The Locomotive Superintendent, Indian Midland railway,
To—The Agent, Indian Midland railway.

The General Traffic Manager and myself do not agree as to the manner in which the mileage of ballast trains under the following circumstances should be

calculated, and the head to which it is chargeable:—

- (1) The mileage of a light engine or train running from shed to the point at which ballasting commences.
- (2) Light mileage of an engine or train returning after completion of ballasting to an engine-changing station.
2. The rule on this subject is laid down in paragraph 59 of Government of India circular XX Railway of 1883, and I contend that under this rule all the mileage should be charged as maintenance mileage and reckoned at 8 miles an hour, subject to a minimum of 40 miles each day.
3. The General Traffic Manager holds that the mileage under (1) and (2) should be treated as miscellaneous or engine mileage.
4. The question has been referred both by the General Traffic Manager and myself in view to ascertaining what the practice is on other railways. This I find differs on the several undertakings. The Great Indian Peninsula and the North-Western railways' practice accords with what I hold to be correct, while on the Oudh and Rohilkhand and East Indian railways the system followed is that which the General Traffic Manager wishes to adopt. As the object of the above quoted circular undoubtedly was to secure uniformity of practice on all Indian railways to admit of a reliable comparison being instituted, I shall be much obliged if you will kindly refer the question to the Government of India for a further ruling on the subject to ensure uniformity in dealing with this class of mileage.
5. I have referred the matter to the Chief Auditor, and he also considers a reference to Government desirable.

No. 37509, dated 17th December 1892.

From—The General Traffic Manager, Great Indian Peninsula railway,
To—The General Traffic Manager, Indian Midland railway.

With reference to your letter No. G. 3712 of the 9th instant, as to light running of ballast train engines, I beg to say that the mileage of engines running light from an engine depot to the point at which ballasting commences and back again to the shed at the completion of the ballasting work is charged against the Engineering department at the rate of Rs. 1-8 per mile.

But when an engine is returned light for washing-out purposes, &c., the mileage run both in going to the shed and coming back to the ballast work is adjusted by the Locomotive department, and is charged to that department as light running.

No. 8208 M., dated 23rd November 1892.

From—The Locomotive Superintendent, East Indian railway,
To—The Locomotive and Carriage Superintendent, Indian Midland railway.
Your No. 8584 of 19th instant.

The light miles referred to are calculated on actual distance run and included under the head of "Miscellaneous services."

M. S.
No. 645 dated 16th September 1892.

From—The Locomotive and Carriage Superintendent, Oudh and Rohilkhand railway,
To—The Locomotive and Carriage Superintendent, Indian Midland railway.

In reply to your No. 6852 of 8th instant, I have the honour to inform you that whether engines run light to work ballast trains or return to shed for a wash-out or for a change of engine, with or without brake-van, mileage is booked on actual distance as "Locomotive light."

4
No. 11431 M. S., dated 10th September 1892.

From—The Locomotive and Carriage Superintendent, North Western railway,

To—The Locomotive and Carriage Superintendent, Indian Midland railway.

13
With reference to your No. 6851 of 8th current, I have the honour to inform you that the mileage of engines running light from an engine depôt to the point at which the ballasting commences and returning light with brake-van for washing out or for a change of an engine is charged against the Engineering department as ballasting at the rate of 8 miles per hour.

No. 90.

FROM

THE SECRETARY,

RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND, HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.

THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHILKHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.

THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 7th August 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892, forwarding lists A and B of the subjects to be placed before the Railway Conference of 1893, I am directed to forward a copy of the papers relating to question (s) No. (s) 9-35 of list it referred to, viz.,

9A.- Advice of changes in fares and rates.

35A.- Mileage of fastest trains and engines -

I have the honor to be,

SIR,

Your most obedient Servant.

H. P. Smith
Secretary.
9-8

Documents accompanying.

(As noted above.)

Three copies of each question.

*Plw 5.1
7068/53*

2

No. 91, dated the 9th August, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretary to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyanazik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast Bhopal-Ujjain, and Bina-Guna railways.

By order,

H. P. Dutt
Secretary.
11/8/93

Documents accompanying.

(As noted overleaf.)

Five copies of each question.

*The Joint Secretary to the Government
of Madras, P. W. D. Branch, Madras.*

RAILWAY CONFERENCE, 1893.

E.

Papers circulated in the event of Railways, parties to the Conference, having any definite proposals to bring forward for discussion thereon.

Recd 2 (450)
Dec. 14. 8. 93

By order
Mr. Miller 21/8/93

Communicated to
the Examiners of Railway
Accounts.

1893

No. 4.

SUBSTITUTION OF MONTHLY FOR WEEKLY STATION ACCOUNTS.

To C.R.
J.C.B. 1893

SUBSTITUTION OF MONTHLY FOR WEEKLY STATION ACCOUNTS.

*Extract from a note, dated the 22nd March 1889, by R. K. Williams, Esq.,
Examiner of Accounts, North Western railway.*

A monthly system of station accounts is not altogether a novelty in India. It has been in operation for many years on the South Indian railway, and it is understood that the system continues to work satisfactorily on that line, and that since 1878 the railway has never had to write-off any money for defalcation at stations. The chief argument which suggests itself against the system is that it would seem to allow the station staff greater latitude than the weekly system for misappropriation of funds. The check against this would be, as is now the case with the weekly system, the travelling audit. A dishonest staff could in some cases under the weekly system, as well as under the monthly, continue to misapply money until detected by the travelling audit. Looking to the experience of the South Indian railway, it would not seem that practically there is much to choose between the two systems in this matter. While accepting it as the main objection to the monthly system, it would seem that the difference in cost is a high rate to pay for the apparently practically small value of the additional protection afforded by the weekly system. That the system has been worked with satisfactory results on one line may be accepted as *prima facie* evidence that it could be so worked on another line, but it is possible the traffic management might feel some hesitation in advocating the change.

The chief saving in audit would be in the coaching and statistical sections in the audit of the balance sheets and the posting, &c., of the traffic book. In the classification returns there would be a considerable saving in labour of calculations and in the compilation of statistics. The work in balance sheets also would be reduced to less than a fourth, thus reducing the work in posting the traffic book and details of coaching traffic. The system would also tend to reduction of work at stations: as an example, the outstanding goods books and lists, which at large stations are very bulky documents, would require to be prepared only once a month instead of every week.

If adopted, the system would be worked somewhat as follows:—

As a means of checking stations, the present form of daily coaching return would be continued and checked in audit office occasionally with the collected tickets, say, for a couple of days each week.

The parcels and luggage returns, &c., would be sent in in weekly parts, the totals being carried forward from week to week to the end of the month.

All other coaching returns would be monthly, and would be checked in audit office in the manner indicated in the proposed method of audit of weekly accounts.

In goods, the abstracts would be sent in in weekly parts, the totals being carried forward from week to week to the end of the month. All other goods returns would be monthly.

All way bills, invoices, &c., would be checked as received in audit office, and any necessary error sheets would be issued to stations to assist in prompt recovery of undercharges where possible and correct preparation of accounts.

It would be necessary to revise some of the books and forms to meet the requirements of the monthly system, and so adopt the returns sent in weekly or oftener that they will admit of the preparation of the weekly approximate return of traffic.

If necessary, weekly division sheets would be issued to foreign railways, but it would be more convenient to send them monthly.

If the system be adopted, it would probably be advisable not to reduce the number of the Travelling Inspectors of Accounts for some little time until the new system had got into proper working order.

The saving is partly anticipated in the proposals re statistics, but the further saving which would accrue is shown at Rs. 750 per month.

Extract from a note, dated the 10th May 1889, by F. P. Quinlon, Esq., Examiner of Accounts, Eastern Bengal state railway.

33. The question of a monthly system of station accounts was taken up on the East Indian railway just 20 years ago. From the papers on the subject, which the Chief Auditor kindly allowed me to see, I find that the scheme, after due consideration, was rejected as being entirely unsuited to the circumstances of the railways of this country. The question was again re-opened in 1885, when the opinions of every officer, both Traffic and Audit, entitled to speak on the subject, were invited and obtained. The system was again unanimously condemned, because it allowed too great opportunity to the station staff of embezzlement with little chance of early detection, unless the number of Travel-ling Inspectors was largely increased to admit of closer and more frequent check at stations.

34. Under the present system, the result of audit checks does not reach stations till about four weeks after date, whereas with the monthly system eight to ten weeks would elapse before irregularities would be discovered and brought home to delinquent who, in the meantime, might have left the service. Looking, therefore, to the class of men who, as a rule, are employed as booking clerks, I am confident there will be found a general consensus of opinion among railway authorities that the weekly system is safest and best suited to the cir-cumstance of the railways of this country.

35. As regards the economic advantage claimed for the monthly system, I may mention that the East Indian railway, when considering the question in 1885, prepared elaborate tables of the relative cost of the two systems, which shew that the saving under the monthly system, after allowing for the increased cost of out-door audit, would be nominal, being under Rs. 10 a month. A little reflection will shew that no substantial reduction could be effected by it. There would obviously be none in the checking staff, as the check would necessarily be the same under whatever system, while saving in stationery and forms would be fully absorbed by the increased cost of out-door audit.

36. Looking next at the question from a traffic point of view, there is no doubt that the monthly system would greatly increase work at stations and largely add to the number of their errors; and this is precisely the view held by the authorities of the East Indian railway.

37. Lastly, if the monthly system were introduced, weekly audited and approximate returns of traffic would either have to be abandoned, or separate weekly returns obtained from stations which would cause duplication of work and increased expenditure of stationery and forms. Moreover, no change in this direction could be made without the concurrence of all guaranteed and private railways.

Note, dated the 29th November 1889, by F.O' Connell, Esq., Chief Auditor and Accountant, Bombay, Baroda and Central India railway, on the substitution of monthly for weekly station accounts.

I have for some considerable time past been of opinion that monthly instead of weekly station accounts might safely be introduced on Indian railways, especially if the system, which has been in operation on the Bombay, Baroda and Central India and Rajputana Malwa lines for the last five years, of auditing all invoices and way bills daily (instead of postponing the audit until the receipt of the weekly abstracts) were adopted on all other Indian railways.

Whenever I have stated my opinion to others, I have invariably been met with the remark that it would be very unsafe to trust the station clerks a whole month without audit; but looking at the checks that we exercise over them, and the accuracy with which the station accounts on our combined system are kept and rendered to audit, I consider the objection groundless, and this will, I think, be clearly seen from the following details for the half-year ending June last :—

		B., B. & C. I. RAILWAY.		R. M. RAILWAY.	
		Coaching.	Goods.	Coaching.	Goods.
Number of stations	...	92	77	219	215
Error advices issued to stations by audit	No.	509	549	1,745	2,363
Number of items thereon	...	660	983	1,927	4,564
Value of ditto	Rs.	486	2,277	1,077	7,961
Number of items withdrawn on investigation	...	128	72	201	247
Value of ditto	Rs.	62	256	185	1,408

Excluding the items withdrawn after investigation, it will be seen from the following that the average number and value of errors discovered per station per month was as follows :—

		B., B. & C. I. RAILWAY.		R. M. RAILWAY.	
		Coaching.	Goods.	Coaching.	Goods.
Average number of errors discovered per station per month, excluding the number withdrawn	...	1	2	1.33	3.33
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Average value of errors discovered, excluding items withdrawn, per station per month	...	0 12 0	4 6 0	0 11 0	5 1 4

The above figures show that the average number of errors discovered per station per month in audit was only one in the Bombay, Baroda and Central India railway coaching and two in the goods accounts, the average value of which was annas 12 and Rs. 4-6-0 respectively, the average per station on the Raj-putna-Malwa railway being slightly higher. With such a record as this there should, I think, be no longer any doubt as to the advisability of adopting the monthly system, especially when it is remembered that under the Bombay, Baroda and Central India railway daily system of auditing invoices and way bills already referred to, the errors are discovered and advised to the stations within a few days of their having been committed.

It is now about 40 years since the weekly system of accounts was abolished in favour of monthly on all English railways, and with the much closer check which is exercised over station accounts in India there need be no fear of the consequences of adopting the monthly system, the result of which would be a considerable reduction in the staff of the goods, coaching, and statis-tical sections. From an estimate which I have had prepared, it appears that at least 40 clerks could be dispensed with, and, taking their average pay at Rs. 25 a month, this would be equivalent to a saving of Rs. 1,000 a month, besides which there would be not only a considerable reduction in the cost of forms, but in the work at stations.

* In England it is not customary to audit the details of invoices and way bills as in India, where they are sent in to the audit offices, and all classifications, rates, and calculations are carefully checked. In England they remain at the stations.

Weekly debit schedules are now sent out to all stations within fourteen days after the close of each week, and, if the monthly system were adopted, I see no reason why the schedules should not be completed and sent out within the same time, so that by the 15th of each month the whole of the station accounts for the previous month would be audited.

With reference to the present cost of auditing station accounts, I have frequently heard the advisability of auditing invoices and way bills questioned, and I believe it has been proposed (if not already decided) to abolish the audit of invoices on the North Western railway. Few as the number of errors discovered is, yet the value thereof for the half-year ending June last was considerable over double the cost of auditing them, the net value on the entire system, after deducting items subsequently withdrawn, being Rs. 8,574 and the cost of auditing

...	...	...	3,210
Difference in favour of audit	...	...	5,364

It is therefore perfectly clear that the result well justifies the outlay. But the auditing of the coaching accounts for the same period cost nearly four times as much as the value of the discrepancies discovered, the following being the respective figures:—

	Rs.
Value of errors discovered in the coaching accounts of the entire system	1,316
Cost of auditing the accounts	5,040
Difference against audit	3,724

Before making any change in our present system, it will not only be necessary to obtain the sanction of the Board and Government thereto, but the co-operation of all the companies with which we exchange division sheets, *vis.*, the North Western, East Indian, Oudh and Rohilkhand, Indian Midland, and the Great Indian Peninsula.

If the Board agree, they would, of course, have to accept monthly instead of weekly audited traffic statements, and be satisfied in the interval with the weekly approximates, which are, I think, as a rule, near enough for all practical purposes.

If you concur in my views, will you kindly take the matter up with the Board and Government?

P. S.—Since writing the above, I have been informed that monthly station accounts were adopted on the South Indian railway several years ago, and that the system continues to work satisfactorily. No defalcations at stations had to be written off since 1878.

No. 139 A.—R., dated 14th February 1890.

From—The Secretary to the Government of India, Public Works Department,

To—The Joint Secretary to the Government of Madras, Public Works Department, Railway Branch.

The Government of India has under consideration a proposal for the introduction on state railways of a system of monthly station accounts to replace the present weekly one; and as it is understood that such a system is already partially in operation on the South Indian railway, I am directed to enquire how it has been found to work, and how it affects the settlement of through traffic with the Madras line. I am to ask for a full description of the system and an opinion thereon by the Examiner of Railway Accounts.

Extract from the Proceedings of the Government of Madras, Public Works Department, Railway Branch,—No. 524 R., dated 17th April 1890.

Read the following:—

Letter from the Agent, South Indian railway, No. 477, dated 3rd April 1890.

Your letter No. 251 of the 27th February last. The Chief Auditor has reported to me as follows:—

"The only portion of our station accounts system which is monthly is the submission of the balance sheets and the declaration of balances against the stations, and no inconvenience has been found to attend this practice. Stations prepare weekly abstracts of forwarded and received invoices, way bills, &c., and we are thus in a position to clear all foreign traffic weekly and to prepare the weekly audited traffic statements. If the foreign traffic could be cleared as it is settled monthly, and the latter be dispensed with, I should advocate the introduction of monthly abstracts as well as monthly balance sheets."

Note by the Examiner of Railway Accounts, No. 147-V. G., dated 10th April 1890, with enclosures.

With reference to India Public Works Department letter No. 139 A.—R., dated 14th February, to the Joint Secretary to Government of Madras, Public Works Department, Railway Branch, forwarded to me under your office note No. 414, dated 25th February, I have the honour to forward you a detailed report by Mr. H. A. D. Wathen, Examiner of Accounts, Trichinopoly, on the points raised by India.

From this report it will be noticed that a monthly system of station accounts can hardly be said to be in operation on the South Indian railway.

The monthly system, so called, merely applies to the submission by stations of a monthly balance sheet and a monthly declaration of balances against station by the audit office. In all other respects the system is a weekly one.

Consulting Engineer for Railways, Madras, Memorandum No. 248, dated 10th April 1890.

Submitted to Government for transmission to the Government of India, with advertence to its No. 139 A.—R., dated 14th February 1890, referred in Public Works Department No. 997 C, dated 24th February 1890 (herewith returned).

Order thereon by the Government of Madras, Public Works Department, Railway Branch.

Ordered to be forwarded to the Government of India, with reference to its letter No. 139 A.—R., dated 14th February 1890.

No. 525-R.

Forwarded.

No. 154 S. R., dated 5th March 1890.

From—H. A. D. WATHEN, Esq., Deputy, Examiner, Railway Accounts, Trichinopoly,

To—The Government Examiner, Railway Accounts, Madras.

With reference to your office note No. 103-V. G. of 26th February 1890 and enclosed letter from the Government of India, regarding the South Indian railway monthly system, I have the honour to enclose my notes on the audit system of account in force on this railway. I am unable to go into more detail without making the report a very bulky one, and this I understand is not required. The Chief Auditor has been called upon for a report through the Agent. He has read mine and agrees to the facts therein stated, but does not altogether agree with my views on the system in force here. He does, however, agree with me in believing that a real monthly system might be adopted with advantage if other railways could agree to it.

NOTE BY THE DEPUTY EXAMINER, RAILWAY ACCOUNTS, TRICHINOPOLY, ON THE SOUTH INDIAN RAILWAY MONTHLY SYSTEM OF ACCOUNTS.

The so-called monthly system of station accounts on this railway applies only to the cash account and to the traffic summary book.

* *Vide statements A & B printed in the appendix to this question.*

Attached are two lists* of station returns submitted weekly by stations on a state line; against each I have entered a remark shewing how the same or the corresponding returns of a station on the South Indian railway are submitted.

It will be observed that, except in the cash balance sheet, there is no very great difference between the so-called monthly system of the South Indian railway and the weekly system in force on a state line. The station cash balance sheets are submitted monthly. These are posted from the traffic summary book, which in its turn is posted daily from the coaching and goods books for debits, and from the cash book and ledger accounts for credits.

† *Vide statements C and D printed in the appendix to this question.*

‡ *Vide statement E printed in the appendix to this question.*

Copies of coaching and goods balance sheets,† together with the station traffic summary book,‡ are attached for inspection.

Coaching audit.

Returns of tickets issued are submitted daily, weekly, and monthly by stations. These three returns contain the same information, the monthly return being a summary of the weekly and the weekly a summary of the daily return. They correspond to the daily statement of coaching traffic and the weekly classification of passengers on a state line.

The audit may be said to be a daily one summarised monthly.

Goods audit.

Invoices are sent to the audit office tri-weekly, and are audited as they arrive. Abstracts and summaries of invoices are sent in weekly and monthly, and are checked with the original invoices. A monthly system of audit has never been attempted.

In the audit office, division sheets are prepared weekly and sent to the Madras railway. They are posted weekly into the foreign traffic register, which is settled with the Madras railway monthly.

Traffic book.

The traffic book in the audit office collects the whole of the goods and coaching traffic for the month against each station. The debits and credits are posted from the cash balance sheets and the monthly passenger classification statement.

The parcels and luggage audit and posting is carried out in the same way as goods. At the foot of the traffic book the amounts due to and from foreign railways for the month are deducted and added. Refunds are also deducted.

The results shew the total traffic earned and collected during the month. Against each station the opening and closing balance is entered shewing the outstandings at the end of the month.

§ *Vide statements F & G printed in the appendix to this question.*

The audit traffic book form§ is attached for inspection. Briefly, the system on the South Indian railway may be said to be a monthly audit of cash balances and the traffic book, while the coaching return and goods invoices are audited daily or weekly and summarised monthly.

There is some saving in correspondence, but a very great saving might be effected if the system were extended. There is no reason why the invoices should not come in daily or tri-weekly from stations for current audit, while the abstracts might come in monthly. The system would then become a monthly system in reality and not in name only. If each receiving railway submitted monthly division sheets and settled monthly with the railway to which an account is due, distant companies would have their traffic accounts settled more rapidly than is possible under the present system of weekly division sheets and monthly settlements with the next contiguous line.

There would not, of course, be a weekly audited traffic statement; a monthly statement would take its place, but a very approximate weekly traffic statements could be prepared from simple weekly station returns. The South Indian railway does not obtain the full benefit of the system at present in force.

Stations submit their abstracts on Tuesdays, and a large number of invoices are left out of the abstracts by stations. This causes constant corrections and re-corrections in the audit office and much correspondence. If all foreign invoices were taken into account in the week in which they are received, and local abstracts were submitted on Thursdays, and the state railway system of rules were in force, which ensures that all local traffic of a week is brought to account in the despatching and receiving station abstracts, I feel sure there would be a very great saving in labour and stationery even under the present system in force on the line.

The question of checking a percentage of invoices has been considered, and I believe the Chief Auditor thinks favourably of it. On a line where the average lead for goods is very short and a large majority of invoices is under Rs. 10, the check of a percentage of invoices would probably effect a great saving without impairing the efficiency of audit.

The outstandings are extraordinarily small and give very little trouble. Thus in the half-yearly accounts for June 1889 the only station outstandings uncleared at the time of submission of the accounts (October) were Rs. 345.

As I have often brought to notice in my examination of stations, a decided saving in time and labour might be effected at stations if the unnecessary repetition in copying of invoices into three distinct books was stopped. This, however, is not in any way the fault of the monthly system.

The station traffic summary book is a very good one, easily posted, and collects the whole of the station earnings and receipts simply. The outstandings can be seen at a glance.

Extract paragraphs 134—141 from Report of the Railway Accounts Committee, appointed under Government of India resolution, dated the 1st September 1890.

134. The system of accounts now in force provides for the station accounts being examined and audited every week. The station masters are required to compile and to submit for every week the returns enumerated in para. 131* Not printed. above; and usually they are enjoined to keep copies of them. It will be admitted that, unless the audit of the accounts weekly is essential to the protection of the interests of the state, the adoption of a longer account period would be preferable. The cost of compiling and auditing the accounts weekly would no doubt fall considerably short of four times the cost of compiling and auditing them monthly, but still the difference in favour of the month would be considerable. The cost of forms and stationery consumed in the business of a railway is a very important item of working expenses, and this can be greatly decreased by putting off the date of making returns as long as it is possible to do so consistently with careful supervision over the financial affairs of the railway.

135. The greater the number of returns, the greater the clerical force that must be employed on the line and in the head offices. Expenditure on clerks, forms, and stationery contributes nothing to the increase of the earnings or the improvement of the railway, and manifestly it should be cut down to the lowest point compatible with safety and the efficient discharge of business.

136. The monthly system of station accounts would necessitate a more careful supervision of the staff, but it would considerably reduce work both at stations and in the Examiner's office, and the extension of personal supervision involved is in itself desirable.

137. It is alleged against the present weekly period of account that although it is short and involves much balancing and writing, it fails to give the station master a clear exhibition of his financial responsibility in time to enable him to exercise an effective check (*vide* para. 87† above). An essential feature of a monthly system is that every day at the close of business, or before business

commences on the following day, the station master's liability should be clearly shown to him, and that he should accept this formally in a return to the Examiner. This return would not be audited.

138. Another feature is that the various returns for the Examiner would necessarily have to be posted day by day, because the totals thereof, *plus* the amounts realised for tickets sold and miscellaneous receipts, would have to be carried daily into abstracts like those given in the appendix.* At present it seems to be the general practice to put off the compilation of the returns until the week has expired or later.

139. The weightiest objections that the Committee has heard to a monthly period of account are that the station staff cannot be trusted so long unchecked, and that errors brought out in audit would be exceedingly difficult to trace. These objections appear to be met by the fixing of responsibility by the daily return referred to in para. 137 above, by the daily audit of way-bills and invoices (*vide* para. 66),† and by an efficient travelling audit.

140. The Travelling Inspectors of Accounts should be required to visit stations much oftener than at present and to pay particular attention to the daily remittance of all earnings to the Examiner, and to the immediate booking of outwards and inwards traffic. This need not lead to increase in the number of Travelling Inspectors. They should be relieved of the duty of exercising such check as can be ensured in the audit office, and the length of their reports might be reduced. More frequent visits of gazetted Accounts Officers would become possible in consequence of the reduction of routine work in the Examiner's office.

141. The Committee thinks it is incumbent upon those who prefer to adhere to a system which was discarded many years ago in England and in America, and which is opposed to the general practice in other departments of the State in India, to show cause why the weekly period should be retained. Some years ago a daily period of account was in force on state railways in India, and the change from the daily to the weekly period did not in any way interfere with the efficiency of control or audit.

A number of officers of experience favour the introduction of the monthly period of accounts, and the Committee recommends that a trial should be allowed upon one railway. There would be no difficulty in getting the returns necessary for the division of foreign traffic from the stations weekly.

Note, dated the 26th May 1892, by R. K. Williams, Esq., Examiner of Accounts, North Western railway, on the monthly system of station accounts.

1. I have been favoured with the opinions in reply to Railway Accounts Committee's paper No. 27 on the subject of the substitution of a monthly for the weekly system of station accounts expressed by twelve officers, of whom three are apparently generally on the grounds set forth in the paper, in favour of the monthly system, and nine are opposed to it. I also received from the Chief Auditor, Bombay, Baroda and Central India railway, a memorandum drawn up by him in 1889 advocating the adoption of the monthly system on the Bombay, Baroda and Central India and Rajputana-Malwa railways.

2. It is understood that on the East Indian railway, the monthly system was pointed out in 1869 as a means by which cost of audit might be reduced, but it was represented that it would cause a longer interval between the current date and date of last audited accounts, and thus extend the time in which fraud would escape detection at stations, and that a better class of station staff would be necessary; also that in 1885 a proposal was put forward for a fortnightly system of accounts, but it was considered an increase in the travelling audit staff would be necessary, and the Traffic department were opposed to it, the grounds of objection being, it is believed, that there would be no reduction, and there would be greater facilities for fraud.

3. The grounds of objection advanced against the monthly system in the papers referred to in para. 1 may be classified as follows:—

- (a) Difficulty in closing accounts at stations.
- (b) Danger of confusion and arrears in accounts at stations.
- (c) Delay in audit.
- (d) Weekly system necessary for protection of interests of railway.
- (e) Necessity of increase of travelling audit staff.
- (f) Reduction of work—
 - (1) at stations,
 - (2) in audit,

and I propose discussing the matter in this order, commencing in each case with a brief statement of the reasons variously assigned under each head in support of the opinions against the monthly system. The explanations will necessarily be to some extent technical.

(a) Difficulty in closing accounts at stations.

4. The various reasons advanced under this head are briefly:—

That the staff have now a spare day, Sunday, on which they can close accounts, and would require four days off duty to do it at end of month; that all would be left till the last day of the month; that there would be great pressure at the end of the month; and that the weekly accounts are much more easily compiled than the monthly ones could be.

5. It may be observed that Sunday is not a close day as regards passenger traffic, and therefore a booking clerk can as well close his accounts on any other day as on Sunday, and that goods accounts are not, as a rule, now closed until the five days allowed after the end of the week. It is a practice now at the larger stations on the North Western railway, for goods clerks to test the accuracy of their accounts at the end of the week, which assists them materially in closing on due date. Under the monthly system they would continue to test the accuracy of their figures weekly, which would be no addition to present work, and would be as helpful with the monthly accounts as it is now with the weekly ones. The present rules are that goods abstracts should be written up day by day, and it was at one time contemplated that in connection with the monthly system abstracts of goods and of other traffic for which abstracts are prepared should be submitted to audit in weekly parts. These arrangements would ensure that this, which is a heavy part of the work, was kept as near up to date as under the present system. But I am of opinion that even without this, it would be found possible to ensure the work being kept up to date. With the abstracts thus written up day by day, there will then remain at the end of the month as regards goods traffic the equivalent of what has now to be done at the end of a week, *viz.*, the completion of the abstracts by the insertion of the invoices relating to the month, but received subsequent to the close of the month, the writing out of the summary which, with the exception that the number of figures may, perhaps in some cases, be increased, will entail no more work than the preparation of the weekly one, the making up of the balance sheet in which the number of entries will be practically the same as in the weekly one, except that remittances for 31 instead of 7 days will have to be detailed, and the preparation of the outstanding list, which will entail no more labour than one of the present weekly ones, as the outstandings at the end of a month will be no more than at the end of a week. And the figures having been tested weekly as mentioned above, there will be no greater difficulty in balancing up accounts for the month than there is at present for the week. The remark as to goods accounts apply generally also to the coaching accounts, with the exception of the passenger classification, which can only be prepared at the end of the month for the entire month; but, with the exception that the figures will be to a certain extent increased, there should be little if any, more difficulty in making up a monthly than a weekly classification.

6. It would thus seem that there should be practically no greater pressure and no greater difficulty in closing up the monthly than the weekly accounts.

7. There has been an impression prevalent among some that there would remain to be done at the end of the month four times what has to be done at the end of the week; but, as shown above, this is quite erroneous.

(b) Danger of confusion and arrears in accounts at stations.

8. It is represented—

That with monthly accounts there would be greater facility for arrears and difficulty in rectifying confusion into which the accounts might fall; that where in such cases details are required from audit, the weekly is far in advance of the monthly system; and that correspondence in respect to arrears would be greatly increased.

9. It is contemplated in connection with the monthly system that for the purpose of concurrent audit, invoices or other similar documents shall be submitted to audit either daily, or as at present weekly, immediately after the close of the week. For coaching traffic it is intended an extract from the summary book (see para. 23), giving the totals under each head for each day and to end of week, should be submitted also immediately after the close of the week. These arrangements would seem to afford a fairly efficient check against arrears in the writing up of the books and returns. The arrangement referred to in para. 5 of goods clerks transactions are complete for the week, is a voluntary one; and it may fairly be argued that a man would hardly be likely to abandon with the monthly system a check which he voluntarily applies, and finds so useful in connection with weekly accounts; besides it would be laid down as a rule, and it would be one of the Travelling Inspector's duties to see that it was followed. Under these circumstances there would seem to be no valid reason to apprehend that there would be any more serious difficulty in connection with arrears and confusion in accounts with the monthly than with the weekly system. In any case in which details of invoices, &c., might be required from audit, it would with the submission of these daily or weekly, be in a position to furnish such information as fully and as early as at present. It would seem unlikely also that there would be any increase in correspondence regarding arrears. The submission of invoices, waybills, &c., will remain as at present, and the books, &c., in which they are entered at stations must be posted before they are sent away; and as the balance sheets, accompanied by supporting documents, will be reduced in the proportion of 28, and the submission of weekly accounts are now in some cases delayed by special temporary circumstances, which are not likely to exist so often with monthly accounts, a diminution rather than increase in number of cases of arrears might be looked for.

(c) Delay in audit.

10. It is variously represented—

That quickness of audit, which is of much importance, is better attained with the weekly system, and that auditing the monthly accounts will take much longer than the weekly ones.

11. Invoices, &c., will be submitted daily or weekly as explained above, and these will be audited as received; stations, as now, being advised of any errors as soon as they are discovered—that is, the audit of the detail of all this traffic will be in progress throughout the month, and be as close up to date as under the weekly system. Station masters will therefore be apprized as early as at present of any debits against them in connection with all traffic except passenger fares. Passenger classifications can be checked only when submitted at the end of the month; but errors in these are, as a rule, small, and the audit of the monthly classification will practically entail hardly any more work or time than the audit of one of the weekly ones. The check of the monthly balance sheet and accompanying papers will also take little more time than the audit of the weekly one, and it may be confidently assumed that the final audit of the monthly accounts will be completed practically as soon after date as the present weekly ones, viz., about 3 weeks for coaching and 4 for goods. But the audit of the detail, nearly all of which, with the exception of the passenger classification, will, as explained above, be as close up to date as under the weekly system, is what is of main importance.

(d) The weekly system is considered necessary for the protection of the interests of railway.

12. This is the really important point in the objections. It is represented—

That there would be greater opportunity for fraudulent practices; that the character of the men is not such that they can be trusted here as in England; and that the pay of the men is so small as to be no guarantee of their honesty.

13. If it could be established that fraudulent practices would be greatly increased with the monthly system, this would be the strongest of arguments against its adoption, but it is considered undue weight is attached to the risk in this matter. There are two classes of frauds to be considered:—

1st.—Those which are detectable in audit and by travelling auditors.

2nd.—Those which can only be detected by travelling audit staff or other personal inspection at the station.

The monthly system affords greater latitude only in the first class of cases, and, as already explained in para. 11, the audit of detail would in great measure be as closely up to date as at present, and the extra cost of the weekly system would be an extremely high rate of insurance to pay for the greater security afforded by the weekly system against such of these kinds of frauds detectable in audit the discovery of which might be postponed by the monthly system, even were the additional risk not, as I hold it to be, merely nominal. Frauds of the second kind are the most likely to be committed, as a person committing a fraud is generally sufficiently astute to adopt the means by which he will least readily be detected, and the travelling audit staff's means and power of discovering these are in no way lessened by the monthly system.

14. The staff, though in some cases poorly paid, on the whole, I think, does the work fairly well and honestly; and I am of opinion that in any case detection and punishment within a brief period are so certain that this would have the same deterrent power with the monthly as with the weekly accounts, and no ill effects are likely to arise from the introduction of the monthly system.

15. The monthly system is not an untried one in India. It was, and it is presumed still is, worked on the South Indian railway somewhat as follows, viz., statements of coaching traffic were submitted daily as is now done on state railways; abstract, &c., were sent in weekly, the balance sheet, &c., being prepared monthly; and in the matter now under discussion the experience of that railway should, I think, carry weight. In reply to an enquiry in the latter part of 1888, the Chief Auditor informed me that the system continued to work satisfactorily, and that since 1878 they had had no occasion to write-off anything for defalcations at stations. During my seven years' connection with the Government audit of that line, I should say, speaking from recollection, that the stations were as free from fraudulent practices as on lines with a weekly system.

(e) Necessity of increasing travelling audit staff.

16. More frequent inspections by travelling audit staff are generally represented as desirable with the monthly system as a check on irregular or fraudulent practices, and it is argued that the increase in this staff would largely, quite, or more than, absorb any savings in other ways; but it is represented by one in favour of the monthly system that the required increase in frequency might be obtained by reducing the work to be done at each visit.

17. There is no doubt that if the travelling audit staff were much augmented, it would go largely towards absorbing the saving in audit, and thus greatly reduce the advantages of the monthly system; but it is not clear that the necessity for such increase has been established. The state railway code provided that there should be an Inspector to every 150 miles of line; this standard was not worked up to on the North Western railway, and in view to reduction of expense it was suggested that the frequency of inspections should be decreased,—the larger stations being visited twice, and the smaller ones once a quarter, one of the two inspections of the larger stations being of a minor character. This arrangement, which admitted of the Travelling Inspectors being reduced by one-third, was introduced from June 1890; and, though the change was against the opinion of some officers of experience, the result so far on the North Western Railway attest the soundness of the view upon which it was based.

There has been no increase in irregularities at stations, and the station accounts are in as good order as formerly. The South Indian railway had the monthly system in operation for many years without any Travelling Auditors and without inspection by audit officers, and yet the state of their station accounts was good; but the line was then a small one. With these particulars in view, it would not seem that, as a matter of course, the adoption of the monthly system would necessitate an increase in the travelling audit staff, and I am of opinion that no such increase should be necessary. Admitting that possibly on the first introduction of the monthly system more frequent visits might be beneficial, in seeing the station staff were correctly working the system, and in instructing them on any necessary points, such temporary increase in frequency might well be obtained in the manner suggested as a permanent arrangement by one of the officers in favour of the monthly system, *viz.*, by reducing the amount of work required at each examination.

(f) Reduction of work.

(1) AT STATIONS.

18. It is differently represented—

That there would be no reduction of work at stations; that though there might be some reduction in work, there would be none in staff; that intermediate or elaborate daily approximate returns would probably be required.

(2) IN AUDIT.

19. It is variously held—

That the saving in audit would be merely nominal; that the saving is doubtful; and that what would be saved would be absorbed by the additional travelling audit supervision required.

20. The reduction in work depends somewhat on the system followed. Under state railway rules, goods traffic has to be taken to account by the forwarding and receiving stations in the same week, and with this arrangement the maximum advantage accrues from the monthly period of account. With a view of establishing the fact of a considerable reduction of work, I proposed noticing without going into full detail the main items in which work would be affected.

AT STATIONS.

Coaching traffic.

21. *Summary book.*—It is proposed to adopt a condensed form of summary book, in which only the total of the traffic under each head for each day up to the end of the month would be entered in lieu of the present form, in which the detail of the passenger ticket issues of each day is given.

At the larger stations the writing up of the present summary is equal to one man's work for from 3 to 6 hours daily; the proposed form should not require more than half an hour at any station per day.

Note.—The reduced form of summary is not a necessary concomitant of the monthly system; it could be used equally well with the weekly system, or the present form of summary could be adapted to the monthly system. The Sind, Punjab and Delhi railway stations did not keep any summary.

22. *Balance sheets.*—The number of these would be reduced $\frac{1}{2}$, but in the monthly one remittances for 31 days would have to be detailed instead of for seven as in the weekly one. The labour in connection with a balance sheet is not great, about 3 to 6 hours per week at a larger station; the monthly period should reduce the work by at least one-half.

23. *Extra work.*—As against the above reductions, the stations would be required to submit at the end of the week an extract from the condensed summary book referred to in para. 21 giving the traffic for the week under the different heads, &c.; the preparation should not take more than half an hour. Beyond this nothing would be required which is not already furnished.

24. *Passenger classification.*—This would be prepared and sent in monthly instead of weekly. The labour entailed in compiling a monthly one would be little more than in a weekly one. The time occupied on this return at the larger stations is said to be 8 to 16 hours per week. This work, it may be assumed, would be reduced three-fourths.

Goods traffic.

25. *Outstanding account.*—Traffic, as already explained, has to be taken to account by inwards station in week of despatch, and owing to distances and time taken in transit, &c., taking some of the larger stations as an example, about 50 to 80 per cent. of the traffic is not delivered until after the week in which it is despatched. All these items have, therefore, to be brought into the outstanding book; and when subsequently delivered, each of them has to be cleared not only in the goods delivery or inwards book, but also in the outstanding book. Many of the items have to be carried forward from one week's outstanding to another, and the number of items in outstanding account represent about 70 per cent. of a week's traffic. A copy of the outstanding account has to be sent into audit, and at some of the larger stations it usually consists of from 30 to 50 pages, and will occupy a man from 4 to 7 hours in the mere copying. The outstandings at the end of a month will be no greater than at the end of a week, and with the monthly system, allowing something for the weekly testing of accounts (see para. 9), which now in a measure aids in the preparation of the outstanding account, at least five-eighths of the work on the whole should be saved. This should be a sensible relief to stations.

26. *Summary and summary book.*—With the monthly system these would have to be prepared only once a month instead of once a week under present arrangements, and the preparation of a monthly one would entail little more work than a weekly one. About three-fourths of this work would be saved, but it is not great (see para. 28).

27. *Balance sheet.*—There would be one of these per month instead of a fraction over four; but, while the other entries may be taken as the equivalent of corresponding entries in one of the weekly ones, the detail of remittances to be shown would be the same as the aggregate of the weekly ones. It may be assumed that work would be reduced at least one-half, but this also is not very great, estimated by some stations at from 5 to 10 hours per week.

28. *Goods outward and inward books, goods abstracts, demurrage returns, invoices, &c.*—The work in connection with these would remain practically unaffected, and may be said to be the same under either system. In view to information for the preparation of approximate return of traffic, stations would total their outwards books weekly as is now done, and post these figures into a summary form for submission to audit; this would nearly absorb the saving in work in the summary and summary book (see para. 26).

29. *Extra returns under monthly system.*—It is not considered that any goods returns not already supplied would be required from stations in connection with the monthly system other than that mentioned in para. 28.

30. It is shown above, I think, that the work at stations would be reduced to an extent which on the whole is considerable, but it is so diffused over the stations on the line that it is not argued that there would be any immediate direct saving in staff. Nevertheless, it is held that the work at the larger stations will be so eased that it must ultimately tell either in permitting of reductions being more readily made with a falling traffic, or of allowing a heavier traffic to be dealt with without an increase of staff.

IN AUDIT.

Coaching section.

31. *Passenger classifications or details of tickets issued, showing number, rate, and value of tickets issued from station concerned to each station.* A monthly classification will take little more time to check than a weekly one. The work would be greatly reduced. There are now 17 men engaged in the check of classifications, and they would be reduced to 7.

32. *Balance sheets.*—There would be 6 instead of 26 of these from each station in the half-year. In other words, the number received in audit on the North Western railway during the half-year would be reduced from approximately 8,580 to 1,980. The check of a monthly balance sheet will entail little more trouble than the audit of a weekly one, and it may be safely assumed that this work will be reduced by about two-thirds.

33. *Tickets, way-bills, abstracts, excess fare returns, &c.*—The work in connection with the detailed audit of these would be unaffected.

Goods section.

34. *Abstracts and summaries of goods traffic.*—It is an essential audit check to see that all goods which have been despatched are accounted for by the inwards station. When local traffic is accounted for as under the state system by both stations in the same period, this check can be largely effected by comparison of totals—that is, where the totals of the traffic between each pair of stations as shown in the abstracts or summaries of the respective stations agree, necessary. The number of local abstracts on the North Western railway is about 7,000: 3,500 inwards and 3,500 outwards; and taking one week as an example, there were 6,949, of which the totals agreed, and 51 in which they differed, the latter representing 112 items. The percentage of cases in which the figures do not agree will probably not be increased with monthly system, and the work of comparison will, it may be assumed, be reduced by three-fourths.

35. *Balance sheets.*—The work in connection with these will be reduced two-thirds in the same way as explained under coaching para. 32. There are now employed upon checking coaching and goods balance sheets 14 men.

36. *Invoices, demurrage returns, &c.*—The detail check of these and comparison of the invoices with inwards abstracts will be unaffected.

Traffic books.

37. There are two books—one for coaching, the other for goods—in which the transactions of some 340 stations and apportionments of through traffic are written up weekly. With the monthly system this work should be reduced fully two-thirds.

Statistics.

38. Where station to station returns of traffic are kept, and these are written up from passenger classifications and goods summaries or abstracts, the posting in the register would be reduced by $\frac{2}{3}$.

39. On the North Western railway a station to station return of passenger traffic is kept up, which among other purposes serves for the distribution of earnings among the different sections of the line. There are ten men employed upon this work, and with the monthly system they could be reduced to three.

40. *Conclusion.*—It is considered it has been pretty clearly demonstrated in the foregoing remarks that there would be a substantial reduction of work with the monthly system of accounts; and as to the additional risks involved, and to which so much importance is attached in the opinions discussed in this memorandum, while admitting that, until put to the proof of further experiment, there may be room for difference of opinion, the circumstances referred to in paras. 13 to 17 would seem to go far to support the view that in practice they would be found to be merely nominal. It is submitted that at any rate a sufficient case has been made out to show that the matter is worthy of an experiment, and I would urge that the system should be allowed to be tried on the North Western railway. No serious risk would, I am convinced, be involved in such an experiment; the system can quite well be worked on one line independent of other railways; the change need not be an irrevocable one, and if it were found not to fulfil anticipations, and to work unsatisfactorily, the weekly system

could readily be reverted to, while, if a success, its extension to other railways would mean a considerable saving. The Chief Auditor, Bombay, Baroda and Central India railway, estimated that with the monthly system he could effect a saving of Rs. 1,000 a month in his office, and in connection with the 1888 proposals for reduction of work, it was calculated that a reduction of about Rs. 750 a month could be made in the North Western railway office. The possibility of such a permanent ultimate gain would certainly seem worth any risk entailed by an experiment. It is mentioned in one of the opinions referred to in para. 1 that Indian state railways commenced with a system of daily station accounts, and I understand from an officer who inaugurated the system on the opening of one of the state lines that it was an extremely difficult and troublesome one to work, and that the subsequent change to the weekly system was a great relief, and was followed by no evil effects. It would seem reasonable to anticipate that a somewhat similar effect would result from the introduction of the monthly system.

Appendix to Question No. 4-B.

Statement A.

Weekly returns of a state line station.	Weekly on South Indian railway.	Monthly on South Indian railway.	REMARKS.
Return of Foreign Railways' Coaching Vehicles.	<i>Nil.</i>		
Junction Return of Coaching Vehicles.	<i>Nil.</i>		
Classification of passengers (Local).	Daily, weekly, and monthly in one return (a).		
Classification of passengers (Foreign).			
Return of Government passengers (Local).			
Return of Government passengers (Foreign).	Included in (a).		
Return of excess fares ...			
Return of Luggage, Horses, Carriages, and Dogs (forwarded, (Local).	Included under parcels.		
Return of Luggage, Horses, Carriages, and Dogs (received) (Local).			
Return of Luggage, Horses, Carriages, and Dogs (forwarded) (Foreign).			
Return of Luggage, Horses, Carriages, and Dogs (received, (Foreign).	Weekly.		
Return of Demurrage on luggage booked in advance of passengers and on parcels and left luggage charges.	<i>Nil.</i>		
Abstract of parcels (forwarded) (Local), (together with any railway materials, consignments, notes relating thereto.)			
Abstract of parcels (received) (Local) (with way-bills).	Weekly.		
Abstract of parcels (forwarded) (Foreign).			
Abstract of parcels (received) (Foreign) (with way-bills).			
Goods under and over-charge Return (Local) (with vouchers).			
Goods under and over-charge Return (Foreign) (with vouchers).	<i>Nil.</i>		
Abstract of Cross Coaching Traffic.	<i>Nil.</i>		
Balance sheet of Coaching Traffic.		Monthly.	

Statement B.

Weekly returns of a station on a State line.	Weekly on South Indian railway.	Monthly on South Indian railway.	REMARKS.
Foreign Goods Inwards Summaries.	Abstracts, weekly.	...	
(Form No. Sn. 46-C.) and Abstracts.		Summaries—monthly.	
(Form No. Sn. 60-C.) together with Invoices.	Invoices do not accompany Abstracts, but are sent to audit tri-weekly.	...	
Foreign Goods Outwards Summaries.	...	...	
(Form No. Sn. 46-A.) and Abstracts.	Ditto.	...	
(Form No. Sn. 60-A.)	...	...	
Return of Invoices to and from Foreign Railways (from Junctions only) (Form No. Sn. 52).	Nil.	...	
Weekly Abstract (Form No. Sn. 53) of Cross Traffic—that is, goods carried from one Foreign line over the Home Railway to another Foreign line [from Junctions only.]	Nil.	...	
Return of Foreign Railways' wagons, being the outer portions of register kept at stations in Form No. Sn. 49.	Nil.	...	
Goods Outwards Summaries (Form No. Sn. 46) and Abstracts (Form No. Sn. 60.)	Abstracts, weekly.	...	
Goods Inwards Summaries (Form No. Sn. 46-B.) and Abstracts (Form No. Sn. 60-B), together with Invoices.		Summaries—monthly.	
Balance sheet (Form No. Sn. 56) with under and overcharge returns and vouchers with transmit note (Form No. Sn. 57.)		Monthly.	
Outstanding List (Form No. Sn. 58.)		Ditto.	

WAY.

• the Month of

18

[illegible]

Form No. 31 A.

Appendix to Question No. 4-B.

Statement F.
SOUTH INDIAN RAILWAY.

STATION.

Dr.

Cash Account for the Month ending

189

Cr.

To balance brought forward
Passengers
Excess Fares
Soldiers
Return Fares
Electric Telegraph
Government Fares, on
Railway
Parcels
Public
Post Office
Less paid on
Luggage
Public
Military
Horses, Carriages, and Dogs
Public
Military
Special Train
Sundries

Cash Remitted, viz.					
Amount.	Date.	Amount.	Date.	Amount.	Date.
	1		11		21
	2		12		22
	3		13		23
	4		14		24
	5		15		25
	6		16		26
	7		17		27
	8		18		28
	9		19		29
	10		20		30
					31

WARRANTS.

Balance carried forward

CASH IN HAND.

Outstanding Account.

Clerk in charge.

[No. 32].

Appendix to Question No. 4-B.

Statement G.

SOUTH INDIAN RAILWAY.

STATION.

Cr.

Cash Account for the Month ending

18

Dr.

18

To Balance brought forward, *vis.*,—

Porters' outstandings

Cash in hand

Goods forwarded, paid ...

Do. received, pay ...

Live Stock forwarded, paid

Do. do. received to pay

Undercharges

Sundries, *vis.*,—

By Balance brought forward, *vis.*,—

Paid on ...

Overcharges ...

Cash Remitted, *vis.*,—

Date. Amount. Date. Amount. Date. Amount. Date. Amount.

Ledger Accounts transferred to Audit Office ...
Sundries, *vis.*,—
Balance carried forward, *vis.*,—
Porters' outstandings ...
Clerk in Charge.

No. 85.

FROM

THE SECRET'RY,
RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA,
EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND
RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND
AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND, HIS HIGHNESS THE NIZAM'S GUARAN-
TEED STATE RAILWAYS.

THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHIL-
KHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBAN-
DAR RAILWAY.

THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 4th August 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892,
forwarding lists A and B of the subjects to be placed before the Railway
Conference of 1893, I am directed to forward a copy of the papers relat-
ing to question (a) No. (a) _____ of list _____ referred to, viz.,

No. 42 - Substitution of monthly for weekly station accounts.

I have the honor to be,

SIR,

Your most obedient Servant,

Sgt. H. H. H.

Secretary.

423.5

Docs. ents accompanying.

(As noted above.)

Three is of the question.

OL 8.1
6944/93

No. 86, dated the 4th August, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretary to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyanzaik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast Bhopal-Ujjain, and Bina-Guna railways.

By order,

K. P. Smit
Secretary.
1893

Documents accompanying.

(As noted overleaf.)

Five copies of the question.

*The Joint Secretary to the Government of
Madras, P.W.D. Branch, Madras.*

P. W. CURRENT No. 67 Jct 1

Encl (1) (HSC)
Dec. 7. 8. 93

Y. W. H.
No. 1112 R d 21/8/93

Communicated to
the Exam^r of Railway
Accounts.

Minimum

To C.R.

2nd 1/11/93
c. 6. 1/11/93

RAILWAY CONFERENCE, 1893.

A

Questions to be placed before the Railway Conference of 1893.
for decision.

No. 8.

EQUALISATION OF STOCK INTERCHANGED.—RECONSIDERA-
TION OF REGULATIONS Nos. 21, 22 AND 23 OF THE RAILWAY
CONFERENCE OF 1888.

EQUALISATION OF STOCK INTERCHANGED.—RECONSIDERATION OF REGULATIONS Nos. 21, 22 AND 23 OF THE RAILWAY CONFERENCE OF 1888.

ISSUES.

Regulations 21, 22 and 23 stand as follows:—

- 21 (a). The railway on which through traffic originates shall provide wagons for such traffic. But when the through traffic offering is more than the wagon stock of the sending railway can cope with, it may call on the receiving railway to place a number of wagons at its disposal daily at the junction for traffic to and via the receiving line; and in the event of failure to comply within one week, the sending railway shall be entitled to charge one and a half rupees per diem per ton of wagon carrying capacity short supplied, in addition to ordinary mileage, demurrage, and penalty which may accrue under the rules on the stock actually running with through traffic, provided that the receiving railway shall not be required to supply more wagons at each junction than sufficient to maintain an equal interchange of stock at that junction based on the carrying capacity.
- (b). Open wagons shall be accepted if supplied with proper sheets and ropes.
- 22 (a). When the aggregate excess number of wagons absent from any one railway upon any other railway shall exceed two hundred and ten at the end of any week, the receiving railway may call upon the forwarding railway to take over a sufficient number of wagons to bring this excess within two hundred and ten; and in the event of the forwarding railway not intimating within forty-eight hours after notice of tender by the receiving railway its intention to accept such wagons, a charge of two rupees per standard gauge wagon and one rupee per metre gauge wagon per day shall thereafter be paid as a rebate on mileage by the forwarding railway upon the daily balance in excess of two hundred and ten absent.
- (b). No notice shall be valid unless given by wire, or in any other way that may be mutually agreed upon, within three days after the close of a week, by the receiving railway of its intention to offer wagons; and the rebate shall not be charged until the expiry of forty-eight hours after the despatch of the notice by the receiving railway.
- (c). Except as provided in Regulation 8 (f), when any two railways have more than one junction with each other, all such junctions shall be regarded for the purposes of this Regulation as one junction only.
- But the receiving railway shall tender at each junction only such number of the wagons in excess of two hundred and ten as is in proportion to the total number of wagons received in excess at such junction.
- * * * * *
23. Wagons taken over under the provisions of Regulations 21 and 22 shall be subject to ordinary mileage and demurrage rules, but no penalty, with the exception that mileage shall be paid on all such wagons in one direction, whether with or without a load. The mileage on the wagons if not loaded, or loaded with less than five tons for the standard gauge and three tons for the metre gauge, shall be charged as for five tons per standard gauge wagon, and three tons per metre gauge wagon.
- (1) With reference to Regulation 21, the advisability of definitely determining—
- (a) The circumstances under which the forwarding railway is justified in calling on the receiving railway to provide wagons.
- (b) How an equal interchange of stock is to be maintained after the call has been made, and whether in complying with the call the stock of the calling railway, returning via the junction, is to be taken into account.
- (c) How the penalty is to be calculated in the event of the receiving line failing to comply with the call.
- The decisions on the foregoing points to be illustrated by examples.
- (2) With reference to Regulation 22—
- (a) Whether the regulation could be modified so as to suit the circumstances of all railways.
- (b) Whether in arriving at the balance of stock upon which the receiving railway may call upon the forwarding railway to take empties, foreign stock which the two railways have received from beyond their own systems, is to be taken into account.
- (c) Within what time should the wagons be taken over.
- (3) With reference to Regulation 23—
- Whether the regulation should be modified so as to allow of a minimum charge being levied on wagons taken over under regulations Nos. 21 and 22, and, if so, to fix the minimum.

NOTE BY THE TRAFFIC SUPERINTENDENT, OUDH AND ROHILKHAND RAILWAY.

Conference Regulation 21 (a).—Since this regulation was brought into force there has not, so far as I know, been a case governed by the rule. The past season, however, was a very busy one on the Oudh and Rohilkhand railway and for the first time the rule was applied, with the result that there is a great difference of opinion between the forwarding and receiving railways as to how the penalty is to be calculated.

In the case under reference, A was the forwarding railway and B the receiving railway. On the 13th May 1892 the wagons of A on railway B were far in excess of those of B on A, and under Conference regulation 21 (a) railway A on that day called for 100 wagons from the receiving railway B daily, to effect an equal interchange. The receiving railway B, however, maintained that only 64 wagons daily were due, basing their views on a calculation worked as follows:—

Extract from telegram from railway B to railway A.

"To equalise interchange we should make over daily half the excess average daily capacity received from your railway at During week ended 7th. A wagons received 1,251 equal tons 12,510, B wagons sent to A 111 equal tons 1,337, excess capacity 11,123 tons, say 1,600 tons daily. B to supply daily capacity of 200 tons equal to 64 wagons."

The reply of A. to this was:—

"Please quote authority for calculation—21 is clear, first that we call for such number of wagons as we may elect provided not more than sufficient to maintain equal interchange. In week ending 7th we forwarded 1,251 A, and B forwarded was 111. The excess tonnage of these we are entitled to call for; our wagons also are more than 10 tons in some cases. It will, therefore, be simpler to treat both wagons as 10 tons."

"We call for 100 daily until I wire again or interchange is equalised."

A therefore maintained that 100 wagons were required daily. The wagons became due one week after call, and from that time the receiving railway B began tendering wagons for back loading. On no single day did B hand over the number of wagons called for by the forwarding railway, viz., 100, and therefore the latter railway claimed penalty. The penalty was arrived at by the following calculation:—

Statement showing the penalty claimed by A from B on account of the failure of the latter to supply wagons as called for, for back loading under Conference rule 21.

Date.	No. of wagons supplied.	No. short supplied.	No. short on A railway day by day.
13th May 1892 ...	...	...	...
14th ditto ...	59	41	41
15th ditto ...	Nil	100	141
16th ditto ...	24	76	217
17th ditto ...	Nil	100	317
18th ditto ...	62	38	355
19th ditto ...	29	71	426
20th ditto ...	40	60	486
21st ditto ...	37	63	549
22nd ditto ...	84	16	565
23rd ditto ...	71	29	574
24th ditto ...	93	7	601
	95	5	606

Total number of wagons short supplied = 4,898.

Tonnage short supplied = 4,898 x 12½ = 61,225.

Penalty = 61,225 x 1½ = Rs. 91,837-8.

The receiving railway, however, objected on these grounds:—

(1) No account is taken of B's loaded wagons.

(2) A called for 10-ton wagons, but bill B for wagons of greater capacity.

(3) In column 4 of statement of penalty A shows a greater number short than sufficient to maintain equal interchanging of stock, vide Conference regulation 21.

(4) The number short cannot be greater than the difference between the number which was sent daily to A and the maximum capacity of A's train service.

(5) Each day's operations are required to be treated separately, by themselves, but A has carried them on from day to day.

Here then is the first time Conference regulation 21 (a) is being applied.

When there is a wide difference of opinion—

(a) As to how the equal interchange is to be effected.

(b) How the penalty is to be worked out.

Both these points, I think, should be definitely and authoritatively decided, and the decision should, I am of opinion, be supported by illustration.

Conference Regulations 22 (a) and (e), as passed by the Railway Conference of 1883.

When proposals for discussion were being submitted for the Conference of 1888, a memorandum on this regulation was submitted by the Traffic Manager, Oudh and Rohilkhand railway. This regulation was at that time Conference rule XX of 1882.

This memorandum was put up for discussion, but with what result, beyond that the regulation still remains in force, I am not aware.

The rule, however, is so adverse to the interests of a line situated as the Oudh and Rohilkhand railway is, and as it is a matter of importance to this railway, I would ask that the matter may be re-discussed.

The points I raised in the memorandum referred to written for the last Conference are still prominent objections to the working of the rule, and it will perhaps facilitate reference if a copy of this memorandum* is attached.

**Memorandum on Conference Rule XX† relating to the interchange of rolling stock as passed at the Railway Conference of 1882.*

1. As was anticipated when the above ruling was passed at the Conference of 1882, experience has proved that this rule acts prejudicially to the interests of the Oudh and Rohilkhand railway.

2. In the interchange of stock the Oudh and Rohilkhand railway are so situated that its interests in the rules are greater than those of other railways.

The question has been so often discussed and so much has been written about it that the facts are known to all railway Managers in India, but perhaps it would be as well if the reasons the rules act so unfairly on the Oudh and Rohilkhand railway are briefly enumerated.

3. We have now four junctions with foreign lines by which stock can be interchanged. Had these junctions been each with a different railway, the result would not, perhaps, have been so adverse to our interests; but as it is, three of these four junctions are with one railway.

The statement of traffic passing the junction will show that hitherto (and there is no reason to anticipate a change of the traffic in this respect) the traffic passing the junctions outward from this line is greatly in excess of the inward traffic, and when, therefore, the rule is that 210 shall be the excess, and all junctions with one and the same line shall be regarded as one junction for the purposes of calculation under the rule, it is evident, and actual facts have shown, that during the greater part of a year, and at all times almost, when traffic is brisk, we are in the unfortunate position of being liable to be called upon to stop all traffic in our own wagons to haul foreign wagons empty from the junction to where traffic is offering, and then to return these wagons loaded to the junction. This right the East Indian railway, with whom we have three junctions, claim whenever it suits them, and as during the greater part of a year they are in a position to exercise this right, it is easily understood how unfairly the rule works against this railway. Other railways are not so

† Rule XX of the Conference of 1882, together with Resolutions 26 and 27 of the Proceedings of the Railway Conference of 1888 are printed as Appendix A to this question.

interested in this important question, and therefore any alteration or modification of the rule cannot materially affect the interests of any of them. In England I understand the rule is—

* The Company on whose line traffic arises finds the wagons for it. If they have not sufficient wagons they may as a matter of arrangement agree for the Company to whose stations the traffic is going to send wagons for it, but the latter Company cannot claim to send wagons on to the other line."

Why, therefore, in India a penalty should be imposed on the line on which traffic originates, it is difficult to understand.

4. There are also many other considerations tending to prove the unfitness of the rule, and my opinion, is, with respect to the rule itself, that it should be abolished altogether.

5. If the majority of the delegates at the ensuing conference are still of opinion that it is necessary to have some such rule as is now in force, the rule should be so modified as to Oudh and Rohilkhand railway is.

6. Either the limit fixing the excess number of wagons absent, viz., 210, should be increased, or what would doubtless be better in the interests of all concerned, clause (c) of the rule should be altered so that, for the purposes of the rule, each junction should be treated separately. The latter modification cannot affect prejudicially any railway in India, as I am not aware of any one line having more than one junction with another one railway (Dhond and Munmad excluded).

7. Irrespective of the question as to the cancelment or modification of the rule, the rule as it now stands requires to be elucidated and made more clear.

8. We have had voluminous correspondence and references on the subject; and as it would take much time and space to refer to the numerous letters on the subject, it will, perhaps, be sufficient to record the views we have from time to time held and endeavoured to adopt on the rule. In some of these views we have been supported by foreign lines, in others not, and therefore it is desirable to obtain a ruling on them.

9. In reference to the question as to the mode of arriving at the number of wagons absent in excess, and in regard to the mode of arriving at the number of wagons on which rebate is chargeable, the illustrations embodied in the Conference Proceedings do not appear to agree with the rule as finally passed and are of no value.

Our view as to the interpretation of the rule is illustrated by the following figures:—

Illustration of how Rule XX (a) will work in a case where receiving railway "calls," but the forwarding railway does not accept the excess wagon absent over 210.

At end of week ending 7th January:—

Oudh and Rohilkhand railway wagons on East Indian railway are	...	...	500
East Indian railway wagons on Oudh and Rohilkhand railway are	...	...	150
			350
			210
			140

On 9th January, East Indian railway calls on Oudh and Rohilkhand railway to accept the 140 wagons, but latter does not intimate acceptance, and, therefore, with effect from 11th, rebate is payable not on the exact number of 140, but on the daily balance absent in excess of 210; to arrive at the daily balance absent, it would be necessary to obtain daily advices from junctions of the number of wagons passing in each direction. Rebate would continue to be charged until such time as the balance absent came within 210, either on account of decrease in the outward traffic or owing to acceptance of receiving railway's wagons.

For instance, if the exchange of wagons in the following weeks were as given below, rebate would be chargeable until week ending 28th January, when the balance absent is shewn to be under 210.

At end of week ending 14th January—

Oudh and Rohilkhand railway wagons on East Indian railway are	...	...	550
East Indian railway wagons on Oudh and Rohilkhand railway are	...	...	220
			330
			210
			120

At end of week ending 21st January—

Oudh and Rohilkhand railway wagons on East Indian railway are	...	...	450
East Indian railway wagons on Oudh and Rohilkhand railway are	...	...	200
			250
			210
			40

At end of week ending 28th January—

Oudh and Rohilkhand railway wagons on East Indian railway are	...	...	450
East Indian railway wagons on Oudh and Rohilkhand railway are	...	...	250
			200
			210

Illustration of how Rule XX (a) will work in a case where the receiving railway "calls" and the forwarding railway accepts the excess wagons absent over 210 (the periods and the traffic being the same as in the other illustration).

At end of week ending 7th January—

Oudh and Rohilkhand railway wagons on East Indian railway are	...	...	500
East Indian railway wagons on Oudh and Rohilkhand railway are	...	...	150
			350
			210
			140

East Indian railway calls and Oudh and Rohilkhand railway intimates acceptance of the 140 wagons, therefore in following week, East Indian railway wagons on Oudh and Rohilkhand railway would be increased, and result would probably be as follows:—

At end of week ending 14th January—

Oudh and Rohilkhand railway wagons on East Indian railway are	...	...	550
East Indian railway wagons on Oudh and Rohilkhand railway are	...	...	360
			190

The balance absent would thus be within 210, and there would, therefore, be no wagons to take over. In following week ending 21st January, the East Indian railway wagons accepted in week ending 14th January, would be returning with loads and Oudh and Rohilkhand railway wagons running outwards would consequently be reduced, and result would probably be as follows:—

At end of week ending 21st January—

Oudh and Rohilkhand railway wagons on East Indian railway are	...	...	310
East Indian railway wagons on Oudh and Rohilkhand railway are	...	...	210
			100

The balance absent would thus be still within 210.

10. These figures illustrate two points—

First.—After acceptance of wagons for back loading, wagons so accepted should be included in the calculations for arriving at the excess number absent at the end of a week, and that, therefore, wagons accepted for back loading tend to reduce the excess absent.

Secondly.—That if the excess so arrived at, at the conclusion of the week, is less than 210, the obligation to accept wagons for back loading ceases.

11. Further, our views of the rule XX *a, b, c, d* are—Weekly totals are for current and individual—not aggregate use. That the receiving railway can call on the forwarding railway to accept, within the week, the balance in excess of 210 on the preceding Saturday night, and that if the receiving railway does not tender the full amount within the week its rights during the following week are determined by the next Saturday's figures. Balance in excess of one week is not to be added to balance in excess of the next or subsequent week.

12. In accepting wagons for back loading the number in excess of 210 at the expiry of 48 hours' notice is the number the forwarding railway can be called upon to accept. If, however, this number is larger than the number in excess at the end of the week, the number in excess at the end of the week is the number to be taken over.

13. If before the expiry of 48 hours after the despatch of the notice by the receiving railway, the balance of wagons absent falls below 210, no rebate or mileage charges are due, and the forwarding railway is not bound to take over any wagons from the receiving line.

14. The rule provides that either the forwarding railway intimates acceptance of a sufficient number of wagons to bring the excess within 210 or, failing this, that it pays a rebate of Rs. 2 per wagon per day upon the daily balance in excess of 210 absent.

15. No rebate is payable under any circumstances once acceptance of the back loading principle has been accepted, so that, if after acceptance of call for wagons, it is found that the forwarding railway has no traffic and cannot take over all the wagons, penalty is not recoverable if the forwarding railway should fail to take over the wagons.

16. The forwarding railway is expected, and must, when once it has wagons for back loading, provide loads for the number so far as its traffic will allow, but if traffic falls off, and it cannot absolutely provide loads for all the wagons tendered, its obligation ceases. This naturally will bring the excess within 210, i.e., the forwarding railway is only to accept such number of wagons for back loading as it can utilise or has loads for, and is not bound, after acceptance of call, to accept all the wagons tendered.

17. After acceptance of call to accept wagons for back loading, the forwarding railway intimates the number of wagons it can accept from day to day, until excess is worked off or lapses, and the hour it is prepared to accept them. The receiving railway is bound, therefore, only to supply wagons in such quantities, and at such times as the forwarding railway may intimate: receiving railway cannot send more wagons than are called for.

18. Clause (d) of rule XX provides demurrage rules for wagons taken over to be back loaded under rule XVIII, but apparently the rule does not provide for wagons taken over for back loading and returned empty. On looking into the rules for the cases which are provided, it is obvious that wagons received for back loading, and returned empty, are due on a par with all other wagons similar free time allowances.

19. Conference rule XVIII allows 36 hours at destination for unloading and 24 hours only for reloading; as a matter of fact, however, only 24 hours are necessary for each of the distinct operations of unloading and reloading; but as wagons received loaded are in most cases returned empty without loads, 36 hours have been allowed for unloading, the extra 12 hours being an allowance for train room only and solely; where return loads are available it is unnecessary to make any extra allowance for train room. When a wagon comes empty for a load under clause (d) of rule XX, the allowance obviously must be reversed also, and the 36 hours given for loading.

20. Clearly, therefore, wagons received for back loading, but returned empty, are equally due, like all other wagons, an allowance for train room, and are thus also entitled to an allowance for train room for 12 hours, free of demurrage, plus the running allowance of one hour for every six miles.

NOTE BY THE TRAFFIC MANAGER, INDIAN MIDLAND RAILWAY.

Regulation 22.—Equalisation of stock interchanged. Call by receiving line.

(1) A definite ruling is required as to whether, in arriving at the balance of stock upon which the "receiving" railway may call upon the "forwarding" railway to take empties for back loading under regulation No. 22, Foreign stock, that is, wagons merely passing over an intermediate line, carrying "cross" traffic and not belonging to that railway, and on which mileage is paid to the parent line, are to be taken into account.

(2) This regulation is, it is understood, framed for the equalisation of mileage between the "forwarding" and "receiving" railways, and it is not clear that it was intended to admit of one railway calling upon another railway to receive stock for back loading from its own system to balance stock coming to it from beyond that railway, upon which mileage has been paid to the parent line by the railway so called upon.

(3) The following is an illustration:—

The total stock handed over to the Indian Midland railway by the East Indian railway during a week is, say, 360 wagons made up as under:—

East Indian railway wagons	...	...	90
Oudh and Rohilkhand railway wagons	...	...	150
North Western railway wagons	...	...	120
Total	...	...	360

The number of wagons handed over by the Indian Midland and connected railways to the East Indian railway during the same period was, say 50, of which 40 belong to the Indian Midland railway, and 10 to the Great Indian Peninsula railway.

Deducting these 50 from the total of 360 leaves 310 as the aggregate excess, and to bring the excess within 210, according to the rule, the Indian Midland railway can call upon the East Indian railway to take over 100 empties or a greater number than actually loaded from the East Indian railway to the Indian Midland railway during the preceding week, while the East Indian railway cannot, under the regulations, call upon either the Oudh and Rohilkhand or the North Western railways to take any of these empties, their respective balances being under 210 at the end of the week.

The question therefore is whether, in arriving at a balance, the wagons which the East Indian, and Indian Midland railways have received from beyond their systems are to be taken into account.

It will be seen that if these are not to be added, the Indian Midland railway could not call upon the East Indian railway to take any wagons for back loading; whereas, if they are included, the Indian Midland railway may call upon the East Indian railway to take over a greater number of empties than presumably they could load back from their stations, if the traffic offering was not more than in the preceding week, or to require the East Indian railway to pay the penalty charge on any not loaded back.

(4) Further, no time has been fixed during which the wagons are to be received or handed over by one railway to another under this regulation.

Under the present rules it would be open to a railway, handing over stock, to place at the junction on any one day the total number due, and to demand that the whole be taken over at once.

It should be stipulated that the "receiving" railway might be required to take over the number due at the average per day during a week commencing from say Friday following the week on which the adjustment is made.

Friday is suggested, as three days are allowed [clause (b), regulation 22.] after the close of the week for notice to be given, and 48 hours for its acceptance.

NOTE BY THE AGENT AND CHIEF ENGINEER, BENGAL-NAGPUR RAILWAY.

Rule 21 as proposed to be modified will read as follows:—

"The railway on which through traffic originates shall provide wagons for such traffic. But when the through traffic offering is more than the wagon stock of the sending railway can cope with, it may call on the receiving railway to place a number of wagons at its disposal daily at the junction for traffic to and via the receiving line; and, in the event of failure to comply within one week, the sending railway shall be entitled to charge one and half rupees per diem per ton of wagon carrying capacity short supplied in addition to

ordinary mileage, demurrage and penalty which may accrue under the rules on the stock actually running with through traffic: provided that the receiving railway shall not be required to supply more wagons at each junction than sufficient to maintain an equal interchange of stock at that junction based on the carrying capacity. *Thirty-six hours are allowed at destination for loading wagons under this rule.*

NOTE BY THE AGENT, EAST INDIAN RAILWAY.

Regulation 21 (a).—The intention of this rule to be elucidated by a revision of wording or examples. The main points requiring elucidation are—

I. Whether the right to call can be exercised so long as the wagons of the calling line, whose business it is to provide the wagons for the traffic, are not being unduly detained.

II. Whether in complying with the call, that is in establishing an equalization of carrying capacity exchanged at the junction, stock of the calling line is to be taken into account.

III. The method of calculating the penalty when incurred.

NOTE BY THE AGENT, GREAT INDIAN PENINSULA RAILWAY, DATED THE 11TH JULY 1893.

Mileage on wagons called for.—That the following should be added to Conference Regulation No. 23 namely:—

"No less charge than five rupees or some other agreed minimum amount should be made upon each broad-gauge wagon, and three rupees or some other agreed minimum amount upon each narrow-gauge wagon."

The need for the suggested addition to rule 23 may be illustrated by the following example of a case which lately occurred, when the Great Indian Peninsula railway offered wagons to one of the railways, namely:—

In a recent week the Great Indian Peninsula railway handed over sixty-three wagons for back loading to a neighbouring railway. Out of that number fourteen were returned to the Great Indian Peninsula railway empty.

The amount due to the Great Indian Peninsula railway on each of these empty wagons was three annas, namely, at three-fifths of a pie per ton per mile on five tons for a distance of 12 miles.

The amount earned as mileage by the use of their own wagons instead of those of the Great Indian Peninsula railway was, for an ordinary day with, say only five tons of goods, Rs. 7-4-0.

It was, therefore, to the interest of the Company to which they were handed over to use their own in preference to the Great Indian Peninsula railway wagons. And it is thought that at all events, a more remunerative payment should have been due to the Great Indian Peninsula railway.

Appendix A to Question No. 8 A.

RULE XX OF THE CONFERENCE, 1882. (OLD REGULATION 55.)

XX (a). When the aggregate excess number of wagons absent from any one railway upon any other railway shall exceed two hundred and ten at the end of any week, the receiving railway may call upon the forwarding railway to take over a sufficient number of wagons to bring this excess within two hundred and ten; and in the event of the forwarding railway not intimating, within forty-eight hours after notice of tender by the receiving railway its intention to accept such wagons, a charge of ^{Rs. 2 broad gauge} ^{Rs. 1 metre gauge} per wagon per day shall thereafter be paid as a rebate on mileage by the forwarding railway upon the daily balance in excess of two hundred and ten absent.

(b) No notice shall be valid unless given by wire, or in any other way that may be mutually agreed upon, within three days after the close of a week by the receiving railway of its intention to offer wagons; and the ^{Rs. 2 broad gauge} ^{Rs. 1 metre gauge} rebate shall not be charged until the expiry of forty-eight hours after the despatch of the notice by the receiving railway.

(c) When any two railways have more than one junction with each other, all such junctions shall be regarded for the purposes of this rule as one junction only. But the receiving railway shall only tender at each junction such proportion of the total excess as was received at that junction.

(d) Wagons taken over under the provisions of this rule shall be subject to ordinary mileage and demurrage rules, but no penalty, with the exception that notwithstanding the provision of rules XVII (c) mileage shall be paid on all such wagons in one direction whether with or without a load, the mileage on the wagons, if not loaded, or loaded with less than two tons, being charged as for ^{five tons broad gauge} ^{three tons metre gauge} per wagon.

Extract from the Proceedings of the Railway Conference of 1888.

Resolution No. 26.

Proposed by Major Boughey, seconded by Captain Constable—

That clause (c) of Regulation 55 be modified by substituting for "all such junctions, &c." in the second line to the end of the clause "each junction shall be treated separately."

The Committee divided—

Ayes—12 Votes.

Noes—49 Votes.

	Votes.		Votes.
G. F. O. Boughey (B. ry.),	5	W. S. Betts (S. I. ry.),	4
W. V. Constable (B. N. ry.),	4	W. S. S. Bisset (B. B. & C. I. ry.),	7
R. Gardiner (B. G. J. P. ry.),	3	D. W. Campbell (E. I. ry.),	6
		H. Conder (G. I. P. ry.),	6
		L. Conway-Gordon (State ry.),	6
		F. B. Hanna (Madras ry.),	4
		A. Izat (B. N. W. & R. K. ry.),	5
		J. Lightfoot (N.-W. ry.),	7
		W. B. Wright (I. M. ry.),	4

[Mr. Craik (Southern Mahratta railway) did not vote.]

Proposal disagreed to.

Resolution No. 27.

Proposed by Major Bisset, seconded by Colonel Conway-Gordon—

That clause (c) of Regulation 55 be amended as follows:—

Substitute for the sentence, "but the receiving railway" in the second line to the end of the clause, "But the receiving railway shall tender at each junction only such number of the wagons in excess of 210 as is in proportion to the total number of wagons received at that junction."

Proposal put, and agreed to without dissent.

RAILWAY CONFERENCE, 1893.

A.

*Questions to be placed before the Railway Conference of 1893, for
decision.*

No. 22.

THROUGH BOOKING OF PERISHABLE GOODS.
(Proposed for discussion by the Agent, East Indian railway.)

Q⁴ 51
7323/53

THROUGH BOOKING OF PERISHABLE GOODS.

ISSUE.

Whether a regulation should be introduced to provide that, in through traffic, perishable goods are to be loaded in covered wagons; and that, if such goods are loaded to the junction in open wagons, the transshipment to be at the expense of the forwarding line.

NOTE BY THE AGENT, EAST INDIAN RAILWAY, DATED THE 8TH AUGUST 1893.

Transshipment of open stock at junctions—Conference Regulation 6.

With certain exceptions laid down in this rule, the interchange of goods stock is unrestricted.

2. It is recognized in the regulations that it is desirable to tranship in cases of light loads or where demurrage is likely to accrue if a wagon runs through; but there is no provision as regards open stock. It is, however, clearly undesirable that open stock shall run through with goods liable to damage from exposure, when the receiving railway has covered stock, in which the goods can be carried to destination; and the Conference has recognised the unsuitability of open wagons for interchange by prohibiting the receiving line from tendering open wagons in response to a call, unless they are supplied with proper sheets and ropes—Regulation 21-B.

3. A regulation is suggested restricting the loading of through goods liable to damage from exposure, to covered goods wagons, exceptions being made by mutual agreement. If open wagons are loaded to the junction in the absence of such agreement, transshipment to be at the expense of the forwarding line.

Dr. For the Daily Traffic Receipts at

Station for the month of

COACHING ACCOUNT.

GOODS ACCOUNT.

Date.

Passengers.

Outwards Paid.

Inwards to Pay.

Luggage.

Excess Fares.

Telegraph.

Sundries.

Audit O' under charge

Daily Total

Outwards paid.

Inwards to pay.

Sundries.

Audit Office under-charge.

Daily Total.

Grand Total.

Balance

Rs. A.P.

Rs. A.P.

Rs. A.P.

Rs. A.P.

Rs. A.P.

Rs. A.P.

Rs. A.P.

Rs. A.P.

Rs. A.P.

Rs. A.P.

Rs. A.P.

Rs. A.P.

Rs. A.P.

Rs. A.P.

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30

31

Balance.

TOTAL

RAII

Traffic i

Traffic j

[illegible]

[illegible]

[illegible]

[illegible]

STATIONS.

STATIONS.

ORDINARY.

EXCESS

TROOPS AND POLICE.

1st Class.

2nd Class.

Intermediate Class.

3rd Class.

1st Class.

2nd Class.

Intermediate Class.

3rd Class.

1st Class.

2nd Class.

Intermediate Class.

3rd Class.

Rs.

A. P.

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A. P.

Rs.

A. P.

18

SCRIPTS.

[illegible]

[illegible]

No. 4-B.

WAY.

ok.

the Month of

18

[illegible]

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893,
for decision.*

No. $\frac{8.2}{7323/93}$

No. 26.

PROCEDURE FOR ADJUSTMENT OF CROSS TRAFFIC TRANSACTIONS BETWEEN RAILWAYS.

(Proposed for discussion by the Agent, Bombay, Baroda and Central India railway.)

PROCEDURE FOR ADJUSTMENT OF CROSS TRAFFIC TRANSACTIONS BETWEEN RAILWAYS.

ISSUE.

Whether in the case of through goods traffic the receiving railway, and in the case of through coaching traffic the booking railway, should clear accounts direct with each line over which the traffic has passed, the present practice being for the receiving railway in the case of goods traffic and the booking railway in the case of coaching traffic to clear accounts entirely with the line immediately contiguous, each line in turn passing on the share of the line beyond.

No. 15387 T, dated 12th December 1892.

From—The Agent, Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—The Secretary, Railway Conference.

With reference to your letter No. 38, dated 2nd November 1892, I have the honor to forward herewith copy of a note, together with copies of the correspondence submitted by the Chief Auditor and Accountant of this railway, regarding the proposed change in the procedure for adjustment of cross traffic transactions between railways.

2. The previous correspondence* on the subject was circulated with Government of India, Public Works Department, No. 136 A. R., dated 16th February 1891,

a copy of which may be attached to the paper sent herewith.

NOTE BY THE CHIEF AUDITOR, BOMBAY, BARODA AND CENTRAL INDIA (INCLUDING RAJPUTANA-MALWA) RAILWAY.

Procedure for adjustment of cross traffic transactions between railways.

The present system under which each railway clears its accounts of cross traffic transactions by debiting the line contiguous to it is somewhat crude and cumbersome, as it not only increases the clerical work in the audit office of each intermediate railway, but seriously delays the payment of the amounts due to each line over which the goods have passed. In order to simplify the settlement of accounts, it is proposed that the receiving railway shall clear accounts direct with each of the lines concerned.

2 Under this arrangement, it will be necessary for the receiving railway to prepare a division sheet in multiplex ink of such invoices as have been received, taking as many copies on foolscap paper as there are railways concerned. A copy of this, with a summary of all the sheets, should be sent to each line. The net debit or credit will then be included in the account current, and payment made, or adjustment effected, by *transfer with each line direct*.

3. This change would obviate the necessity of payments being made to contiguous lines for amounts due to connected railways. The accounts would be settled direct, and each railway would receive payment in the month in which the traffic was received at destination.

No. 31-89-6605-M, dated 23rd November 1892.

From—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—The Agent, Bombay, Baroda and Central India railway.

Referring to correspondence ending with my No. M.-1916 of the 13th August last, I beg to state that I have reconsidered the matter and shall be glad if you will kindly refer my proposal regarding the change in the system of adjusting cross traffic accounts to the next Conference to be held in Simla some time in 1893, if you consider it inadvisable to move Government further

in the matter; as it seems to me a pity that, in consequence of the opposition of the Eastern Bengal, North Western, Madras, and now also of the East Indian railway, the change proposed by me should not be given at least a trial, as by far the larger majority of the lines are in favor of it.

I may add that in accordance with the request of Government, as contained in Public Works Department letter No. 136 A. R. of 16th February 1891, I circulated the grounds on which the Madras, Eastern Bengal, and North Western railways objected to adopt my proposal together with my remarks thereon, to afford the lines that had agreed to adopt it in the first instance an opportunity of reconsidering the matter. From the replies received—see accompaniments marked A., B., C., D. and E.—it will be apparent that with the exception of the East Indian, the remaining lines adhere to their former decision in favor of the proposal; the East Indian, as a terminal line, stating that the proposed change would "rather increase their work than otherwise." It will, however, be seen that the Great Indian Peninsula and Indian Midland railways are very strongly in favor of my proposal. Moreover, the South Indian railway Auditor has since stated that he sees no objection to my proposals, and his is a terminal line.

No. , dated July 1892.

From—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—

With reference to my circular letter No. of , containing proposals for a change in the settlement of accounts of cross traffic, I beg to draw your attention to Public Works Department letter No. 136 A. R. of 16th February 1891, and to enquire whether you see anything in the objections raised by the Examiners of the Eastern Bengal, and North Western railways, and the Auditor of the Madras railway to induce you to change your opinion as to the advantage of the proposed change, or whether you consider those objections fairly met by my reply to those officers, together with my No. 11598 of 14th November 1890, as noted in the margin, copies of which were circulated with the Public Works Department letter referred to above.

† My reply to Examiner, Eastern Bengal railway, No. 2312 R.M. of 9th April 1891.
 My reply to Chief Auditor, Madras railway, No. R.M. 1983 of 6th March 1890.
 My reply to Examiner, North Western railway, No. G.1566—1316 of 22nd January 1890.
 My reply to Examiner of Accounts, Bombay, No. M.11598 of 14th November 1890.

I would also draw your attention to copy of my further note of the 7th April 1891, copy of which I enclose, and shall be glad if you will kindly favour me with a very early reply.

Note, dated Bombay the 7th April 1891, by the Chief Auditor and Accountant, Bombay, Baroda and Central India and Rajputana-Malwa railways, on the objections advanced by the Examiners of Accounts, Eastern Bengal railway, and North Western railway, and the Chief Auditor, Madras railway, to the proposed change in the system of adjusting cross traffic transactions between railways.

The objections raised by the Examiner of Accounts, Eastern Bengal railway are as follows:—

- (1) That the change would increase the clerical labour of terminal lines.
- (2) That it would disturb the system of state railway statistics in that weekly agreement between the principal commodity register and the register of goods traffic and traffic book could not be secured as at present.
- (3) That the number of registers of unaccounted invoices would be increased, as it would be necessary to open one for each line with which there is booking instead of one for each contiguous line only as at present.

- (4) That the number of accounts maintained with foreign lines would be similarly increased, which would be accompanied by a corresponding increase in the number of accounts current to be prepared, and the number of balances to be reconciled.

2. As regards (1) the increase in clerical labor in the audit office of a terminal line would scarcely be appreciable, inasmuch as there would be no increase in the number of invoices to be accounted for, and each would be entered only once, just as at present.

The proportions due to the various lines would of course have to be shown, and a separate summary showing the totals of each sheet and the balance due would have to be prepared for each line, but the number of entries in the division sheets would remain unchanged. But, even if it be admitted that the work of a terminal line would be slightly increased by the change, the relief resulting to intermediate lines would be so great as to warrant the adoption of the proposal.

3. With reference to (2) the Examiner appears to attach undue importance to the concurrent posting of the commodity register, and the register of goods traffic and the traffic book. It is a matter of but secondary importance that these figures should be agreed simultaneously with the posting of the traffic book, for this could be effected without any serious inconvenience or disadvantage after the statistical registers were posted on receipt of the original invoices, which, under the proposed arrangement, would be received considerably earlier than at present. This argument has therefore but slight weight as compared with the important advantages claimed for the proposed change, *vis.* (1) the prompt clearance of accounts, and (2) the reduction of clerical labor in the audit offices of intermediate lines.

4. As regards (3) there is no doubt that the number of registers of unaccounted invoices would be increased, but this would not cause any appreciable increase of clerical labor, as the number of entries to be made could not possibly be larger than at present, the only difference being that they would be scattered over a number of registers instead of being concentrated in one or two. It may, however, be pointed out that while there could be no possible increase in the number of these entries, they would in all probability be decreased, for, under the proposed system, invoices would be brought to account so much more promptly that the number of unaccounted ones to be registered would certainly be reduced. A further advantage too, that would result from the change would be that, with the earlier accounting of invoices, the registers would sooner be cleared of outstanding entries, and the number of such entries to be carried forward would be reduced accordingly.

5. As regards (4) the number of accounts-current would also be increased, but this would be more than compensated for by the facility with which the traffic book balances could be analysed, inasmuch as dealing with each line direct would render unnecessary the present elaborate and tedious process of analysis.

6. The main objection to the change advanced by the Chief Auditor, Madras railway, is that while under the present system intermediate lines possess the assurance that no traffic can be brought to account between terminal lines without their receiving their share, this check would be lost were the alteration agreed to. He appears to have entirely overlooked the fact that a *fac simile* copy of every division sheet interchanged between any two terminal lines would be received by every intermediate line concerned, and that all tickets, way bills and invoices would also, as at present, pass through the audit office of each of these lines in rotation, so that there would be no more risk than there is under the present round about system of the intermediate lines not receiving the proper credits. Moreover, the present check by means of junction abstracts would still continue, and afford a further assurance that traffic was being correctly accounted for.

7. The objections raised by the Examiner, North Western railway, which are similar to some of those advanced by the Examiner, Eastern Bengal railway, have not only been disposed of in my previous letters, but are also dealt with in the preceding paragraphs of this note.

8. The proposed change has been favorably received, and agreed to by the Auditors and Examiners of all the lines, except the three above named, and it will, I think, be evident from the foregoing remarks that the objections raised by those three can be easily overcome, and they should not therefore be allowed to stand in the way of the adoption of a system which would prove generally an undoubted advantage over the present system.

No. 507-2240, dated 10th August 1892.

From—The Chief Auditor, Indian Midland railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

With reference to your No. M.-31-89-1678 of the 29th ultimo, I beg to enclose for your information a printed copy of my letter No. 3155 T. A., dated 19th May 1891, to the address of the Agent of this railway, in reply to the Government of India, Public Works Department letter No. 136 A. R., dated 16th February 1891.

No. 3155-T. A., dated 19th May 1891.

From—The Auditor, Indian Midland railway,

To—The Agent, Indian Midland railway.

Your No. 31, dated 11th March, with copies of Government of India letter No. 136 A.—R., dated 16th February, and accompanying correspondence, regarding a proposed modification in the existing procedure of adjustment of cross traffic transactions between railways.

I have carefully studied this further correspondence, and find in it support for the opinion expressed in my letter No. 1011 T. A.,* dated 27th March 1890, as the objections raised by the Auditors of other railways had all been considered by me, and if nothing further can be urged against Mr. O'Connell's proposal, I am of opinion that the changes he suggests in procedure would be attended by positive advantages that outweigh all the drawbacks that are foreseen.

2. The first objection raised by the Acting Chief Auditor, Madras railway, is that the proposal would disturb the present uniform system of dealing with coaching and goods cross traffic. This objection is disposed of by the Bombay, Baroda and Central India railway Auditor's letter No. 11598,† dated 14th November last, in which he proposes to extend the arrangement to coaching traffic also.

3. The second objection urged chiefly by the Examiner of Accounts, Eastern Bengal state railway, is that the alteration would increase work in the case of terminal lines. This objection depends upon the grounds urged by the Examiner in paragraph 3 of his letter No. K-891,‡ dated 28th March 1890, and repeated in paragraph 1 of his letter No. N-1142,§ dated 25th April 1890, viz., that in certain cases the terminal company would have to prepare separate division sheets for each company concerned, in addition to multiple copies.

4. It is no doubt the fact that in such cases a certain portion of the work would be transferred to the terminal line, but still the net result would be a reduction, while in all other cases in which one division sheet would suffice a very great saving of work would undoubtedly be effected.

5. The third objection raised by the Examiner of Accounts, Eastern Bengal state railway, and by the Examiner of Accounts, North Western railway, is that the proposal would increase the number of accounts to be kept, owing to the necessity of opening registers of unaccounted for invoices with, and preparing accounts-current for, each line with which there is through booking, instead of with the contiguous lines only.

6. This objection, so far as the registers of unaccounted for invoices are concerned, is, I think, more apparent than real. At present each company keeps registers of all outward invoices for which credit is not afforded in the division sheets of the contiguous railway for the week in which issued, and these registers are compared with and cleared from the division sheets for subsequent weeks.

7. As, under the present system, credit on account of all invoices passing *via* the same junction is received from the next contiguous railway, it is only necessary to open one head for such invoices. For instance, all invoices from this railway *via* Itarsi, whether to the Great Indian Peninsula, Madras, Bengal-Nagpur or any other railway, are accounted for to us in the division sheets of the Great Indian Peninsula, the next contiguous railway, and it is therefore only necessary to open one head "Great Indian Peninsula" for such invoices.

8. If, however, as under the system proposed by Mr. O'Connell, we received credit for such invoices direct from the company preparing the division sheet, from the Madras railway for instance, in the case of invoices issued to that railway, and not from the Great Indian Peninsula railway, as at present, it is obvious that the invoices would have to be entered under the head of the responsible instead of the contiguous railway. This, however, would not increase the actual number of entries, but only the number of heads, and I cannot regard this as a serious objection.

9. As a matter of fact, the actual number of entries would be reduced for this reason: under the present system invoices issued from say the Indian Midland railway to the Madras railway cannot possibly be accounted for to the Indian Midland railway in the week in which issued, as they are first entered in the division sheet rendered by the Madras to the Great Indian Peninsula railway, and are passed on by the latter railway to the Indian Midland railway in the division sheet for the following week, consequently the invoices have to be entered in the T. A. 6 register. Under the proposed system of direct settlement, however, all such invoices received by the Madras railway in the week in which issued would be accounted for to the Indian Midland railway in the same week, and it would therefore be unnecessary to enter them in the T. A. 6 register.

10. The maintenance of separate accounts for each company in the traffic book, and the preparation of corresponding accounts current, would no doubt somewhat increase that branch of the work, but compensation for this, and also for any extra work incurred in the T. A. 6 register would be found in the more speedy clearance of outstanding invoices.

11. The fourth objection, raised in paragraph 4 of the Examiner of Accounts, Eastern Bengal state railway's letter No. K 891,* dated 28th March 1890, is that the proposed system would cause a difference between the principal commodity register and the register of goods traffic, and the traffic book, as the latter would be posted from the division sheets, and the former from the invoices, which would be two or three weeks later than the division sheets.

12. This objection does not affect the Indian Midland railway, as we do not compare the registers in question with the traffic book, nor do I see that such a comparison is necessary, or that any important object is gained by it.

13. The fifth objection raised by the Acting Chief Auditor, Madras railway, is that the proposed alteration would lessen the means of check intermediate lines now have. I am of opinion, however, that this would not be so. Each company interested in the traffic would receive a *fac simile* copy of the division sheet prepared by the responsible terminal railway, and therefore every entry in that division sheet, whether a current item, or adjustment of a past item, would be open to check by all the intermediate companies, and in addition the invoices and way bills, &c., on which the division sheets are based, would be circulated amongst all the companies as at present, and this I think should be quite sufficient security for intermediate lines.

14. The sixth objection, also raised by the Acting Chief Auditor, Madras railway, is that copies of division sheets in multiple ink will be difficult to prepare, and will not make good permanent records. This idea is, I think, altogether erroneous. Multiple copies can be prepared with little difficulty, and will

*Vide page iv of appendix A to this question.

†Vide page xii of appendix A to this question.

‡Vide page v of appendix A to this question.
§Vide page vi of appendix A to this question.

*Vide page v of appendix A to this question.

remain good records quite as long as it is necessary to keep them. It would make it easier for the railways preparing division sheets of cross traffic, if the blank forms for such traffic were printed in multiple ink. Certain forms in use on English railways are so printed and the plan works well.

No. G. F. 68—155, dated 4th August 1892.

From—The Auditor, Great Indian Peninsula railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

Your No. M. 31-89—1679 of 29th ultimo, re-proposed alteration in the system of dealing with cross traffic invoices.

With reference to your above noted, I beg to enclose copies of my letter No. G. R. 50-5, dated the 10th April 1891, to the Agent of this company, and his letter No. 34-A—5823, dated the 26th May 1891, to the Consulting Engineer for railways, from which it will be seen that your suggestions have been agreed to and I see nothing in the objections referred to, to cause me to change my opinion as to the advantage of the change proposed.

No. G. R. 50-5, dated 10th April 1891.

From—The Auditor, Great Indian Peninsula railway,

To—The Agent, Great Indian Peninsula railway.

Your No. 3678 of 3rd instant.

The Chief Auditor of the Bombay, Baroda and Central India railway referred his proposal to me early last year, and I informed him that, if it were accepted by all railways, I thought it would be an improvement on the present system. I have given the matter further consideration, and am still of the same opinion. The change would result in a saving of labour in this office, and at the same time accounts would be settled more expeditiously, i.e., the accounts would be settled in the same month in which the traffic is received and forwarded.

Mr. O'Connell's proposal was briefly as follows:—That the receiving railway should clear accounts direct with each of the railways concerned, instead of as at present, the receiving railway making payments to the contiguous railways for the amounts due to all connected railways, while the intermediate lines pass on the debits or credits from one connected line to the other.

By the proposed system each railway would receive payment in the month in which traffic passed, whereas at present the forwarding line often does not receive credit for six or seven weeks after the traffic is received at destination.

The arguments for and against are most clearly stated in Mr. Grant's memo. on page 8 of the Government resolution under remark, and the only valid objections, it appears to me, are those in clauses 5 and 6 of his note; but if it be insisted upon that all the invoices, parcels way bills, luggage, horse, carriage and dog, and passenger tickets are submitted to the contiguous railways in succession, until reaching the forwarding or receiving railways, as the case may be, the check should be, under the proposed system, as good as the present one.

With regard to the preparation of the division sheets in multiple ink, I have satisfied myself that this is feasible, and I believe the copies will make good permanent records.

No. 34-A. 5823, dated 26th May 1891.

From—The Secretary to the Agent, Great Indian Peninsula railway,

To—The Consulting Engineer for Railways, Bombay.

With reference to G. R. No. 463 of the 28th February 1891, regarding a modification in the existing procedure of adjustment of cross traffic transactions between railways, I am directed to inform you that the matter has again been carefully considered, and the Auditor is still of opinion that the proposed change would be advantageous.

No. 8162, dated 17th August 1892.

From—The Auditor of Accounts, Bengal and North-Western, and Tirhoot railways,

To—The Chief Auditor, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

Your No. ^{M. 31-89}₁₆₇₉ of 29th July 1892.

In reply to your above, I have the honor to state that this railway has practically no cross traffic at present but I should have no objection to adopt the proposed change provided all the other railways agree to the same.

2. It will however, it is believed, entail more work.

No. ¹⁰⁰⁷⁷_{B. 1005}, dated 12th August 1892.

From—The Auditor, Bengal-Nagpur railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India, (including Rajputana-Malwa) railway.

Reply to your No. ^{M. 31-89}₁₆₇₉ dated 29th July 1892. On reconsidering your proposals and the objections raised thereto, I am of opinion that the changes might well be introduced at least as an experimental measure for six months.

No. T. ¹⁰⁰¹₇₀₈, dated 6th October 1892.

From—The Auditor of Accounts, Rohilkund and Kumaon railway,

To—The Chief Auditor, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

In reply to your No. M. ³¹⁻⁸⁹₁₆₇₉ of 29th July last, I beg to say that the objection referred to therein appears to be fully met by your printed note of 7th April 1891, and that I am entirely in favor of the change proposed by you. ^{Vide pages 2 to 4 ante.}

No. 8571-C., dated 19th August 1892.

From—The Chief Auditor, East Indian railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

Your No. ^{M.T. 1-89}₁₆₇₇, dated 29th July 1892.

In reply to your above I beg to state that the proposals referred to therein would not, it is considered, reduce work on this line, and as the present system of settlement of cross traffic is considered the safer, I am unable to support the proposed change.

No. M. ³¹⁻⁸⁹₁₆₇₇, dated 3rd September 1892.

From—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

To—The Chief Auditor, East Indian railway.

I am in receipt of your No. 8571-C. of the 19th ultimo, and in reply beg to state that, when first I forwarded you a copy of my proposal to change the existing system of dealing with cross traffic invoices, you agreed to adopt it provided all the other lines were willing to accept it also, vide copy of your No. 5861 of 11th July 1890 attached, and in intimating your willingness to accept my proposal you gave me to understand that the move made by me was a step in the right direction. From copies of the correspondence forwarded to you with my No. M.-1677† of 29th July last it must have been apparent that only two railways had anything to urge against the adoption of the proposal, and those were ^{Vide page 2 ante.}

the Eastern Bengal, and North Western railways. Copies of the replies to the objections raised by those lines were also forwarded to you for perusal with my letter cited above.

In view to the benefits that will necessarily follow the adoption of my proposal, I would ask you to be good enough to reconsider the matter, and in making this request would forward for your information copies of the replies received from the Chief Auditor, Indian Midland railway, and Auditor, Great Indian Peninsula railway.

Awaiting the favor of an early reply.

No. 5861, dated 11th July 1890.

From—The Chief Auditor, East Indian railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

With reference to your No. 234-R.-M., dated 1st January last, I beg to say that I consider the proposal made therein a desirable one to adopt, and am prepared to do so provided other railways adopt it also.

I shall be glad to hear when the concurrence of other railways has been obtained, to enable me to make arrangements to introduce the new procedure.

No. 9422-C., dated 8th September 1892.

From—The Chief Auditor, East Indian railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

Your No. M. ³¹⁻⁹⁰₉₉₉₈, dated 3rd September 1892.

I regret that for reasons stated in my No. 8571* of the 19th ultimo, I am unable to support your proposals.

The matter has been very carefully considered here, and it is found that the change would rather increase our work than otherwise.

Please consider my No. 5861 of the 11th July 1890, as cancelled.

APPENDIX A TO QUESTION NO. 26-A.

Procedure for adjustment of cross traffic transactions between railways.

No. 136 A.—R., dated 16th February 1891.

From—The Secretary to the Government of India, Public Works Department.

To—The Governments of Madras and Bombay (Railway), Bengal and the North-Western Provinces and Oudh; the Chief Commissioners of the Central Provinces, Burma, and Assam; the Director General of Railways; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Central Division.

I am directed to forward herewith copy of a letter No. 2680 of the 26th November 1890, with its enclosures, from the Government of Bombay, containing a proposal put forward by the Chief Auditor, Bombay, Baroda and Central India railway, for a modification in the existing procedure of adjustment of cross traffic transactions between railways.

2. From the papers it will be observed that several of the Railway Accounts officers, to whom the proposal was referred by the Chief Auditor, Bombay, Baroda and Central India railway, are not unfavorable to the change, while the Examiners of Accounts, North Western, and Eastern Bengal state railways, and the Auditor of the Madras railway, have raised certain objections to the proposals.

3. It appears to the Government of India that the concurring lines may not have had the opportunity of considering the objections raised by the opposing lines, or that the point of view taken by the opposition may not have occurred to the others, owing to the circumstances of the several lines being so dissimilar.

4. Consequently, the Government of India would, before committing itself to such a radical change in procedure, be glad to see the advantages and disadvantages of the proposed modification discussed more freely, and with that view I am to request that you will distribute the accompanying papers to the railways under your control, for a final recommendation on the subject, and that you will report the same in due course to the Government of India.

No. 2680, dated 26th November 1890.

From—The Under Secretary to the Government of Bombay, Public Works Department, Railway Branch,

To—The Secretary to the Government of India, Public Works Department.

In forwarding herewith, for the consideration of the Government of India, copies of the marginally noted correspondence regarding proposal put forward by the Chief Auditor, Bombay, Baroda and Central India railway, for the alteration of the present system of adjustment of cross traffic transactions between railways, I am directed to point out that the scheme is unworkable unless all the railways agree to it, and that there are at present three dissentients, *viz.*, the Eastern Bengal, and North Western, and Madras railways.

No. 6685 T., dated 30th May 1892.

From—The Acting Agent, Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—The Consulting Engineer for Railways, Bombay.

I have the honor to forward herewith, for the consideration of Government, copies of the correspondence submitted by the Chief Auditor and Accountant of this Company, on the subject of alteration of the present system of adjustment of cross traffic transactions between the railways concerned. The

APPENDIX A TO QUESTION NO. 26-A—contd.

proposal of the Chief Auditor and Accountant has been generally agreed to by most of the Indian railways, the only dissentients being the Eastern Bengal, North Western, and Madras railways.

No. 3676—90 M., dated 23rd May 1890.

From—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—The Acting Agent, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

I beg to forward herewith in triplicate copy of a circular letter addressed to the different Indian railways regarding a proposed alteration in the settlement of the proportion of receipts due to the various companies concerned in through traffic, with copies of the replies received thereon. It will be seen that the following railways are in favour of my proposal:—

Bengal and North-Western railway.

Bengal Nagpur railway.

Rohilkund and Kumaon railway.

Jodhpore railway.

Bhavnagar-Gondal-Junagarh-Porbandar railway.

East Indian railway.

Indian Midland railway.

Great Indian Peninsula railway.

But the Eastern Bengal, the North Western, and the Madras railways dissent. I do not think that the objections raised are insuperable, while the benefit that will accrue to the railways in general will more than compensate for any disadvantage to one or two individual terminal lines.

I would therefore request that my proposal may be forwarded to Government for consideration.

Circular letter.

From—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—The Accounts Officers of Indian railways.

Re proposed alterations in the system of dealing with invoices for cross traffic in weekly goods division sheets.

The present method of dealing with cross traffic invoices appears to be unsatisfactory, for it not only increases the clerical work in the audit office of each intermediate railway to a considerable extent, but seriously delays the payment of the amounts due on account of such traffic. Moreover, each intermediate line has to deal with the shares due to each line over which the goods have been carried in the same manner as the destination line which apportions the freight due to each railway in the first instance.

2. Under the present system, it frequently occurs that forwarding lines are not credited with their shares until six or seven weeks after the traffic was received at destination. This period of delay increases in proportion to the number of lines over which a consignment is carried.

3. To simplify and expedite the settlement of accounts, I beg to propose that the receiving railway should clear accounts direct with each of the lines concerned.

APPENDIX A TO QUESTION NO. 26-A—contd.

4. Under this arrangement it would be necessary for the receiving railway to prepare a division sheet in multiplex ink of such invoices as have been received taking as many copies on foolscap paper as there are railways concerned in the division sheets.

A copy of this with a summary of all the sheets should be sent to each line. The net debit or credit will then be included in the account-current, and payment made or adjustment effected by *transfer with each line direct*.

5. This change would obviate the necessity of payments being made to contiguous lines for amounts due to connected railways. The accounts would be settled direct, and each railway would *receive payment in the month in which traffic was received at destination*.

6. I shall be glad to have your consent to this proposal, with a view to the change being introduced at as early a date as possible.

No. G. 1216, dated 16th December 1889.

From—The Manager, Jodhpore railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

Your letter No. G. 1216, dated 14th December 1889.

I am prepared to agree to the arrangement you propose, if the other railways do. It will, however, be more troublesome to this line than the present arrangement of making payments in a lump sum through the Rajputana-Malwa railway. This being a Native State, there are no banks or Government treasury, and the making of payment direct to each of the railways you mention will be a little inconvenient.

No. 245 B., dated 20th December 1889.

From—The Examiner of Accounts, Bhavnagar-Gondal-Junagarh-Porbandar railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

Your No. G. 1216-25028, dated 14th December 1889.

With reference to your above, I have the honour to inform you that if the Great Indian Peninsula, and North Western railways agree to the proposal referred to therein, undersigned has no objection to adopt the same.

No. G. F. 52—284-2029, dated 7th February 1890.

From—The Auditor, Great Indian Peninsula railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

Proposed alteration in the system of dealing with invoices for cross traffic in weekly goods division sheets.

Your No. R. M. 1047 of 5th instant.

With reference to your above I fully understood your proposal, and am of opinion it would be an improvement, provided it is carried out by all railways.

Extract, paragraph 2, from letter No. G. F. 52-103—2029, dated 20th January 1890, from the Auditor, Great Indian Peninsula railway, to the Chief Auditor and Accountant, Bombay, Baroda and Central India railway.

Your No. G. 1216—25026 of 14th ultimo.

2. The plan proposed by you would give this office less trouble, but I am doubtful whether tissue copies of division sheets would be of use; if however

APPENDIX A TO QUESTION NO. 26-A—contd.

we made hand-copies, the proposal would still be an improvement provided it were carried out by all railways.

No. T. 677—1105, dated 8th February 1890.

From—The Auditor of Accounts, Rohilkund and Kumaon railway.

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

I am in receipt of your No. R. M. 230 of the 10th ultimo, and, as far as it is understood, the procedure advocated would apparently not decrease the work of this office, but if it has the assent of all other railways I shall be glad to follow it.

No. 3530 B.G., dated 21st February 1890.

From—The Joint Auditor and Examiner of Accounts, Bengal-Nagpur railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

Re proposed alteration in the system of dealing with invoices for cross traffic in weekly goods division sheets.

With reference to your letter No. 235 R.M., dated 10th ultimo, I have the honour to state that the accounts of this railway are kept under the order of Government of India on the system in force for state railways in India. If the Government of India approves of the change, the proposed system can be introduced here also.

Extract, paragraph 1, from letter No. 1301 G., dated 2nd April 1890, from the Joint Auditor and Examiner, Bengal and North-Western railway, to the Chief Auditor and Accountant, Bombay, Baroda and Central India railway.

Proposed alteration in the system of dealing with invoices for cross traffic in weekly goods division sheets.

1. I have had under consideration your No. 231 R. M. of 10th January last relating to the above subject, and in reply I beg to say that I shall be glad to adopt the procedure proposed by you from as early a date as may be practicable, provided that it is agreed to by all other railways, and provided that the principle of adjustment in question is also made applicable to coaching traffic accounts.

Extract, paragraph 5, from letter No. 1011 T. A., dated 27th March 1890, from the Auditor, Indian Midland railway, to the Chief Auditor and Accountant, Bombay, Baroda and Central India railway.

5. With regard to your letter No. 239 R. M., dated the 10th January last, proposing certain alterations in the system of dealing with invoices for cross traffic, in the goods division sheets, I quite concur in your opinion that the present method of dealing with these invoices is unsatisfactory, and I should be prepared to support any alteration on the lines suggested by you with a view to a reduction in time and labour at present involved in the settlement of cross traffic accounts.

APPENDIX A TO QUESTION NO. 26-A—contd.

Extract, paragraph 1, from letter No. 1852, dated 7th May 1890, from the Assistant Auditor, Goods audit department, East Indian railway, to the Chief Auditor and Accountant, Bombay, Baroda and Central India railway.

Proposed alterations in the system of dealing with invoices for cross traffic.

Your No. R.M. 3464 of 30th ultimo.

1. I regret the delay in replying to your letter. I am in favour of the proposal, but I cannot write you definitely on the subject until I practically see how copies of the statements are obtained. I will write you again as soon as I am in a position to do so.

No. K. 891, dated 28th March 1890.

From—The Examiner of Accounts, Eastern Bengal state railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

Proposed alterations in the system of dealing with cross traffic invoices in weekly goods division sheets.

I have the honour to acknowledge receipt of your letter No. 237 of 10th January last, and to state that I have fully considered the reasons you assign for altering the present procedure in connection with the adjustment of cross traffic transactions, and find that the proposed alterations, instead of reducing work, would increase it and entail additional expense in clerical labour and stationery.

2. Desirable as it is that cross traffic should be adjusted as expeditiously as possible, still I apprehend that the advantage would be secured at a cost incommensurate with its importance, and I regret therefore I cannot agree to the procedure you recommend for the following reasons.

3. The preparation of division sheets in multiplex ink would save labour only in the case where three lines were concerned and the traffic always passed through the same junctions, but in the case of a terminal line, say, Darjeeling-Himalayan railway, which under present procedure prepares only one division sheet with the Eastern Bengal state railway for traffic booked to it from the Bombay, Baroda and Central India, the Oudh and Rohilkhand, the Great Indian Peninsula, and the Tirhoot lines, it would, under the proposed procedure, have to prepare separate division sheets for each of the above railways in addition to multiple copies for each of the above lines and for the Eastern Bengal state railway and East Indian railway.

4. According to state railway procedure the weekly total of the principal commodity register form 10 St. should agree with those of the register of goods traffic form 7 St. and the traffic book, and as the original invoices would not be received by intermediate lines with the division sheets of cross traffic received from terminal railways, the commodity register form 10 St. could not be concurrently posted, and there would consequently be a difference every week between this register and the traffic book in which latter the amounts of cross traffic would have been taken to account.

5. State railways include in their weekly earnings their share of outward traffic, both paid and to pay, *vide* paragraphs 52 (b) and 61 of Public Works Department code, volume IV, chapter II, so that if the traffic originating on a state railway and passing over several lines were accounted for by terminal lines, it would be necessary to open as many registers of unaccounted-for invoices (T. A. 6 and T.A. 6A.) as there are lines with which through booking exists in addition to those kept for contiguous lines.

6. At present weekly balances of through traffic account are struck in the traffic book for contiguous foreign railways only, and are reconciled with the

APPENDIX A TO QUESTION NO. 26-A—*contd.*

T.A. 6 and T.A. 6A registers, but the proposed arrangement would require that accounts should be maintained and balances reconciled for all lines with which through traffic is exchanged, which would be a very laborious task, and accounts current would similarly have to be prepared for all these lines in addition to contiguous lines with which alone our present system of accounts is concerned.

No. 2812 R.M., dated 9th April 1890.

From—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—The Examiner of Accounts, Eastern Bengal state railway.

With reference to your letter No. 891 K. of 28th ultimo, I would beg to explain that the change proposed would not affect the preparation of division sheets for traffic booked from stations on the next contiguous lines, but only those for such traffic as was carried over three or more lines.

2. The division sheets which would be prepared under the multiplex system would be for items which under the present system are paid to the next line or lines, and so on. The object in view is (1) to save this repeated entering of an invoice, way bill, or ticket by each audit office till all the railways over which the traffic has been carried have been paid, and (2) to permit of all the railways receiving payment for their shares in the same week in which the destination or forwarding railway (as would be the case in passenger bookings) accounted for the traffic.

3. The labour and expense in preparing multiplex division sheets is estimated to be about 10 per cent. more than the preparation of such sheets under the present system, while there would be a saving both in the preparation of the cross traffic division sheets (which require to be carefully prepared to prevent the short and excess credit to the next contiguous lines) as well as in the analysing of the balances in the traffic book.

4. The objection made that the statistics would not agree with the amounts of the traffic book cannot be looked upon as serious, as the completion of the statistical data is generally fifteen to thirty days behind the completion of the time the invoices would be sure to arrive.

5. I have no hesitation in stating that terminal railways which can have no cross traffic are not benefited to the same extent as those which are situated as the Rajputana-Malwa railway is, but all have the advantage of receiving payment for traffic booked beyond the next contiguous railway at a much earlier period than under the present system.

No. N. 1142, dated 25th April 1890.

From—The Examiner of Accounts, Eastern Bengal state railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

I have the honour to acknowledge receipt of your letter No. R. M. 2812, dated the 9th instant, and in reply to state that before replying to your No. 237 of 10th January last, on the subject of your proposed alteration in the system of accounting for cross traffic, I took much pains to examine the question as it affects our state railway system of statistics, and also as it affects a terminal line illustration I took the case of the Darjeeling-Himalayan railway which under the proposed system would have to prepare in respect of cross traffic of the Eastern Bengal state railway four separate division sheets in addition to the multiple copies of each for the Eastern Bengal, and East Indian railways, whereas under

APPENDIX A TO QUESTION NO. 26-A—*contd.*

the present system it prepares only one division sheet for all traffic passing on to it from the Eastern Bengal railway, whether the traffic originated on that line or passed over it from the East Indian railway and connected lines. I showed that, whether from the point of view of statistics or that of reduction of work, the proposed system had in my opinion nothing to recommend it, and I can discover nothing in your letter under acknowledgment to lead me to alter the opinion I have already expressed.

2. As regards your paragraph 1, I beg to point out that it is nowhere stated in my letter No. 891 K. of 28th ultimo, that the proposed arrangement would affect the preparation of division sheets for traffic booked from contiguous lines, I am quite aware that it would not.

3. As regards your paragraph 2, I have only to refer you to paragraph 3 of my letter, and to add that since companies do not now receive interest on their revenue balances as they used to do formerly, the question of early payment is of no great importance, as the balance of cross traffic on most lines is microscopically small relatively to its ordinary traffic.

4. As regards your paragraphs 3 and 4. These are fully disposed of in paragraphs 3 to 6 of my letter, which shows clearly that the proposed system would be most inconvenient for our state railway system of statistics.

5. As regards your paragraph 5, I would ask you to re-peruse paragraph 3 of my letter which shows distinctly that terminal railways, instead of being benefited by the proposed change, would be distinctly burdened with additional work, except in the very exceptional case referred to in the first part of my paragraph 3.

Memorandum by the Acting Chief Auditor, Madras railway, giving his remarks on the Bombay, Baroda and Central India railway Chief Auditor's proposed alteration in the system of dealing with invoices of cross traffic in weekly goods division sheets, received by the Chief Auditor, Bombay, Baroda and Central India railway, under his No. F. G. 578-3 459, dated 11th February 1890.

Provided that proper checks can be devised, there is a great deal to be said in favour of the proposal. The delays in accounting for traffic are greater even than as stated in paragraph 2 of the Bombay, Baroda and Central India Chief Auditor's letter. There are many items of traffic not accounted for to this company until the second or third month after date of issue.

Statements prepared by copying from multiplex ink would not furnish a permanent record, but the additional labour involved in preparing division sheets of this traffic for each railway interested would be compensated for by our not having to deal with traffic in which we are only interested as an intermediate company, for which at present we have to prepare division sheets. So that the question of labour would not stand in the way of accepting Mr. O'Connell's proposal.

It would, however, be inadvisable to alter the present method of dealing with cross traffic in the case of goods and not in that of coaching traffic. There is quite as much delay in accounting for the latter as for the former, and we must have uniformity of procedure.

The following are considered the chief objections to the proposal:—

Under the present system we are assured that the *other* terminal railway (that is the forwarding railway in the case of goods, parcels, &c., and the receiving railway in the case of passengers, &c.), cannot receive its proportion without the intermediate railway is first paid out. If the alteration is agreed to, this check will be lost to the intermediate railway, and for passenger, &c., traffic no other check could readily be substituted for it. In the case of goods and parcels traffic, there would still remain the check with the junction abstracts, but our experience is that these abstracts are unreliable. For instance, during the four months July to October 1889, no less than 175 invoices were omitted from the junction abstracts of cross traffic submitted by Guntakal, the staff of which station is not controlled by the Madras railway.

APPENDIX A TO QUESTION NO. 26-A—*contd.*

If the Chief Auditor, Bombay, Baroda and Central India railway, can suggest any method of overcoming these objections, we shall be glad to fall in with his proposal.

No. R. M. 1983, dated 8th March 1899.

From—The Chief Auditor, Bombay, Baroda and Central India, (including Rajputana-Malwa) railway.

To—The Acting Chief Auditor, Madras railway.

With reference to your letter No. F. G. 578-3-459 of the 11th ultimo, I beg to enclose herewith two samples of division sheets copied in multiplex ink which will show that there is no reason to suppose that this system of copying cannot furnish a permanent record, and to observe that by taking two negatives instead of one a much larger number of copies can be obtained.

The chief objection brought forward to the introduction of the proposed change, *viz.*, that intermediate lines would be unable to exercise that control over the proportions due to them as they are now able to do, is entirely removed by the multiplex system of copying, inasmuch as the railway preparing the division sheet will send a facsimile copy of the sheet to each of the lines concerned, so that the sheet sent to the forwarding railway would be just like the one furnished to each of the intermediate lines, and under this arrangement the check exercised at present would not be given up.

To illustrate this more fully, suppose a consignment were booked from Lahore to Poona. Under the present arrangement the Great Indian Peninsula railway cannot afford credit to the North Western railway until the Bombay, Baroda, the Rajputana-Malwa, and the East Indian railways have had their respective shares. The proposed system contemplates that credits to each of the lines concerned should be afforded simultaneously by the Great Indian Peninsula railway which would furnish a facsimile copy of the sheets to each of the intermediate lines as would be sent to the North Western railway.

Suppose, for the sake of argument, that the junction abstracts are unreliable as stated, the fact of their being compared with the entries in the division sheets would be a further check, although this may not be necessary in all cases, inasmuch as the original invoices would still be received and at a much earlier date owing to their not being detained for a whole week in the audit office of each intermediate line.

No. F. G. 3-578-162, dated 9th May 1899.

From—The Acting Chief Auditor, Madras railway.

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India, (including Rajputana-Malwa) railway.

Proposed alterations in the system of dealing with invoices of cross traffic in weekly division sheets.

Your No. R. M. 3461 of 30th ultimo.

I regret that I cannot see my way to adopt your proposal. Under it, the only check of the intermediate companies in the event of traffic being omitted would be by the Junction abstracts, and it has been shown that they cannot always be relied upon.

The disturbance of the present uniformity of system in dealing with coaching and goods traffic is another, although slighter, objection.

No. 80 M., dated 4th January 1899.

From—The Examiner of Accounts, North Western railway.

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

With reference to your No. G. 1216-25027 of 14th December, I have the honour to state that under state railway rules the home line proportion of all

APPENDIX A TO QUESTION NO. 25-A—*contd.*

invoices issued to foreign railways is credited to revenue in the week in which the invoices are issued, and of cross traffic in the week in which the invoices pass on the home railway (*i.e.*, in our case, on to the North Western railway), so that, so far as the Revenue Account of a state railway is concerned, it is not of very material importance when the invoice is taken to account.

There is a further objection to your proposal, and that is that, although the amount would be credited to the most distant railway in the week in which the invoice reached destination, yet that railway could not finally adjust the item in its accounts until receipt of the invoices which would follow the course they do now and would not reach the issuing railway any sooner than they do at present. It would also be necessary for each railway to enter these invoices in its division sheet or to prepare a separate list of them when passed on, to prevent their being mislaid, or to trace them in case they are. If not so entered, they may be left behind, thus causing further delay besides correspondence.

In regard to the multiplex system of copying advocated, this is very difficult of application where forms with numerous columns are concerned, as the form cannot be prepared in this manner, and will not copy off with the entries made in copying ink.

On this line the proposed alteration would not reduce the work (in fact it would to some extent increase it if a separate division sheet has to be compiled for each railway instead of the three contiguous lines), and it would largely increase the number of accounts having to be opened for each railway instead of only with each contiguous railway.

It would not be to the advantage of this railway to adopt the proposed change. A similar proposal was mooted on the Sind, Punjab and Delhi railway some years ago, but did not then find favour.

No. 1566—1216 G., dated 22nd January 1899.

From—The Chief Auditor, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

To—The Examiner of Accounts, North Western railway.

With reference to your No. 80 M. of 4th instant, I beg to make the following observations.

Paragraph 1.—Although under state railway rules, Revenue is credited with freight on invoices in the week in which they are issued or pass the home line, it is evident that the accounts are not cleared until the invoices are finally included in division sheets received from contiguous lines. This is a great drawback, for, although the amounts are shown as earnings, there is no corresponding money to the credit of the home line. The date on which invoices are brought to account by destination railways is a very important factor, inasmuch as it places to the credit of intermediate lines the amounts due to them in the week in which traffic is brought to account.

Paragraph 2.—There is no reason why the most distant railway should not be able to adjust the items in its accounts for the same week, as the proportion, as credited, should be taken as correct, pending receipt of invoices, any adjustment due to short or excess credits being made subsequently. Even at present the same procedure is followed as regards adjustments, and the non-receipt of invoices can be no bar to the proposed arrangement. There is every reason to believe that invoices will reach the forwarding railway much sooner than at present, for no division sheets will have to be prepared from them by intermediate lines, and there would be no occasion for their detention beyond the time required for extracting information for statistical purposes (say a day or two at most instead of a week as at present).

There would be no necessity for intermediate lines to enter the invoices in their division sheets, it being sufficient to quote the week in which the invoices were received at the destination railway. In this way no difficulty would arise in tracing them.

APPENDIX A TO QUESTION NO. 26-A—*contd.*

Paragraph 3.—The multiplex system of copying is very simple in its application when understood, and with a little experience works admirably. No matter how large the number of columns there may be in a form, there would be no difficulty in taking impressions. It should, however, be borne in mind that the form of division sheets may also be printed in *copyable* ink, so as to give impressions of the form as well (see enclosed, which is one of a dozen copies taken from the same division sheet).

Paragraph 4.—Although the work may not be reduced on the North Western railway under this arrangement, there is no reason why the clerical labour should not be lessened in the audit offices of intermediate railways. Assuming, however, for the sake of argument, that work would not be reduced, the simple fact of the accounts being *readily* cleared should in itself, I think, be a sufficient inducement to all to accept the proposal, inasmuch as it is a matter in which the interests of all the lines in India are concerned. There is no doubt that the number of accounts with foreign lines in the traffic book would be increased; but as against this the work of analysing balances, which is very heavy indeed on this railway, would be done away with altogether.

Under the circumstances explained above, I trust you will please reconsider your decision, and let me hear from you early.

No. 1780 M., dated 19th February 1890.

From—The Examiner of Accounts, North Western railway,

To—The Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

With reference to your No. 1566—1216, dated 22nd January, I have the honour to remark while admitting that the proposal you put forward would reduce the length of the analysis necessary to prove the accounts with foreign railways, it would increase the number of accounts to be maintained, with correspondence &c., in each office which would, I think, more than balance the benefit referred to.

In the matter of reduction of work in copying the entries of cross traffic in each office I find that in two months (November and December last) the entries in the several division sheets in my office are as follows:—

Division sheet.	Total number of entries.	Number of invoices with contiguous lines only.	Cross traffic invoices.	Number of the cross traffic invoices, that concerned the B., B. and C. I. railway
North Western railway to East Indian railway ...	7,587	5,266	2,321	1,316
North Western railway to Bombay, Baroda and Central India railway ...	1,941	1,766	175	...
North Western railway to Oudh and Rohilkhand railway ...	3,286	3,000	286	...
East Indian railway to North Western railway ...	10,091	4,490	5,601	3,807
Bombay, Baroda and Central India railway to North Western railway ...	1,829	1,731	98	...
Oudh and Rohilkhand railway to North Western railway ...	3,312	2,835	477	...

Of the cross traffic invoices in North Western railway division sheets to the East Indian railway about a tenth have passed over more than three lines, and of those in the East Indian railway division sheets about a fourth. This seems to prove that as the system proposed would not, as stated before, reduce the work in my office, it would likewise not make any very material difference in other offices having transactions with North Western railway.

APPENDIX A TO QUESTION NO. 26-A—*contd.*

No. 5717, dated 29th July 1890.

From—The Consulting Engineer for Railways, Bombay,

To—The Agent, Bombay, Baroda and Central India, (including Rajputana-Malwa) railway.

In reply to your No. 6565 T., dated 30th May 1890, forwarding, for consideration, copies of correspondence regarding alteration of the present system of adjustment of cross traffic transactions, I have the honour to forward herewith a copy of a note by the Acting Examiner of Guaranteed Railway Accounts on the subject, and to suggest that the matter be held over till Mr. O'Connell's return.

Note, dated the 23rd July 1890, by Mr. A. Grant, Officiating Examiner of Guaranteed Railway Accounts, Bombay.

The state railway rule for the adjustment of traffic carried over more than two lines is based on the following principles, *viz.*:—

- (1) That each line carries out the adjustment, or, in other words, clears the accounts of such traffic only with the railway with which it is *immediately* contiguous;
- (2) that on the *forwarding* line devolves the adjustment of the coaching traffic except parcels, whilst the adjustment of parcels and goods devolves on the *receiving* line; and
- (3) that it is the duty of the intermediate line to pass on the debits or credits on account of the foreign proportions of its cross traffic from one connected line to the other.

These principles are accepted by all guaranteed lines, but the Chief Auditor, Bombay, Baroda and Central India Railway Company, in view to simplify and expedite the settlement of accounts of cross traffic in goods, proposes that the receiving line should clear the accounts *directly* with *each of the lines concerned* preparing for this purpose as many copies of division sheets in multiple ink as there are railways concerned in the division sheets. These division sheets, it is proposed, should be sent with a summary of all the sheets to each line. The net debit or credit will then be included in the account-current, and the payment will be made to, or the adjustment effected by transfer with, each line direct.

2. The advantages claimed for the system are:—

- I. The accounts will be settled expeditiously in the month in which the traffic was received at destination, and forwarding lines will not have to wait, as at present, for their shares of such traffic for six or seven weeks after the traffic was received at destination.
- II. It will save the repeated entry of an invoice by each audit office of all the railways over which the traffic has been carried, and will obviate the necessity of payments being made to contiguous lines for the amounts due to connected lines, as the accounts will be settled direct with each railway.
3. The following objections have been raised against the proposal, *viz.*:—
 - I. It will disturb the present uniform system of dealing with coaching and goods cross traffic;
 - II. It will increase work in the case of terminal lines;
 - III. It will largely increase the number of accounts to be kept on *all* lines as it would be necessary to open as many registers of unaccounted-for invoices as there are lines with which there is through booking in addition to those hitherto kept for contiguous lines only. The number of accounts-current will also be similarly increased;
 - IV. It would affect the state railway system of statistics, and cause a difference every week between the principal commodity register form 10 St. and the register of goods traffic form 7 St. and the traffic book;

APPENDIX A TO QUESTION NO. 26-A—*contd.*

V. It would lessen the means intermediate lines now have of checking the proportions due to them; and

VI. Copies of division sheets in multiple ink will be difficult to prepare, and will not make good permanent records.

4. The Chief Auditor has not answered the first objection which I consider the most important of the lot, and I am of opinion that the case should be held over to Mr. O'Connell's return from leave in order that he may clear up this difficulty and submit his proposals, if he has any, regarding coaching cross traffic as well.

5. If the proposals are intended to embrace coaching cross traffic, then I am of opinion (1) that an intermediate line, like the Rajputana-Malwa railway for instance, would be distinctly benefited by the system of adjustment now proposed, and (2) that all lines would secure by it a more expeditious settlement of accounts and a much simpler method of accounting. A terminal line like the Darjeeling-Himalayan railway, without any cross traffic, would have its work increased, but the proposals will decrease work on most lines and thus be of advantage generally. The other objections to the proposals are not of much consequence. The agreement between statistical registers may, if not feasible weekly, be effected at longer intervals, while the facsimile copy of division sheets would supply all the means the intermediate lines require for checking proportions of traffic due to them. The Chief Auditor has had samples of division sheets copied in multiple ink, and he has no reason for supposing that this system of copying cannot furnish a permanent record.

6. I am of opinion therefore that the proposals may be recommended for favourable consideration of the Government of India, if they embrace cross traffic in connection with coaching transactions.

No. 13402 T, dated 17th November 1890.

From—The Acting Agent Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—The Consulting Engineer for Railways, Bombay.

With reference to your No. 5717, dated 29th July 1890, I have the honour to forward herewith copy of the Chief Auditor's letter No. M. 11598, dated 14th November 1890, regarding the proposed alteration in the method of adjusting cross traffic transactions between Indian railways.

No. M. 11598, dated 14th November 1890.

From—The Chief Auditor and Accountant, Bombay, Baroda and Central India, (including Rajputana-Malwa) railway,

To—The Acting Agent, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

With reference to paragraphs 4 and 5 of the note by the Acting Examiner of Guaranteed Railway Accounts, Bombay, on the subject of the proposal made by me regarding an alteration in the method of adjusting cross traffic transactions, which was returned to you under this office endorsement No. M. 7309 of 7th August last, I beg to remark, in reference to the first objection advanced against the proposal in paragraph 3 of the Examiner's note, and which from his remarks in the two following paragraphs he would appear to regard as the only valid objection to its adoption, that the proposal is intended to apply in the case of coaching traffic also, the transaction relating to which will be cleared by the booking railway, in the method indicated, direct with each line concerned, except in the case of parcels traffic which will be dealt with in the same way as goods. It will thus be seen that the general rule now in force as to the line on which the duty of clearing accounts for the various descriptions of traffic devolves will not be interfered with.

APPENDIX A TO QUESTION NO. 26-A—*contd.*

Abstract of replies to letter No. 136A.—R., dated the 16th February 1891, from the Secretary to the Government of India, Public Works Department.

From	Abstract of replies.
Chief Commissioner of Assam	States that as there is no cross traffic on the railways of this Province, the question has not been gone into.
Chief Commissioner of Burma	The Examiner of Accounts, Burma state railway, states that as this railway has no through traffic transactions it is not interested in the question, and gives as his personal opinion, that a few weeks' delay in the adjustment of these transactions is not of sufficient importance to justify extra labour and expense, which the proposal in question must necessarily involve.
Government of Madras	Forwards the following opinions:— The Traffic Manager, Madras railway, thinks the Chief Auditor has fairly stated the objections to the proposal. The Chief Auditor, Madras railway, is of opinion that the only satisfactory settlement of cross traffic that could be accepted by all railways without verification would be its division by a railway clearing house, and failing this that the present method is more satisfactory than that proposed, <i>vide</i> letters on page xvi <i>infra</i> . The Examiner, Guaranteed Railway Accounts, Madras, is in favour of the proposal. The Chief Auditor, South Indian railway, is not opposed to the introduction of the proposed system for reasons given in letter on page xvi <i>infra</i> .
The Government of Bombay	Forwards the following opinions:— The Manager and Executive Engineer, Morvi railway, is not in favour of the proposed procedure for adjustment of cross traffic transactions. The Examiner of Accounts, Bhavnagar-Gondal-Junagarh-Porbandar railway remarks on the difficulty of dealing with connected lines in Native States under the proposal and on the additional expense involved, and, for reasons given, adds that the advantage that each railway would receive payment in the month in which the traffic was received at destination is a nominal one <i>vide</i> letter on page xvii <i>infra</i> . The Auditor, Southern Mahratta railway, does not agree to the proposal for the reasons given in his letter on pages xvii and xviii <i>infra</i> . The Secretary to the Agent, Great Indian Peninsula railway, states that the matter has again been carefully considered, and that the Auditor is still of opinion that the proposed change would be advantageous.
Government of Bengal	Forwards the following opinion:— The Managing Agents, Deoghur railway, state that they are bound to agree with the opinion of the East Indian railway as their accounts are audited by that railway.

APPENDIX A TO QUESTION NO. 26-A—*contd.*

Abstract of replies to letter No. 136 A.—R., dated the 16th February 1891, from the Secretary to the Government of India, Public Works Department.—contd.

From	Abstract of replies.
Government of Bengal— <i>contd.</i>	The General Manager and Chief Engineer Darjeeling-Himalayan railway, gives reasons why the proposed system could not be adopted, <i>vide</i> letter on page xix <i>infra</i>. The Manager, Nalhati state railway, agrees with the Examiner of Accounts, Eastern Bengal state railway. The Examiner of Accounts, Eastern Bengal railway, does not agree with the system proposed, <i>vide</i> letter on pages xx and xxi <i>infra</i>.
The Consulting Engineer to the Government of India for railways, Calcutta.	Forwards the following opinions:— Neither the Government Examiner of Accounts nor the Agent of the East Indian railway is in favor of the proposed system, <i>vide</i> letters, on pages xxi and xxii <i>infra</i>.
The Consulting Engineer, Central Division.	Forwards the following opinions:— The Agent and Chief Engineer, Bengal-Nagpur railway, sees no valid objection to the introduction of the system proposed. The Examiner of Accounts, Bengal-Nagpur railway, considers that the proposed system, if introduced, would simplify and expedite the settlement of accounts on the Bengal-Nagpur, and other lines similarly circumstanced, though on other lines the benefit would be more nominal than real. The Government Examiner of Accounts, Indian Midland railway, considers that the system proposed would greatly facilitate the adjustment on intermediate railways like the Indian Midland, though its advantage to terminal lines is not apparent. The Agent, Indian Midland railway, concurs with his Auditor's views on the question, which are that the changes suggested by the Chief Auditor, Bombay, Baroda and Central India railway, would be attended by positive advantages. The Chief Auditor also comments on the objections raised against the proposal, <i>vide</i> letter on pages 4 to 6 of this question.
The Director General of Railways.	Forwards the following opinions:— The Manager, and Examiner of Accounts, North Western railway, do not agree to the proposed system, for reasons given in letters on pages xxii and xxiii <i>infra</i>. The Auditor, Oudh and Rohilkhand railway for reasons given, states that he would agree to the proposal of the Chief Auditor, Bombay, Baroda and Central India railway if modified to a certain extent, <i>vide</i> letter on page xxiii <i>infra</i>.
The Consulting Engineer to the Government of India for railways, Lucknow.	Advocates the establishment of a clearing house, <i>vide</i> letter on page xxiv <i>infra</i> and note on pages xxvii and xxviii <i>infra</i>, and forwards the following opinions:—

APPENDIX A TO QUESTION NO. 26-A—*contd.*

Abstract of replies to letter No. 136 A.—R., dated the 16th February 1891, from the Secretary to the Government of India, Public Works Department.—concl.

From	Abstract of replies.
The Consulting Engineer to the Government of India for railways, Lucknow— <i>concl.</i>	The Government Examiner, Rohilkhand and Kumaon railway, does not think the proposal has anything to recommend it, <i>vide</i> extract from letter and note on pages xxiv to xxvii <i>infra</i>. The Joint Auditor, and Examiner, Bengal and North-Western railway, states that he will be glad to adopt the procedure proposed provided that it be agreed to by all other railways, <i>vide</i> extract from letter on page xxvii <i>infra</i>.

APPENDIX A TO QUESTION NO. 26-A—*contd.*

No. C. 331 A. & M.—15996, dated 23rd March 1891.

From—The Traffic Manager, Madras railway,

To—The Agent and Manager, Madras railway.

Your No. 1835 of the 16th instant.

Our settlement with the Northern railways is at the present time made through the Great Indian Peninsula railway, and we do not remit direct to any railway north of the Great Indian Peninsula system.

In the same way the Madras railway clears traffic for the South Indian railway with the Northern railways.

I think our Chief Auditor has fairly stated the objections to the proposal.

The introduction of a clearing house or central accounts office for railways would prevent questions of this kind from coming to the front, and I suppose as guaranteed and independent lines disappear, the Government will itself see that a central clearing house is established.

No. 49, dated 7th April 1891.

From—The Acting Chief Auditor, Madras railway,

To—The Agent and Manager, Madras railway.

Your letter No. 1832 of 16th ultimo.

• *Vide page*
• *vii cover*
• *note.*
My memorandum dated 11th February 1890,* addressed to the Chief Auditor, Bombay, Baroda and Central India railway, copy of which is embodied on page 5 of the enclosure to your letter under reference, mentions the principal objections that I see to the proposal to alter the present method of dealing with "cross traffic."

It is now stated that the proposal is intended to apply to coaching as well as goods traffic, and I have shown that upon passengers, luggage, horses, cattle, and dogs, &c., cross traffic, an intermediate railway will lose all check upon the proportions credited to it. Further, in interchanging division sheets with every railway in India there is possibility of some of them miscarrying, and if from this or any other cause a division sheet fails to reach an intermediate railway, the latter will have no information upon which to raise a debit against the railway that collected the charges.

The only satisfactory settlement of cross traffic that could be accepted by all railways without verification would be its division by a railway clearing house, and failing that, I am of opinion that the present method of dealing with it is a more satisfactory one than that proposed, as, although delays now occur in bringing the traffic to account, each railway is in a position to place some check upon its proportion.

No. 627, dated 21st April 1891.

From—The Agent, South Indian railway,

To—The Consulting Engineer for Railways, Madras.

Your letter No. 345 of the 5th ultimo. The following is a copy of the report I have received from this Company's Chief Auditor on the subject of clearing cross traffic:—

"As a terminal line the adoption of Mr. O'Connell's proposal would, to some extent, increase our work in dealing with foreign traffic; but, if the multiplex ink system of copying, of which I have had no experience, can be successfully applied, not to such an appreciable extent as to outweigh the advantages which it seems to me to possess.

"I find nothing in the contents of the paper which accompanied the letter from the Government of India, No. 136 A.—R., which would lead me to oppose its introduction. Some of the objections made against it appear to me to be hypercritical, and others could as validly be advanced against present practice. In individual cases, as in ours, work would be increased, but applied to all lines, it, on the whole, would probably be decreased, certainly be expedited"

APPENDIX A TO QUESTION NO. 26-A—*contd.*

No. B 36, dated 16th March 1891.

From—The Examiner of Accounts, Bhavnagar-Gondal-Junagarh-Porbandar railway,

To—The Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagarh-Porbandar railway.

Your memorandum No. 1173, dated 6th March 1891.

In dealing with Mr. O'Connell's proposals for accounting for the proportions of each railway concerned of cross traffic consignments, it is difficult to give an impartial opinion when the interests of the railway on which one is employed are directly concerned.

My predecessor in this office has placed it on record that with the North Western and Great Indian Peninsula railways consenting he has no objection to the proposed alteration in system, and although the Chief Auditor, Great Indian Peninsula railway, has agreed, the Examiner, North Western railway, distinctly and strongly opposes the proposal.

In the first place as pointed out by the Manager, Jodhpur railway (a terminal line like the Bhavnagar-Gondal-Junagarh-Porbandar railway), lines owned by Native States have to make settlements with other railways in cash, and whereas under the present system we have only two railways to deal with, the Morvi and the Bombay, Baroda and Central India railways, by adopting Mr. O'Connell's proposals we may have 15 or 20 different railway systems to render accounts to, monthly, as well as having to arrange for cash payments with them, a matter in itself of no small inconvenience.

In the second place as pointed out by the Examiner of Accounts, Eastern Bengal state railway, another terminal line "the proposed alteration instead of reducing work would increase it and entail additional expense in clerical labour and stationery." This possibly is not an impartial opinion but one given in the direct interest of the railway concerned, while so far as this railway is concerned, I would point out that the system of multiple copying proposed by Mr. O'Connell has not been introduced here and would not so far as my experience goes be of much use, so that if Mr. O'Connell's proposal is to be accepted, we should have to buy the necessary plant, &c., on purpose for it or permanently increase our staff of copyists.

And thirdly the advantage mentioned by Mr. O'Connell "that each railway would receive payment in the month in which the traffic was received at destination" is a nominal one only since—

- (a) As pointed out by Examiner, Eastern Bengal state railway, companies no longer receive interest on their revenue balances.
- (b) On this railway the proportions due by other lines on outwards "to pay" consignments are credited to traffic earnings by debit to deposits foreign railways in the week in which they are taken to account by stations.
- (c) Although the cash may have been paid, it cannot be treated as a final payment, inasmuch as the division sheet could not be checked until receipt of invoices, and these could not, so far as I see, come to hand much, if at all, sooner than they do under the system at present in force.
- (d) So long as the earnings of each half-year are taken into that half-year's account, it is absolutely immaterial whether the actual cash is paid in, say, January, February or March.

No. 2203—9024, dated 29th April 1891.

From—The Auditor, Southern Mahratta railway,

To—The Agent, Southern Mahratta railway.

In reference to your endorsement No. 2130 of 7th ultimo, I beg to report that the proposed modification in the existing procedure of adjustment of cross

APPENDIX A TO QUESTION NO. 26-A—*contd.*

traffic transaction between railways, so as to secure simultaneous clearance of accounts with other than connected lines, will entail a considerable amount of additional work in the audit office of this railway without any commensurate advantage. The primary object aimed at in Mr. O'Connell's proposal is the expeditious settlement of interchanged transactions, as affecting not only the railways over which cross traffic passes, intermediately, but also the forwarding and terminal lines interested therein. I beg to point out that the importance of the proposed measure depends very largely on the manner in which cross traffic transactions are brought to account in the first instance. If, as under the state railway system, all bookings originating or terminating on the home line are at once credited to earnings direct from the station returns, the only transactions that remain to be dealt with in the week to which they relate, are items of traffic crossing the line intermediately, and these may be promptly accounted for from prescribed junction returns.

But where this provisional method of adjustment is not followed, the whole of such intermediate traffic together with all *forwarded* bookings with remotely connected lines, which do not at once appear in the division sheets of the contiguous railway fail to be accounted for in the week to which they pertain. The importance therefore of direct settlement with each of three or more railways concerned in through bookings is sufficiently obvious under such circumstances, i.e., where the state railway procedure above referred to is not followed, because the home line proportion of freight is not brought to account until such settlement is effected. Viewing the matter as it affects this railway, I have no hesitation in saying that the proposal will increase rather than reduce clerical work. The Dr. and Cr. accounts now kept with contiguous lines will have to be sub-divided to shew the transactions with each remotely connected line concerned, and a corresponding detailed analysis of their respective proportionate balances will need to be maintained, while, on the other hand, the comparatively few transactions passing intermediately over this railway make the question of speedy (cash or transfer) settlement a matter of very little importance, seeing that an absolute settlement is effected at the close of each half-year.

No. G. 1216—899, dated 7th July 1891.

From—The Acting Chief Auditor and Accountant, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

To—The Agent, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

In returning, after note in this office, the papers received under your endorsement No. 4614 T., dated 16th April 1891, on the subject of the adjustment of cross traffic accounts between railways, I would take the opportunity of recording my opinion on the case, for such notice as you may deem proper.

2. The present system, under which each railway clears its account of any cross traffic transactions by debiting the line contiguous to it, can only be described as crude and cumbersome in the extreme, and which might with advantage be superseded by some system such as that proposed by Mr. O'Connell, the Chief Auditor of the Bombay, Baroda and Central India railway.

3. A little inconvenience will no doubt be experienced by Native state lines, such as the Bhavnagar-Gondal railway, which adjust their through traffic account by cash payment and not by book transfer. Instead of paying the whole amount due to the nearest railway, they would, under the new procedure, have to pay each line its share of freight; but where the interests of all the railways are concerned, undivided considerations must give way. I notice, however, that the Jodhpore railway, which is similarly situated, has agreed to the arrangement.

4. There will be a slight increase of work in the audit offices of terminal lines, as they will have to prepare division sheets for each line, but on the other hand, there will be an appreciable saving in work in the offices of the intermediate railways.

APPENDIX A TO QUESTION NO. 26-A—*contd.*

5. To show the delay that now takes place in the adjustment of through transactions, I give below one illustration of the working under the present system. I will take the case of a consignment of goods booked, we will say, from Trichinopoly to Meerut, and which would pass *via* Arconum, Raichore, Khandwa, Delhi and Ghaziabad Junctions—

I.—The North Western railway would account for the invoice in its division sheet to the East Indian railway three weeks after receipt.

II.—The East Indian railway would pass it on to the Rajputana-Malwa two weeks after.

III.—The Rajputana-Malwa railway would take two weeks to account for the invoice to the Great Indian Peninsula railway.

IV.—The Great Indian Peninsula railway would also take two weeks in passing on the invoice to the Madras railway.

V.—The Madras railway would finally account for the invoice to the South Indian railway, which would add another two weeks to the delay.

Thus it will be seen that the time occupied altogether in accounting for the invoice is eleven weeks, and it would only be at the end of this period that the forwarding railway would receive its share of the freight. Under Mr. O'Connell's proposal, the same invoice would be brought to account in the North Western railway division sheet simultaneously with all the railways concerned, and each line would receive credit for its share of freight in three weeks instead of 3, 5, 7, 9 and 11 respectively.

6. It would be difficult to go into all the *pros* and *cons* of the case within the limits of a letter; but I think the above illustration will show that some reform is called for; and as the majority of the railways are in favour of the change, you may consider the question of sufficient importance to be sent up for discussion at the next conference.

No. G. 1792, dated 29th April 1891.

From—The General Manager and Chief Engineer, Darjeeling-Himalayan railway,

To—The Secretary to the Government of Bengal, Public Works Department.

I have the honour to acknowledge the receipt of your endorsement No. 427 R. of the 2nd ultimo, and subsequent reminder, forwarding correspondence regarding a proposal by the Chief Auditor, Bombay, Baroda and Central India railway, for a modification in the existing procedure of adjustment of cross traffic transactions between railways.

2. In reply, I beg to state that I have carefully considered the revised system put forward, and find that it could not, for the following reasons, be adopted on this railway:—

(a) It would increase the work of the audit office of this railway.

(b) It would involve increased expenditure in stationery and clerical work.

(c) It would tend to complicate the work of terminal audit offices, the simplification of which it is most desirable to attain.

3. Although an intermediate line would not have to deal with the shares due to other lines over which the goods had been carried, it would have to follow the procedure proposed in the case of terminal traffic to it from, say, four or five contiguous lines, so that the advantages derived in one case would be counterbalanced by the disadvantages incurred in the other.

4. I agree with the remarks made by the Examiner of Accounts, Eastern Bengal state railway, in his letters Nos. K. 891* of 28th March and N. 1142† of 25th April 1890, to the address of the Chief Auditor and Accountant of the

* *Vide page ante.*
† *Vide page ante.*

APPENDIX A TO QUESTION NO. 26-A—*contd.*

Bombay, Baroda and Central India railway. Terminal railways, not having any cross traffic, would not, however, be affected as far as traffic statistics are concerned.

5. In conclusion, I would beg to add that the only advantage that may be derived from the proposal and affecting this railway by the expeditious settlement of accounts, would be of incommensurate importance in comparison with the disadvantages and increased labour and cost at which this revised procedure would be worked.

No. K. 111, dated 10th March 1891.

From—The Examiner of Accounts, Eastern Bengal state railway,
To—The Manager, Eastern Bengal state railway.

I have the honour to acknowledge receipt of your endoresment No. 363 E. X. R. of 5th instant, forwarding me for remarks copy of Government of India, letter No. 136 A.—R. of 6th February last, on the subject of proposals made by the Chief Auditor, Bombay, Baroda and Central India railway, for the adjustment of cross traffic, and, in reply, beg to submit the following observations.

2. The advantages claimed by the Chief Auditor for his system are :—

I.—That accounts will be more expeditiously adjusted between railways, as each will pay its dues direct to the other, without passing them on through intermediate lines as at present.

II.—That the entries relating to cross traffic which now occur in the division sheets of intermediate railways will disappear, thus saving labour.

3. As regards the first of these alleged advantages, I consider it is unreal because the amounts involved are in most cases very small, and because railways are not interested in such prompt settlement of their dues as used to be the case when they received interest on their revenue balances, so long as their claims against each other are settled before the accounts for a half-year are closed, all ends are served. Most half-yearly accounts are not closed till 2½ months after date, which allows ample time for adjustment under whatever system.

4. As regards the second advantage claimed, it simply means a transference of work from one railway audit office to another. Thus suppose the Eastern Bengal railway books and receives passengers, &c., *via* the East Indian railway to the Tirhoot line, the Oudh and Rohilkhand, North Western railway, Indian Midland, Great Indian Peninsula, &c., it would, under the proposed plan have to make out a complete division sheet for the East Indian railway just as it does now, and in addition a separate division sheet for each one of the above lines. It would have to keep separate accounts with them in its traffic book, and maintain separate registers of unaccounted-for way bills and invoices. It would also have to prepare as many separate accounts current and transfer certificates and make a corresponding number of entries in its various registers and books.

5. Under present procedure, the Eastern Bengal railway clears traffic with all these lines through the East Indian railway by means of one traffic book account, one set of unaccounted-for way bill and invoice registers, one division sheet, one account current, one transfer certificate, and one entry in its several registers and books. Now the East Indian railway having to make up a division sheet with each of these railways in respect of its direct traffic, has merely to add in its division sheets with, say, the Indian Midland, Bombay, Baroda and Central India, Great Indian Peninsula, &c., the cross traffic appearing in the Eastern Bengal, Tirhoot, Oudh and Rohilkhand, &c., division sheets and make one settlement of account with each.

6. This being the case, I am certainly unable to see where the advantage of the proposed system comes in, or to discover where the gain to intermediate lines arises as regards prompter adjustment of their dues by reason of their set-

APPENDIX A TO QUESTION NO. 26-A—*contd.*

ting with terminal instead of with connected lines, or, in other words, what the Great Indian Peninsula, say, gains by settling with the Eastern Bengal railway for a fraction of its dues instead of with the East Indian railway for the whole.

7. The objections to the Chief Auditor's proposals are fully discussed in my letter* which is published with the papers, and need not be reproduced here. I would only add that in the case of purely private companies which are subject to no sort of Government orders or control (and the Eastern Bengal railway has to deal with seven such), I apprehend there would be difficulty in getting them to agree to a change which to my mind has absolutely nothing whatever to recommend it. * *Vide page ante.*

8. The system of settlement of through traffic at present proceeds on an intelligible, simple, and efficient basis. It is thoroughly well understood by every body, and it would be a pity to disturb it unless very substantial reasons exist for a change which certainly do not appear in the present case.

Dated 6th April 1891.

Office Note from—W. F. O'DONOGHUE, Esq., Government Examiner of Accounts,
East Indian railway,

To—The Consulting Engineer to the Government of India for Railways,
Calcutta.

After carefully going into the question, I come to the conclusion that the advantages claimed for the proposed method do not appear to be of sufficient importance to warrant a change in a system which has worked well since its adoption, say some quarter of a century ago.

2. The reasons assigned in favour of the procedure recommended are (1) a more expeditious settlement of cross goods traffic accounts, (2) to obviate the repetition of the same invoices in the division sheets of all the railways over which the consignments are carried, and also (3) to obviate payment being made or adjustments carried through the accounts of contiguous lines for amounts due to connected railways.

3. As regards the first point, as the railway companies do not receive interest on their revenue balances, I do not think a few weeks' delay in the settlement of cross traffic account is of much consequence; besides such traffic is comparatively very small and the amount is not on most lines appreciable.

4. The preparation of division sheets of cross traffic invoices in multiplex-ink would, it is said, much reduce clerical labour, but I am inclined to think the saving in copying work which is cheap would to some extent be outweighed by a corresponding increase in accounts work which is dearer in posting up audit office registers and statistical returns and in keeping up "through traffic" accounts current with almost all the railways in India. The preparation of a larger number of transfer certificates which will necessarily increase the number of entries in the register (T. A. 10) and in the schedules A and B submitted with the monthly accounts to the Accountant General, Public Works Department, and the settlement and adjustment of larger numbers of discrepancy statements, &c., &c. All this will, as a matter of course, tend to increase correspondence; in short, it appears to me that the proposed system claims a reduction of some copying work at the expense of an increase in the more intelligent class of work of an audit office.

5. I cannot quite follow the mover of the proposed system when he says—
"A copy of this (division sheet) with a summary of all the sheets should be sent to each line," *vide* paragraph 4.† From this it would appear that for a single consignment received from a far off line it would be necessary to furnish it with division sheets of all the railways with which the receiving railway exchanges traffic, together with a summary. † *Vide page ante.*

APPENDIX A TO QUESTION NO. 26-A—contd.

In practice it would be found that for one or two invoices of its own a railway will receive from the last receiving railway a press copy of division sheets containing 20 or more sheets. This arrangement does not seem to me a very convenient one, it clearly involves waste of stationery and labour incommensurate with the advantages claimed. I think the proposal recommended would have worked better some 15 or 20 years ago when the number of railways was comparatively small; to-day it is an anachronism.

No. 383 G., dated 26th May 1891.

From—The Agent, East Indian railway,

To—The Consulting Engineer to the Government of India for Railways, Calcutta.

With reference to your endorsement No. 429 of the 23rd February last, on Government of India, Public Works Department, No. 136 A.—R of 16th idem, asking for an expression of opinion on a proposal put forward by the Chief Auditor, Bombay, Baroda and Central India railway, for a modification in the existing procedure of adjustment of cross traffic transactions between railways, I have the honour to remark that the original proposals of the Chief Auditor, Bombay, Baroda and Central India railway, were in the first instance considered by this railway as affecting goods cross traffic only, and an opinion was recorded based on that assumption.

2. It has now been made clear that the proposal extends to coaching traffic also.

3. In reconsidering the matter in its new light the Chief Auditor remarks that while as regards goods it seemed an improvement on the present procedure though not to any great extent, as regards coaching traffic he is unable to recommend its adoption on account of the serious loss of check to intermediate lines that it would entail.

4. The Traffic Manager agrees generally with the view taken by the Chief Auditor, and I also concur in the same.

No. 517 D. G. R., dated 8th May 1891.

From—Lieutenant-Colonel G. F. O. BOUGHEY, Officiating Manager, North Western railway,

To—The Director General of Railways.

With reference to your endorsement No. 21 A. of 4th March 1891, I have the honour to enclose herewith, for your information, copy of a letter No. 4075 M., dated 23rd April 1891, from the Examiner of Accounts, North Western railway, offering further remarks on the Chief Auditor, Bombay, Baroda and Central India railway's proposed modification in the existing procedure of adjustment of cross traffic transactions between railways, and to state that I concur with the views expressed therein, as the North Western railway, being a terminal line, would certainly be a loser rather than a gainer by the proposed modification.

2. Apart from the above consideration, I beg to point out that a system which essentially depends on an exact reproduction and not a copy of the original, process in use at present.

No. 4075 M., dated 23rd April 1891.

From—The Examiner of Accounts, North Western railway,

To—The Manager, North Western railway.

I have the honour to acknowledge the receipt of Government of India's letter No. 136 A.—R., dated 16th February 1891, received for opinion with your No. 678 E. X. R. of the 16th March 1891, and with reference thereto, to state that after full consideration of the opinions expressed by the different railways on the proposal made by the Chief Auditor, Bombay, Baroda and Central India

APPENDIX A TO QUESTION NO. 26-A—contd.

railway, for a modification of the existing procedure of adjustment of cross traffic transaction between railways, I see no reason for modifying the opinion* already expressed by me when the proposal was first circulated for remarks and which is printed on pages 6 and 7 of the enclosure to the Government of India letter. * Vide pages viii and ix ante.

On terminal lines like the North Western railway, the proposal would increase work as regards intermediate lines, unless the proportion of traffic passing over more than two lines is much greater than on the North Western railway, the reduction of work in connection with division sheets would not, it is considered, counterbalance the additional work which would be involved in other directions. Assuming a very large proportion of cross traffic, the whole value of the proposal lies in a satisfactory system of multiplex copying of the printed and manuscript matter of division sheets: such a system was tried on the Sind, Punjab and Delhi railway for invoices and found in this climate to be a failure.

No. S. T. ²¹⁷/₂₀, dated 1st August 1891.

From—The Auditor, Oudh and Rohilkhand railway,

To—The Manager, Oudh and Rohilkhand railway.

In reply to your No. 756 A., dated 17th July 1891, I have the honour to say that I would agree to the Bombay, Baroda and Central India proposals if modified to the following extent:—

1. A separate division sheet should be prepared by the terminal railway for the traffic from each forwarding railway and the invoices bound in bundles to tally therewith.

2. The receiving railway should also prepare as many copies of such division sheets (in multiplex ink or by hand, as found desirable) as there are railways concerned in the division and simultaneously despatch one copy to each such line by mail train marking thereon the week in which credit will be afforded to the contiguous railway.

3. Each railway upon receipt of its copy would credit its contiguous line in the following week with the total amounts due to it and lines beyond; thus Madras to Peshawar (week ending June 6th) passing—

- (1) Over Madras railway to Raichur.
- (2) " Great Indian Peninsula railway to Itarsi.
- (3) " Indian Midland railway to Tundla.
- (4) " East Indian railway to Umballa.
- (5) " North Western railway to Peshawar.

North Western railway would credit East Indian railway with the totals of 1, 2, 3, 4 in week ending 6th June.

East Indian railway would credit Indian Midland railway with the totals of 1, 2, 3, in week ending 13th June.

Indian Midland railway would credit Great Indian Peninsula with the totals of 1, 2, in the week ending 13th June.

Great Indian Peninsula railway would credit Madras railway with the total of 1 in week ending 13th June. The traffic would be thereby included in the accounts of every railway a week later than it is taken to account by the clearing railway instead of the last railway being four weeks in arrears as at present.

If the clearing line advised totals by wire it might be even possible to have the amounts included by all railways in the division sheet of the same week.

4. The invoices would be passed on from line to line as at present for check and statistical record, and errors made the subject of a separate adjustment by discrepancy memorandum as at present.

5. No change would be necessary in the state form of procedure regarding cross traffic returns, suspense registers, traffic book, and statistical registers, as

APPENDIX A TO QUESTION NO. 26-A—*contd.*

the received division sheets could as now be checked against the cross traffic returns, station abstracts and suspense registers, and dealt with in the traffic book and other registers of the week to which they refer.

6. The statistics of commodities could be written up quite as easily and correctly as at present; as the invoices would come in at least as early as they do at present, as even now they are received with, or in support of, division sheets many weeks subsequent to the week in which the earnings are credited to revenue through cross traffic returns and outward abstracts.

7. On the other hand the system will have the advantage of saving intermediary lines all copying of division sheets and possibly result in the earlier despatch of invoices under a forwarding note headed "Cross traffic invoices in clearing railway division sheet for week ending, containing traffic forwarded by railway."

8. I should have no objection to the same system being extended to coaching traffic, the forwarding railway submitting the passenger and luggage returns and the receiving railway the parcels returns.

9. Such a system would enable through coaching traffic to be brought to account weeks earlier than at present, as there is no arrangement in force for the record of cross coaching traffic other than parcels.

10. If the system were adopted it might also be expedient to abolish the state system of crediting cross goods traffic to revenue from junction returns as such traffic could by the new proposal be brought to account sufficiently early for all practical purposes, and junction returns might be used as mere registers of invoices passing junction without dealing with amounts.

No. 2904, dated 12th September 1891.

From—Colonel T. F. DOWDEN, R.E., Consulting Engineer to the Government of India for Railways, Lucknow,

To—The Secretary to the Government of India, Public Works Department.

With reference to your No. 136 A.—R. of 16th February 1891, I have the honour to forward notes and correspondence on the subject of adjustment of cross traffic transactions between railways.

2. You will observe that while Mr. O'Connell's proposal is considered to be a useful one as regards intermediate companies, it would not be of so much direct advantage as regards terminal ones.

3. Nor is his proposal in my opinion as good as a clearing house. It is probable that with a clearing house at Cawnpore, and one for the south of India, very much advantage would be gained in the adjustment of all cross traffic transactions which by reason of the increasing number of junctions and interests are now becoming very numerous.

4. It does not appear essential that terminal or isolated companies should give in their adhesion to a clearing house. There are a few such companies in England which are not parties to the London clearing system.

5. Intermediate companies are not likely to dissent from a clearing system on a centralised plan or on Mr. O'Connell's which saves them no end of trouble. With a little pressure the terminal companies in India will probably join partly for the sake of uniformity and the facilities for quotation of through traffic charges, under clearing house practice, and partly from the saving of traffic and audit correspondence in regard to the adjustments of errors in booking, &c., which the clearing house undertakes.

Extract from letter No. 137 C. E., dated 27th March 1891, from the Government Examiner, Rohilkund and Kumaon railway, to the Consulting Engineer to the Government of India for Railways, Lucknow.

2. The proposal does not seem to me to have anything to recommend it. It has three ends in view, viz., (1) the reduction of work in the audit offices of

APPENDIX A TO QUESTION NO. 26-A—*contd.*

intermediate railways; (2) the simplification of present system of accounting; and (3) the earlier settlement of cross traffic accounts.

3. The reduction of work and the simplification of accounts, it seems to me, can scarcely be looked for, while the earlier settlement of accounts can only be attained at much extra labour and expense. Even at this cost there would be some advantage in earlier settlement, were there anything tangible to be gained by it, which there apparently is not.

Note, dated the 24th March 1891, by the Government Examiner (Mr. Hickie), Rohilkund and Kumaon railway, on the proposal of the Chief Auditor, Bombay, Baroda and Central India railway, to alter the present system of dealing with cross traffic invoices in weekly goods division sheets.

Under the present system, all invoices whether relating to through or cross traffic are accounted for by the railway on which traffic terminates to the contiguous railway by way of which it is received; the proportion of every railway over which it has been carried being separately shown by the terminal railway in its division sheets.

2. The entries relating to cross traffic invoices appearing in the division sheets of terminal railways are then copied in full detail into the division sheet of the intermediate railway, rendered to its next contiguous railway, and are so passed on from one intermediate railway to the next until finally accounted for to the railway from which the traffic was originally booked.

3. This system the Chief Auditor, Bombay, Baroda and Central India railway, regards as unsatisfactory and urges that "it not only increases the clerical work in the audit offices of each intermediate railway to a considerable extent but seriously delays the payments of the amounts due on account of such traffic." The objection advanced is that the present system of accounting for this traffic is complicated.

4. He proposes therefore in view to reducing clerical work in the audit offices of intermediate railways, and in view to simplifying and expediting the settlement of accounts, that all traffic terminating on a railway which has been carried to it over two or more railways should be accounted for direct by the terminal railway to each of the railways concerned.

5. To give effect to this proposal, the terminal railway is required to prepare its division sheets for such traffic in multiplex ink, taking as many copies of these as there are railways from which traffic has been booked to it, and furnishing each such railway with a copy.

6. The question that suggests itself for consideration, apart from mere objections to the proposal itself, is whether the advantages claimed for the proposed system are real, i.e., whether benefit will accrue to railways in general by its adoption?

7. It is admitted in paragraph 3 of Chief Auditor, Bombay, Baroda and Central India railway's letter No. 2812 R. N. of 9th April 1890, to the Examiner of Accounts, Eastern Bengal state railway, that "the labour and expense in preparing multiplex division sheets is estimated to be about 10 per cent. more than the preparation of such sheets under the present system." It is of course not known on what data this has been arrived at. But it seems to me that it would be considerably more than this. It would certainly be more in the case of terminal railways having no cross traffic.

8. Take for instance the Rohilkund and Kumaon railway. Under the present system, the Rohilkund and Kumaon railway exchanges one division sheet weekly with the Oudh and Rohilkund railway for all its foreign goods traffic, maintaining one deposit account with the Oudh and Rohilkund railway, one set of suspense registers for its outwards traffic, and prepares monthly one account current with that railway in clearance of all its outwards and inwards traffic.

9. Under the proposed system the Rohilkund and Kumaon railway would still have to prepare its weekly division sheet rendered to the Oudh and Rohilkund

APPENDIX A TO QUESTION NO. 26-A—*contd.*

railway in precisely the same detail as at present. In addition it would have to prepare and send forward multiplex division sheets to each railway beyond the Oudh and Rohilkhand railway from which traffic is received on it. Similarly, in place of receiving one combined division sheet from the Oudh and Rohilkhand railway, it would have to deal with separate division sheets from each railway to which traffic is booked from it. In place of one deposit account, and one set of suspense registers it will have to open out and watch as many deposit accounts and suspense registers as there are railways from or to which traffic is booked. It will similarly have to deal with as many accounts current. It may be safely assumed that all this additional work will bring with it increased correspondence. *So far then as a terminal railway is concerned there is absolutely no reduction to be looked for under the proposed system but a substantial increase of work.*

10. Next take the case of an intermediate railway, for instance the Oudh and Rohilkhand railway. It would be saved a certain amount of copying work in connection with the passing on of its cross traffic. But this is all. It would have added instead the preparation of multiplex division sheets for all traffic terminating on it that has been carried to it over two or more railways, and of course over and above this, all the work described in the preceding paragraph as additional work for a terminal railway. The net saving if any will therefore be practically inappreciable. I am inclined to think that in place of a saving there would be an increase of work even in the offices of intermediate railways.

11. It is admitted in paragraph 5 of Chief Auditor, Bombay, Baroda and Central India railway's letter referred to above that "terminal railways which can have no cross traffic are not benefitted to the same extent," as intermediate railways, "but all have the same advantage of receiving payment for traffic booked beyond the next contiguous railway at a much earlier period than under the present system." Wherein lies the advantage, even if it could be obtained without actual additional cost? But as shown above it cannot be.

12. The earnings of all railways from such traffic are, as a rule, included in the week's accounts on which the traffic is carried over the lines, and payment is, as a rule, made within a fixed and recognized time, varying only according to the number of different lines over which it passes. What then constitutes the specific gain to be derived from earlier settlement of accounts.

13. Moreover, this earlier settlement cannot be a final settlement, as the figures on which it is based have subsequently to be audited by the forwarding railway. This is the case under the present system also. But the present system has the advantage that when such traffic is accounted for to the forwarding railway, the invoices in connection are received in practice by the same time as the division sheet accounting for it, thus allowing of the entries therein being once and for all audited and done with. Under the proposed system the invoices would not only not accompany the multiplex division sheets, but would be received by the forwarding railway at odd irregular intervals, for though division sheets may be exchanged direct, the invoices must pass through the audit offices of all intermediate railways for statistical purposes. This would necessitate repeated turning back to the division sheets, as invoices came to hand before they could be finally audited and put away as done with.

14. While therefore it may be admitted that settlement of cross traffic accounts would be expedited under the proposed system, the cost securing this end cannot but be regarded as a serious consideration against its adoption, specially as the advantage to be gained by earlier settlement is practically nil.

15. The remaining point to be dealt with is the simplification of accounts. It will be seen from the above that each railway, whether intermediate or terminal, will have a largely increased number of deposit accounts, and suspense registers, to open out and watch the clearance of a largely increased number of accounts, to prepare and submit, and an equally increased number to receive and deal with separately; all this does not tend to simplification of work.

APPENDIX A TO QUESTION NO. 26-A—*contd.*

16. Besides additional deposit accounts must necessarily be opened out in station balance sheets also, as certain entries for these deposit accounts in the traffic book are taken therefrom. This splitting up of figures both in station balance sheets and in the traffic book, apart from adding to work, will certainly complicate both the check of the balance sheets and the posting and closing of the traffic book, besides adding unnecessarily and undesirably to the bulk of the latter.

17. The simplification of the analysis of deposit accounts, an advantage claimed for the proposed system, is comparatively a very minor advantage, as with the work in connection properly systematized there is no difficulty to speak of, under the present system, in the analysis of the balances under deposit accounts. The present method of accounting for cross traffic though lengthy is simple, and I venture to state simpler than that proposed for adoption in supersession of it.

18. The objections to the proposal itself are summarized in the note* by the Examiner of Guaranteed railway Accounts, Bombay, and as taken from these are the following:—

* *Vide page xi ante.*

- (1) It will disturb the present uniform system of dealing with coaching and goods cross traffic (its extension to coaching traffic would, I think, be almost impracticable).
- (2) It would affect the state railway system of statistics, and cause a difference every week between the principal commodity register form 10 St. and the register of goods traffic form 7 St. and the traffic books.
- (3) It would lessen the means intermediate lines now have of checking the proportions due to them; and
- (4) Copies of division sheets in multiple ink will be difficult to prepare, and will not make good permanent records.

Extract from a letter No. 1301 G., dated 2nd April 1891, from the Joint Auditor and Examiner (Mr. Godfrey), Bengal and North-Western railway, to the Chief Auditor, Bombay, Baroda and Central India railway

I shall be glad to adopt the procedure proposed by you, from as early a date as may be practicable, provided that it is agreed to by all other railways, and provided that the principle of adjustment in question is also made applicable to coaching traffic accounts.

2. As this company adjusts all transactions with foreign railways, by cash payments and not by book transfers, it should be understood that all balances due by it to foreign lines will, in the event of the procedure now under consideration coming into force, be paid by cheques on the Bank of Bengal, this company paying the discount on such cheques when necessary, and similarly it will expect that balances due to it shall be paid in cash, plus discount in the case of cheques drawn otherwise than on the Bank of Bengal, Calcutta.

Note by the Consulting Engineer to the Government of India for Railways, Lucknow, on Government of India, Public Works Department, No. 136 A.—R., dated 16th February 1891, regarding adjustment of cross traffic transactions between railways.

1. Mr. O'Connell's proposal is, I think, a first and valuable step towards a general clearing house arrangement. Mr. O'Connell was, I believe, formerly in the clearing house and knows well what he is writing about.

2. I had occasion to report on the clearing house in England and my report is in print.

3. The papers show that terminal lines will have more work to do than they have had at present because of clearing for more than one line. But inter-

APPENDIX A TO QUESTION NO. 26-A—concl'd.

mediate companies will be saved all work except for such traffic as is received inwards; for this they will have more to do than they had before if the traffic arrives over more than one adjacent line.

4. Mr. O'Connell's proposal refers especially to cross traffic, and now that branch lines and new junctions are beginning to fill up the railway map, it becomes very necessary to co-operate to expedite settlements; these must surely be delayed as regards terminal lines in proportion to the number of railways over which traffic has passed under the present system.

5. The system of each line working independently as regards through traffic is from every point of view bad. The new Railway Bill, No. IX of 1890, aims at consolidating the practice as regards through traffic in respect of through charges and their apportionment. The means for working through traffic on our rapidly-extending system of separate undertakings are to be sought in co-operative methods of accounting, dividing and checking the charges such as Mr. O'Connell recommends, and they will be the more perfect the more they are centralised. In place of the multiplex division sheets to be sent to every railway for check the single outward and inward invoice could be divided in a clearing house, and terminal companies relieved of the work. The division being made according to previously agreed bases and effected by an impartial responsible agency, the necessity of repeated check disappears.

6. Mr. O'Connell's proposal would expedite settlements, but the clearing house system facilitates traffic operations and the earning of revenue as well and reduces the expense of checking and correspondence of all descriptions. The clearing house becomes more and more necessary with an increasing number of junctions and the greater the amount of cross traffic. Anything which tends towards introducing the system however inadequately will, in my opinion, be a great gain.

APPENDIX B TO QUESTION NO. 26-A.

NOTE SUBMITTED BY PUNDIT PREM NATH, RAI BAHADUR, EXAMINER OF ACCOUNTS, OUDH AND ROHILKHAND RAILWAY, REGARDING THE ADJUSTMENT OF CROSS TRAFFIC TRANSACTIONS BETWEEN RAILWAYS.

Under existing arrangements the adjustment of goods traffic devolves on the receiving railway which is held responsible for the recovery of proper freight due to the forwarding and intervening lines, if any, as well as to itself.

2. This rule was introduced in the early days of the opening of railways in India, and has since remained unaltered. Its object was, apparently, to facilitate the recovery of any undercharge in freight, as calculated at the forwarding station and entered in the invoices. It not only allowed additional time for the correction of the charge noted in the first instance, but permitted the recovery of freight from a consignee even subsequent to the delivery of consignment, as the receiving station held a lien on any goods subsequently received to the same address, until previous undercharges, if any, were paid.

3. This arrangement worked satisfactorily enough, when the number of railway administrations in India was small, and the rates and the classification, comparatively simple. The circumstances have, however, now changed a good deal. The number of railway administrations has increased largely, and is still on the increase. The goods tariffs are no longer as simple as they were in the earlier days. It is true, an attempt is being made at a uniformity of classification, but each railway has the privilege of fixing rates for articles comprised in the same class within certain minimum and maximum limits. Thus, though an article might appear under the same classification in the tariffs of a number of railways, the mileage rate for it may be, and often is, very different. But there are other points which make the tariffs more complicated. In very many instances *special* rates are quoted under certain specified conditions, and, often between certain localities only. These special rates and special conditions are not uniform on different lines, and very properly so, as each line has to consult its own interests. Thus, any one of the tariffs taken individually, might not present any serious difficulty to one who might study it fairly, but the tariffs of all the railways taken collectively would fairly puzzle all but traffic experts. Even the traffic authorities of different lines, as also the audit offices, do not uniformly interpret a disputed point when there is room for doubt, and such cases are not rare, yet the goods staff of each station which is in through booking with stations on other lines, are expected to study, understand, digest, and remember the different classifications, rates, and conditions prescribed for all the lines in India, and be able to act up to them readily, in order to exonerate the receiving line from liability for any undercharge in the recovery of freight.

4. The difficulties and the inconveniences, as pointed out above, are not imaginary. The errors and omissions on the part of receiving stations are numerous. They must not be gauged by the number of entries that appear in the discrepancy statements exchanged weekly between the connected lines. Such entries are very few compared with the undercharges in through traffic dealt with locally by receiving stations and by the local audit offices. The goods staff use every endeavour to realise the undercharges communicated to them; but when they fail to do so, the amounts are usually recovered from them personally, though at times, they are written off, at the expense of the receiving line. All this causes much annoyance to the consignees, as well as to the goods staff, and is a fruitful source of correspondence between the stations, audit offices, and traffic departments of the different lines, and necessitates the employment of extra staff.

5. To remedy the evils noticed in the preceding paragraphs, it is suggested—

(1).—That each railway be held responsible for any undercharge in its proportion of freight in the invoices, the responsibility of the receive-

ing station in respect of freight due to the forwarding or intermediate line or lines being restricted to the recovery of the proportions of freight noted on the invoices, except in cases of errors of description or errors in weight, or in cases where pre-payment of freight is obligatory, and

- (II).—That the receiving railway use its best endeavour to realize any undercharges on behalf of other lines when asked to do so, receiving from the lines concerned a commission of 10 per cent. on all undercharges realized, but accepting no responsibility for unrealized amounts. A portion of the commission might be paid as bonus to the goods staff realizing the undercharges.

6. When the through traffic originating on any railway terminates on the contiguous railway, the forwarding station would enter the freight due to the forwarding line, and the receiving station would similarly enter the freight due to the receiving line. When one or more lines intervene between the forwarding and the receiving railways, a goods clerk at the junction station would enter the freight due to the line over which the traffic would cross. In the receipt granted to the consignor at the forwarding station, an estimate of freight would be given subject to correction of the amount on delivery of consignment.

7. The advantages claimed in favor of the proposal are—

I.—*Increased efficiency of goods staff at stations.*—The staff being required to learn the home line's tariff only, instead of the tariffs of all the railways, would readily master all details and charge freight correctly in the first instance, thus avoiding over and undercharges to a considerable extent.

II.—*Cheaper goods staff.*—The requirements of each railway in respect of the knowledge of rates, &c., being limited to the home line, a cheaper staff than at present would answer the purpose.

III.—*Economy in goods through traffic audit staff.*—The staff being required to be familiar with local rates only, and each line being concerned with its own proportion only, whether including any over or undercharge, the check of invoices would be considerably simplified, the number of over and undercharges would be reduced to a minimum and correspondence in connection, proportionately reduced. A cheaper through traffic goods audit staff would thus be required, and the saving in cost would much more than compensate for any small increase at joint stations for the purpose of noting proportions of freight in cross-traffic invoices only.

IV.—*Reduction of correspondence between audit offices and traffic offices of the lines in through booking with each other.*—This necessary result would be an immense advantage.

8. It is not likely that the financial position of any railway would, under the proposed arrangement, be affected appreciably. Without entering into any detailed correspondence, the audit offices concerned would exchange weekly or monthly lists of undercharges which would, as far as possible, be realized by stations on the receiving lines. Such items as might remain unrealized, say after expiry of six months, would be dealt with finally by the forwarding lines, either by recovery from its own staff or by write off as bad debts. As a set off against any items thus written off the line would save any undercharges which would, under existing arrangements, have had to be made good by it to other lines when irrecoverable from the consignees or the receiving station staff.

9. It would seem to be desirable to give effect to the proposal for a limited period, of say twelve or eighteen months, and then to continue the procedure or to revert to the old arrangement as experience might justify.

10. The above is a rough sketch of the proposal. Should it be favourably entertained, further details could be easily worked out.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893,
for decision.*

04 $\frac{5.3}{7323/53}$

• No. 34.

AXLE LOADS FOR METRE GAUGE ROLLING-STOCK.

AXLE LOADS FOR METRE GAUGE ROLLING-STOCK.

ISSUE.

Whether a recommendation should be submitted to the Government of India, advocating the adoption of the maximum axle loads for metre gauge rolling-stock suggested at the Conference of 1888, in place of the maximum loads prescribed in the Government of India circular No. 7 Railway, dated the 10th August 1892.

Extract from Proceedings of the Railway Conference of 1888.

Resolution No. 126.

The report * * * of the Sub-Committee appointed to consider Question No. 8-A., revision of maxima and minima standard dimensions for Indian Railways was considered, and the schedule of maxima and minima standard dimensions revised in full Conference :—

The schedule, revised, being laid on the table, it was—

Resolved, that the schedule (*vide* Appendix L) be confirmed and recommended to the Government for approval.

Extract from Appendix L of Proceedings of the Railway Conference of 1888.

METRE GAUGE STANDARD DIMENSIONS, 1888.

A.—Absolute maxima, minima, or fixed dimensions, which must not be infringed under any circumstances.

Rolling-stock.

Wheels and axles—

Maximum gross load on a pair of engine wheels—

	A
(89) With steel rails 41½ lbs. per yard	8 tons.
(90) With steel rails 50 lbs. per yard	10 "

N.B.—This conveys no authority for the adoption of a load exceeding 8 tons per engine axle on any line until the structures of such line have been certified by the Government Inspector as capable of carrying the increased load of 10 tons.

(91) Maximum gross load on a pair of carriage or wagon wheels, subject to a limit per foot run of vehicle over buffers of 0·9 ton

7 tons.

N.B.—The wheel loads given above for rolling-stock are in no case to be worked to unless the axles and other parts of the vehicle itself are of suitable proportions. In every case the load on a pair of wheels given above includes the weight of wheels, axles, axle-boxes and springs.

Extract from Government of India circular No. 7 Railway, dated the 10th August 1892.

Paragraph 3. In regard to the loads permissible, under the enclosed schedule, for locomotives and carriage and wagon stock, it must be clearly understood that loads in excess of those* prescribed in circular No. 7 Railway, dated 26th November 1886, are not to be worked to until a certificate has been granted by an Inspector of railways to the effect that the bridges of the railway on which they are to be introduced are of sufficient strength to bear the proposed loads with safety.

* Maximum gross load on a pair of engine wheels	7 tons.
Maximum gross load on a pair of carriage or wagon wheels	4½ "

*Extract from schedule which formed enclosure to Government of India
Circular No. 7 Railway of 1892.*
STANDARD DIMENSIONS—METRE GAUGE.
LOCOMOTIVE ENGINES.

Weight on a pair of wheels—

(65) Maximum under any circumstances	...	...	...	8 tons.
(66) Maximum per foot of diameter	...	...	...	2.67 "

Weight per foot run of wheel base—

(67) Maximum for either engine or tender separately, in the case of tender engines	...	...	...	2.00 tons.
(68) Maximum for tank engines	...	...	...	2.67 "

Weight per foot run over buffers—

(69) Maximum for engine and tender together in the case of tender engines	...	...	...	1.125 tons.
(70) Maximum for tank engines	...	...	...	1.333 "

Total gross weight—

(71) Maximum for engine and tender together in the case of tender engines	...	...	...	46 tons.
(72) Maximum for tank engines	...	...	...	32 "

N.B.—The weights given above are the maximum permissible under any circumstances, with engine in working order and full load of fuel and water.

In exceptional cases, engines of weights in excess of the specification given above may be used under the special sanction of the Government of India. Such special sanction must be obtained *before* the engines are ordered, and the application for sanction must be accompanied by a diagram of the proposed engine giving full particulars, and by a certificate by the Government Inspector that the bridges on the section over which the engines are intended to work, are of sufficient strength.

CARRIAGES AND WAGONS.

Maximum gross weight—

(80) On any pair of wheels	...	...	...	6 tons.
(81) Per foot run over buffers	...	...	...	8 ton.

N.B.—The weights given above are the maximum permissible under any circumstances, with the vehicle fully loaded. The weight on a pair of wheels includes the weight of the wheels, axles, axle-boxes and springs.

No. 2213, dated 11th April 1893.

From—The Agent and Chief Engineer, Bengal and North-Western and Rohilkund and Kumaon railways,

To—The Secretary, Railway Conference.

With reference to your letter No. 38-2, dated 7th instant, I have the honour to forward herewith a brief note on the subject of increased loads on metre gauge carriage and wagon axles.

Note by the Agent and Chief Engineer, Bengal and North-Western and Rohilkund and Kumaon railways, regarding the maximum gross load on a pair of metre gauge carriage or wagon wheels.

The Railway Conference of 1833 recommended that the maximum gross load on a pair of carriage or wagon wheels on the metre gauge should be seven tons subject to a limit per foot run of vehicle over buffers of 0.9 ton, and this recommendation was endorsed by the Carriage and Locomotive Superintendents' Committee held at Lucknow in 1889. The Government of India, however, in issuing

the standard dimensions published with circular* No. 12 Railway of 1891, dated 1st August 1891, fixed the maximum gross load on any pair of wheels at six tons subject to a limit of 0.8 ton per foot run of vehicle over buffers. The reason for restricting the loads to the latter figures is not understood, as the ordinary rails and girders in use on the metre gauge are capable of carrying even a greater load than that recommended by the Railway Conference of 1888. Metre gauge engines are permitted to carry eight tons per pair of wheels or 1.1 ton per foot run over buffers, and in the case of tank engines, 1.4 tons per foot run over buffers.

There is a considerable amount of metre gauge stock now in India capable of carrying the load of 7 tons per axle, and this stock is at present not being fully utilised. With the view, therefore, of fully utilising existing stock and enabling future stock required to be economically constructed, and the metre gauge system being worked as efficiently as present circumstances will permit, it is recommended that the proposals of the Railway Conference of 1888 be approved and adopted, and that the gross load on a pair of carriage and wagon wheels be fixed at 7 tons subject to a limit per foot run of vehicle over buffers of 0.9 ton.

The subject was referred to the Agent, Bombay, Baroda and Central India railway, the Agent, Southern Mahratta railway, the Managers, Eastern Bengal and Burma railways, and the Chief Engineer, Bengal-Dooars railway, and it will be observed from their replies, which are attached, that they all favor the proposal.

No. 9240 W., dated 15th July 1892.

From—The Agent, Bombay, Baroda and Central India railway,

To—The Agent and Chief Engineer, Bengal and North-Western railway.

I have the honour to acknowledge the receipt of your letter of the 23rd May, and to inform you that I agree with you that the curtailment of the axle load from 7 tons as agreed to by the members of the Railway Conference to 6 tons is wasteful and unnecessary.

I would suggest that your representations should include the next item on the list also: the maximum gross weight "per foot run over buffers," which has been reduced from 0.9 to 0.8 tons. This reduced figure limits the load of some wagons with only 6 tons on the axle.

I am prepared to urge that the recommendations of the Railway Conference of 1888 be approved of and accepted.

No. 9862, dated 13th July 1892.

From—The Agent, Southern Mahratta railway,

To—The Agent and Chief Engineer, Bengal and North-Western railway.

In reply to your circular letter No. 11515 T., dated 24th May last, I have the honour to inform you that the Locomotive Superintendent of this railway is strongly in favour of the gross load on a pair of metre gauge carriage and wagon wheels being fixed at 7 tons, and in this opinion I agree with him. I am not aware of any sufficient reason for the retention of the present limitation of the load to 6 tons.

No. 1577 M., dated 15th June 1892.

From—The Manager, Eastern Bengal state railway,

To—The Agent and Chief Engineer, Bengal and North-Western railway.

In reply to your No. 11518 of 24th May 1892, I have the honour to state that the present size of our metre gauge axle journals is $6\frac{1}{2}'' \times 2\frac{3}{4}''$, and the maximum safe working load is taken at 5 tons. I have no objection to the maximum gross load being raised to 7 tons, but as I have no present intention of recommending expenditure on the replacement of the present axles by stronger ones, I do not propose to refer the matter specially to Government.

* Superseded by Government of India circular No. 7 Railway of 10th August 1892, vide pages 1 and 2 ante.

No. 7175—35 T. R., dated 14th September 1892.

From—The Manager, Burma state railway,

To—The Agent and Chief Engineer, Bengal and North-Western railway.

In acknowledging your letter No. 11519, T. of the 24th May last, with reference to the gross load fixed for a pair of carriage and wagon wheels on metre gauge railways in India, I have the honour to state that after conferring with our Locomotive Superintendent it was arranged that he should address your Locomotive Superintendent, and suggest that the subject could most fitly be discussed by the Committee of Locomotive and Carriage Superintendents in India. Mr. Cardew now informs me that your Locomotive Superintendent has replied acquiescing in this, and I think this may be the most expedient mode of discussing the matter, and if desirable, of asking a reconsideration of the orders of the Government of India.

No. 6948—10-72, dated 15th July 1892.

From—The Locomotive and Carriage Superintendent,

To—The Manager, Burma state railway.

Increased wheel load.

I have the honour to acknowledge your endorsement No. 4236—35 T. R. of 7th ultimo, forwarding for my opinion copy of the Bengal and North-Western railway Company's Agent's No. 11519 T. of 24th May last, in which that officer asks you to support him in an address to the Government of India asking that the recommendation of the Railway Conference of 1888 regarding increased wheel load may be approved of and accepted, namely, that the maximum permissible load per pair of wheels be 7 tons.

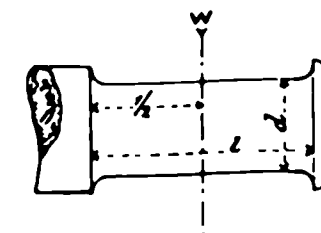
2. I note also what you state, that the Railway Conference made the above recommendation only on the condition that the axles and other parts of the vehicle be of suitable proportion.

3. In reply, I beg to state that under these conditions, I cordially support the proposal of the Agent of the Bengal and North-Western Railway Company.

4. I do so the more readily in that the recommendations of the Conference were afterwards endorsed and adopted by the Locomotive and Carriage Superintendent's Committee for India in its first session at Lucknow in December 1889, and you will find the same recorded in its Proceedings at page 39, Vol. I. The maximum wheel load of 7 tons per pair or 3½ each is there limited by a weight per foot run over buffers of 0.9 ton. This is of course for protection of bridges from being unduly overloaded.

6. To carry 7 tons per pair of wheels instead of 6 tons the axle needs to be stronger in the journal. Our present heavy axles have journals 7" x 3" like the as settled at the last session of the Locomotive and Carriage Superintendent's Committee. The minimum size of journal required for the 7 tons load per pair of wheel is 3.07 inches or say with sufficient accuracy 3". I attach a calculation of this on the same lines as done for the 7" x 3" journal in my No. 2771 of 22nd March 1892. The minimum size being 3" leaves us ¼" for wear which is ample for all practical purposes. The 7" x 3" journaled axle would be relegated for use under coaching stock and wagons deficient in cubic capacity, if Government sanctioned the 7 tons load for all others capable of carrying it.

Calculation of diameter of journal for given load.



In figure—

W = safe load for journal in tons.

l = journal length in inches.

d = journal diameter in inches.

S = safe working stress in tons per square inch.

Considering the journal to be a cantilever loaded uniformly throughout its length, and its point of support to be at inner shoulder and considering load W as acting at centre of gravity, that is a distance of $\frac{l}{2}$ from point of support, we have moment of rupture at support = $\frac{Wl}{2}$ inch tons and we have also for a cantilever of circular section—

$$\text{Moment of resistance} = S \times .0982 d^3.$$

Equating these moments—

$$\frac{Wl}{2} = S \times .0982 d^3$$

$$d^3 = \frac{Wl}{25 \times .0982} = \frac{Wl}{.196 \times S}$$

$$d = \sqrt[3]{\frac{Wl}{.196 \times S}}$$

Now $W = 3\frac{1}{2}$ tons — ½ weight of wheels and axles.

∴ $W = 3\frac{1}{2} - \frac{1}{2} = 3$ tons which may be taken as 3 tons and $l = 7$ in.

$S = 4$ tons (as agreed on at last meeting of Locomotive and Carriage Superintendents).

$$d = \sqrt[3]{\frac{Wl}{.196 \times S}}$$

$$= \sqrt[3]{\frac{3 \times 7}{.196 \times 4}}$$

$$= \sqrt[3]{\frac{21}{.784}}$$

$$= \sqrt[3]{26.7857}$$

$= 3.07$ = diameter of journal for a 3½ ton wheel load.

No. 821, dated 1st June 1892.

From—The Engineer-in-Chief, Bengal-Dooars railway,

To—The Agent and Chief Engineer, Bengal and North-Western railway.

In reply to your No. 11521 of 24th instant, I have the honour to inform you that I am willing to address the Government of India on the subject of the

maximum gross load on a pair of carriage and wagon wheels, and to request that 7 tons shall be accepted as the maximum instead of 6 tons as at present in force.

CORRESPONDENCE REGARDING THE MAXIMUM GROSS LOAD ON A PAIR OF METRE GAUGE ENGINE WHEELS.

No. 249 R.S., dated 18th July 1893.

From—The Secretary to the Government of India, Public Works Department.
To—The Secretary, Railway Conference.

I am directed to forward for discussion at the next railway Conference, a copy of the marginally* noted correspondence relating to the question of increasing the axle loads on metre gauge stock.

* Letter No. 738, dated 13th April 1893, from Bombay, Public Works Department, Railway Branch, and its enclosures.
Letter No. 194 R.S., dated 7th June 1893, to Bombay Public Works Department, Railway Branch.
Letter No. 1266, dated 13th June 1893, from Bombay Public Works Department, Railway Branch, and its enclosures.
Letter No. 237, R.S., dated 7th July 1893, to Bombay Public Works Department, Railway Branch.

No. 738, dated 13th April 1893.

From—The Secretary to the Government of Bombay, Public Works Department, Railway Branch,
To—The Secretary to the Government of India, Public Works Department.

In your letter No. 335 R. S., dated 25th August 1892, the sanction of the Government of India was accorded to the addition of certain engines for the Rajputana-Malwa railway, and, in giving sanction, the Government of India were pleased, *inter alia* to say, paragraph 3 (iv), that the axle loads and weights of these engines were not in any way to infringe those laid down in the standard dimensions to be observed on metre gauge railways as laid down in Public Works Department circular No. 7 Railway, dated 10th August 1892, item 65 of which lays down that the maximum weight on a pair of wheels is not, under any circumstances to exceed 8 tons.

2. In December 1892 the Agent, however, wrote a letter, No. 15639 W., dated 17th December 1892 (a copy of which, and of its accompaniments is attached), from which it appeared that the company desired to get engines on the axles of which the weight would be 8½ tons.

3. In reply, the Agent was referred to a report by Sir A. Rendel, dated 19th October 1892, which formed Appendix B to the Board's letter No. 1226, dated 4th November 1892, a copy of which is attached, and which dealt with the necessity of strengthening the 30 and 40 metre girders on the Rajputana-Malwa railway, and he was informed that the Government Inspector was not in a position to give a certificate that the bridges could stand the increased axle loads proposed.

4. The Agent then wrote No. 1945 W., dated 10th February 1893, forwarding a copy of paragraph 12 of the Board's letter No. 47, dated 13th January 1893, together with a report by Sir A. Rendel, dated 12th January 1893 (copies of the Board's letter were sent to you with my letter No. 438, dated 28th February 1893). In this report Sir A. Rendel urged the use of heavier engines on the Rajputana-Malwa railway, but apparently contingently on there being a 50lb. rail, and he suggested the increase of the axle load up to 10 tons.

5. To this letter the Consulting Engineer for railways replied in his letter No. 1948, dated 9th March 1893, a copy of which is attached.

6. The Agent now writes No. 3640 W., dated 18th March 1893, copy attached, that the company are prepared to incur a needful expenditure upon the improvement of the bridges "up to the more recent standard of load," and have already submitted estimates for the work so far as is considered necessary.

These proposals, I am to say, are now under consideration. But the Agent requests the views of Government whether the limit of 8 tons per axle cannot, in consideration of the increased weight of rail, be increased to a higher limit.

7. I am to say that, in the opinion of this Government, the question of increasing the maximum axle loads for engines on the metre gauge might with advantage be referred to the next Railway Conference.

No. 15639 W., dated 17th December 1892.

From—The Agent, Bombay, Baroda and Central India railway,
To—The Consulting Engineer for Railways, Bombay.

With reference to Bombay Government resolution No. 1756 of 1892, communicating the sanction of the Government of India to the estimates, amounting to Rs. 6,42,780, for 25 new modified "F" class engines required for the Rajputana-Malwa railway, I have the honour to forward herewith a note, dated 17th December 1892, by the Locomotive Superintendent of that railway, together with a diagram,* from which it will be observed that the weight of the engines required would be ¾ of a ton per axle in excess of the weight permissible, vide Public Works Department circular No. 7 Railway of 10th August 1892.

* Not printed.

As required in the foot-note of the standard dimensions for "Locomotive engines" page 7 of the enclosure to the above circular, I would now request the favour of your obtaining the early sanction of Government to the weight per axle of the engines as given by the Locomotive Superintendent.

Office Note, dated the 17th December 1892, by the Locomotive Superintendent, Rajputana-Malwa railway.

Additional modified "F" class engines, special indent No. R.-115 of 1892.

The engines get only a 7½ inch larger boiler and ½ inch larger cylinder which will not make up the extra weight of 5½ tons asked for in special indent No. R.-115 of 1892, note A, unless extra weight is put in other parts at great expense. The 14-inch cylinder engine weighs 20½ tons while the one asked for should be 26 tons.

Weight permissible as per last Government order is 8 tons per axle or 24 tons per engine, so that the engines indented would be 2 tons total heavier or ¾ of a ton per axle. Twenty years ago when we had only 40 lbs. rail the C class came out with 1½ tons on the trailing axle more than allowed, and have been running with it.

Report by Sir A. Rendel, dated 19th October 1892, which formed Appendix B to the Board's letter No. 1226, dated 4th November 1892.

I am in receipt of yours of the 1st instant, and previous papers on the subject of the suitability of the girders in use on the Rajputana-Malwa railway for the loads now contemplated.

I believe that all the smaller girders on this line are strong enough for the loads in question, without infringement of the usual rules as to strains per inch of section.

The 30 metre or 40 metre girders are not equal to the strain of these higher loads unless we exceed those strains. But the excess would not be material, and I do not consider that even these girders need strengthening, but the deficiency exists in a few parts only of the girders, and those parts may be so easily and cheaply strengthened that it may be well to do so.

I have shewn on the two accompanying drawings,† numbered 1474 and 1475, the manner in which I should propose to strengthen these girders, and have described in a memorandum‡ which accompanies these letters the *modus operandi*

† Not printed.
‡ Not printed.

I would suggest in each case. Some simpler methods, however, may very likely occur to those on the spot.

I propose that the additions in each case shall be made of steel.

The weight of material required for each 30-metre span is about 3 tons 6 cwt., of each 40-metre span about 5 tons 14 cwt., and the cost of the addition, including fixing, should not exceed the rate of Rs. 250 a ton, or say in the case of the 30-metre span Rs. 850, and in the case of the 40-metre span Rs. 1,500, at the present value of the rupee.

With these additions, the maximum strains on the girders, due in the case of the 30-metre girders to a distributed line load of 110 tons, and in the case of the 40-metre girders to a distributed line load of 128 tons, would not exceed 4 tons in compression and 4½ tons in tension. These are the loads taken as the maxima in what, so far as I know, is the latest recognised standard, but a still higher standard has, I think, somewhat unnecessarily been lately proposed in India. Taking this higher standard, the strains on a few parts of the 40-metre girders would amount to as much as 4·65 tons in compression and 5·3 tons in tension, and on the 30-metre girders to 4·6 tons in compression and 5·14 tons in tension, strains which are perfectly safe even if the full loads provided for could come on the girders which is practically impossible.

As to the cross girders and trimmers of the 30 and 40-metre spans, taking any engines likely to run on this line, they are quite strong enough. But it has lately been suggested in India that cross girders should be made for eight wheeled engines, with the wheels placed 3 ft. 3 ins. apart, and having 4 tons on each wheel. No such engines are likely to be placed on the Rajputana-Malwa railway, and I do not think they need be provided for, nor indeed, if such engines were used, would the cross girders be in any danger, though the strains per inch upon them might be somewhat greater than we should now allow.

I forward with the drawings before mentioned four* others, traced from the contract drawing of the 30 and 40-metre girders originally supplied for the Rajputana-Malwa railway. I would suggest that all these plans be sent to India for consideration there. * Not printed.

No. 1948, dated 9th March 1893.

From—The Consulting Engineer for Railways, Bombay,

To—The Agent, Bombay, Baroda and Central India railway.

In reply to your letter No. 1945 W., dated 10th February 1893, I have the honour to point out that when these engines were sanctioned, the Government of India expressly referred to the limit laid down in circular No. 7 R., dated 10th August 1892, and I would invite your special attention to paragraph† 3 of the "Resolution" of the Government of India published under this circular. † Vide page 1, ante.

2. I would also invite your attention to Sir A. M. Rendel's letter, dated 19th October 1892, which formed Appendix B to your Board's letter No. 1226, dated 4th November 1892.

3. As I am certainly not in a position, at present, to certify that the bridges on the Rajputana-Malwa railway are strong enough to bear the extra load now suggested with safety, it is obvious that it is no good referring the matter to Government.

No. 3640, dated 18th March 1893.

From—The Agent, Bombay, Baroda and Central India railway,

To—The Consulting Engineer for Railways, Bombay.

With reference to your letter No. 1948, dated the 9th March 1893, regarding the weights of the proposed new F class engines for the Rajputana-Malwa railway, I have the honour to state that the company are prepared to incur any needful expenditure upon improving the bridges up to the more recent standard of load, and have already submitted estimates for the work so far as considered necessary.

2. The question which I have been instructed by my Board to refer for the definite views of Government is, whether the limit of 8 tons per axle cannot, in consideration of the increased weight of rail, be increased up to a higher limit. The load of 10 tons per metre gauge axle was recommended to the Government of India, by a Sub-Committee of the last Conference consisting of Messrs. J. R. Bell, G. F. O. Boughey, D. W. Campbell, H. Conder, F. B. Hanna, A. Izat, Sir Guilford Molesworth, and myself, with Mr. H. Stone as Secretary, and I would ask the favour of your laying the opinions expressed by the Company's Consulting Engineer before the Government of India for their consideration.

No. 184 R.S., dated 7th June 1893.

From—The Secretary to the Government of India, Public Works Department,

To—The Secretary to the Government of Bombay, Public Works Department, Railway Branch.

With reference to your letter No. 738, dated the 13th April 1893, and enclosures, I am directed to inform you that the question of increasing the axle loads on metre gauge stock will be discussed at the next Railway Conference.

No. 1266, dated 13th June 1893.

From—The Secretary to the Government of Bombay, Public Works Department, Railway Branch,

To—The Secretary to the Government of India, Public Works Department.

In continuation of my letter No. 738, dated 13th April 1893, regarding the desire of the Board of Directors, Bombay, Baroda and Central India Railway Company, to increase the weights of engines on the Rajputana-Malwa railway, I am directed to forward herewith a copy of the undermentioned papers and to state as follows:—

It is understood that the only bridges on the Rajputana-Malwa railway system which are not strong enough to bear the proposed increased axle loads are the 30 and 40 metre spans of girders.

The company have submitted proposals for the strengthening of these spans, but the Consulting Engineer reports that even with the additions proposed the girders do not appear to come up to the standard laid down in circular No. 1369 R.C., dated 13th December 1892. This matter is, however, still under consideration.

I am to enquire whether engines whose axle loads are greater than the maximum of 8 tons may be admitted under any circumstances or whether this maximum is to be rigidly adhered to.

No. 7136 W., dated 6th June 1893.

From—The Agent, Bombay, Baroda and Central India railway,

To—The Consulting Engineer for Railways, Bombay.

I have the honour to invite your attention to the correspondence ending with this office No. 3640 W., dated the 18th March 1893, regarding the weight of the proposed new F class engines for the Rajputana-Malwa railway and to the marginally† noted telegram from the Board on the subject, and to request that the decision of Government may be communicated to this office as soon as possible.

† Board's despatch 47. Ask Government for early decision regarding weight engines contract still unsettled. Urgent.

Extract paragraph 12 of Bombay, Baroda and Central India Railway Company's Board's letter No. 47, dated 13th January 1893, to their Agent in Bombay.

12. No. 49, P. 520. As to weight of engines included in indent No. R. 115 of 1892.

I have to acknowledge receipt of the following reply from you, dated 5th instant, to my telegram of the 29th November last, as to the weight of the new locomotives required under Indent No. R. 115, viz:—

"Ammunition. Government insists adherence eight tons per axle."

On this reply being communicated to the Consulting Engineer, Sir Alexander Rendel in a report, dated the 12th instant, a copy of which is appended for information, has urged upon the Board the strong expediency of the matter receiving further consideration at the hands of Government in India. You will, therefore, lose no time in laying the Consulting Engineer's report before Government, and in pressing for a decision in the matter in accordance with his recommendation. As soon as you are made acquainted with the definite views of Government, please wire their decision for the Board's information. In the meanwhile specifications are being drawn with a view to obtaining tenders here for the number of engines required at alternative rates, viz., (a) within the sanctioned weights, and (b) for the greater weights now proposed.

Dated 12th January 1893.

Demi-official—From A. M. RENDEL, Esq.,

To—T. W. WOOD, Esq.,

I have yours of the 6th instant, I think that the Government must be asked to reconsider their determination in respect to the weight allowed on engine wheels so far at least as the western section of the Rajputana-Malwa railway is concerned.

The engines now indented for are to run, I believe, on the 470 miles between Bandikui and Ahmedabad. Now this section of the line has by far the heaviest traffic found on any metre gauge line in India, and it is combined with the severe gradient of 1 in 150. The goods traffic last half-year on the 170 miles of this section between Ajmere and Bandikui amounted to no less on the average than about 1,300 tons passing over it daily, in addition to a heavy passenger traffic, and the 300 miles between Ajmere and Ahmedabad was not very far behind. This is a goods traffic approaching in amount the averages for the year 1891 on the broad gauge Bombay and Baroda and the Great Indian Peninsula.

It is clear that on this part of the line, unless we use engines with eight wheels coupled, or put two engines to a train, both uneconomical proceedings, we are approaching the limit of capacity not of the metre gauge, but of a 40lb. rail, on inclines of 1 in 150.

In respect to the rail, it is certain that in no long time the whole of the line from Bandikui to Ahmedabad will be laid—as much of it already is—with a 50lb. rail, and with this rail we might increase the weight per wheel to five tons. With this weight Mr. Gutersloh's enlarged F, or perhaps an engine one size larger, becomes possible, and in my opinion no engine of less weight than a 50lb. rail will carry will now serve the purposes of the western division of the line.

If, therefore, the Government insist on the weight per wheel on this section not exceeding four tons, they are in effect either limiting the capacity of the line for traffic, or increasing the cost at which it is carried, a result, I suppose, which neither the Government nor the Company desire.

In the hope, therefore, that the Government will withdraw its veto, I propose that tenders for the enlarged engines shall be invited. Acceptance may of course be left to depend on the final determination of the Government.

No. 233 R.S., dated 7th July 1893.

From—The Secretary to the Government of India, Public Works Department,
To—The Secretary to the Government of Bombay, Public Works Department,
Railway Branch.

I am directed to acknowledge receipt of your No. 1266, dated 13th June 1893, enquiring, with reference to the proposal to increase the maximum axle loads of the F. class metre gauge locomotive engines recently sanctioned for the Rajputana-Malwa railway, whether engines whose axle loads are greater than the maximum of 8 tons may be admitted on the line under any circumstances, or whether this maximum is to be rigidly adhered to.

2. In reply, I am to say that until the Government Inspector reports that all bridges on the Rajputana-Malwa railway are sufficiently strong to take an axle load above the maximum now fixed, the Government of India are unable to consider any proposal to increase the standard laid down as regards these loads.

No. 118.

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA,
EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND
RAILWAYS.
THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND
AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.
THE AGENTS AND MANAGERS, MADRAS, AND, HIS HIGHNESS THE NIZAM'S GUARAN-
TEED STATE RAILWAYS.
THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHIL-
KHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.
THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBAN-
DAR RAILWAY.
THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.
THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 19th August 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892,
forwarding lists A and B of the subjects to be placed before the Railway
Conference of 1893, I am directed to forward a copy of the papers relat-
ing to question (S) No. (S) 222, 24 & 24 of list 4 referred to, viz.,

no. 222 - Equalisation of stock interchange.
no. 224 - Through working of perishable goods.
no. 24 - Procedure for adjustment of rates between lines.
no. 24 - Rules for the management of rolling stock.

I have the honor to be,

SIR,

Your most obedient Servant,

89 H. F. Burt
Secretary.
148

Documents accompanying.
(As noted above.)

Three copies of each question.

PL 5. 41
7323/53

No. *III*, dated the *19th* August, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretary to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyanai railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast Bhopal-Ujjain, and Bina-Guna railways.

By order,

H. A. Dutt
Secretary.
19.8.93

Documents accompanying.

(As noted overleaf.)

Five copies of each question.

W. P. 24/8

*The Joint Secretary to the Government
of Madras, P.W.D. Branch.*

Enclosure No. 1 to Secretary to Railway Conference letter No. 100 of 1893.

PROGRAMME

OF THE
RAILWAY CONFERENCE OF 1893.

Day.	Date.	Hour.	Business.
Monday	September 11th	12 noon	Opening, settlement of voting powers and appointment of Sub-Committees to consider Questions 1, 2 and 20 of list A.
Tuesday	" 12th	11 a.m.	Sub-Committee on Question 1 A—Revision of General Rules for working open lines of railway.
"	" "	2-30 p.m.	Full Conference—Question 4 A.—Charges for the use of rolling-stock.
Wednesday	" 13th	11 a.m.	Sub-Committee on Question 1 A—(continued).
"	" "	2-30 p.m.	Full Conference—Question 4 A—(continued).
Thursday	" 14th	11 a.m.	Sub-Committee on Question 1 A—(continued).
"	" "	2-30 p.m.	Full Conference—Question 4 A—(concluded) and Question 12 A. Reconsideration of various regulations passed at the Conference of 1888.
Friday	" 15th	11 a.m.	Sub-Committee on Question 1 A—(concluded) and Sub-Committee on Question 2 A.—Revision, if necessary, of the General Rules for working railways under construction.
"	" "	2-30 p.m.	Full Conference—Question 12 A—(continued)
Saturday	" 16th	11 a.m.	Morning sitting of Sub-Committee on Question 2 A, if necessary.
Monday	" 18th	11 a.m.	Sub-Committee on Question 20 A.—Revision of railway receipt and forwarding notes.
"	" "	2-30 p.m.	Full Conference—Question 12 A—(concluded)
Tuesday	" 19th	11 a.m.	Sub-Committee on Question 20 A—(continued).
"	" "	2-30 p.m.	Full Conference—Question 5 A.—Reconsideration of Regulations Nos. 11, 30 and 31 of the Conference of 1888.
Wednesday	" 20th	11 a.m.	Sub-Committee on Question 20 A—(continued).
"	" "	2-30 p.m.	Full Conference—Question 5 A—concluded.
			Question 6 A.—Diversion of coaching and goods traffic in cases of interruption of through communication, &c.

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Day.	Date.	Hour.	Business.
Thursday ...	September 21st	11 a.m.	Sub-Committee on Question 20 A—(concluded).
" ...	" "	2-30 p.m.	Full Conference—Question 6 A—(concluded). Question 11 A.—Division of rates and fares for coaching traffic when missent, or carried by other than the booked route. Question 29 A.—Adjustment of foreign lines proportions in the case of through passengers not travelling to destination.
Friday ...	" 22nd	11 a.m.	Full Conference—Question 7 A.—Proposed amendment of regulation 20 (d) of the Railway Conference of 1888. Question 9 A.—Advices of changes in rates and fares.
" ...	" "	2-30 p.m.	Full Conference—Question 8 A.—Reconsideration of regulations Nos. 21, 22 and 23 of the Railway Conference of 1888.
Monday ...	" 25th	11 a.m.	Full Conference—Question 8 A—(continued).
" ...	" "	2-30 p.m.	Full Conference—Question 8 A—(concluded). Question 10 A.—Minimum charges in through traffic on carriages and horses. Question 13 A.—Notice of alterations in timing of trains.
Tuesday ...	" 26th	11 a.m.	Full Conference—Consideration of the report by the Sub-Committee on Questions 1 and 2 A.
" ...	" "	2-30 p.m.	Full Conference—Consideration of the report by the Sub-Committee on Question 20 A.
Wednesday ...	" 27th	11 a.m.	Full Conference—Question 17 A.—Refunds on lost, unused, or expired tickets. Question 21 A.—Return tickets for dogs. Question 22 A.—Transshipment of perishable goods received in open trucks.
" ...	" "	2-30 p.m.	Full Conference—Question 3 A.—Limit to which errors shall be disregarded. Question 23 A.—Liability of railways to each other for passengers' luggage transferred at junctions.
Thursday ...	" 28th	11 a.m.	Full Conference—Question 25 A.—Equivalent in Indian weights of a ton. Question 27 A.—Concessions to school children.
" ...	" "	2-30 p.m.	Full Conference—Question 43 A.—Free allowance on passengers' luggage. Question 38 A.—Collection by receiving stations of undercharges on goods in advertently booked "to pay." Question 40 A.—Free conveyance of persons travelling in charge of animals.

Day.	Date.	Hour.	Business.
Friday ...	September 29th	11 a.m.	Full Conference—Question 42 A.—Refund of over charges on coaching and goods traffic. Question 14 A.—Establishment of a Claims Committee.
" ...	" "	2-30 p.m.	Full Conference—Question 15 A.—Commission payable to railways for collecting fares and freight due to foreign lines. Question 16 A.—Proposed new risk note.
Monday ...	October 2nd	11 a.m.	Full Conference—Question 18 A.—Apportionment of penalty charges leviable under section 58 of Act IX of 1890. Question 19 A.—Supply of coaching and goods tariffs to foreign lines.
" ...	" "	2-30 p.m.	Full Conference—Question 26 A.—Adjustment of cross traffic transactions. Question 28 A.—Adoption of rules for testing colour vision and night blindness.
Tuesday ...	" 3rd	11 a.m.	Full Conference—Question 30 A.—Consideration of section 113 of Act IX of 1890. Question 31 A.—Allocation of expenditure at joint stations.
" ...	" "	2-30 p.m.	Full Conference—Question 32 A.—Liability for consignments which are booked for the public under the credit-note system. Question 33 A.—Labelling of luggage.
Wednesday ...	" 4th	11 a.m.	Full Conference—Question 34 A.—Axle-loads for metre-gauge vehicles and engines. Question 35 A.—Milage of light ballast trains and engines.
" ...	" "	2-30 p.m.	Full Conference—Question 36 A.—Delivery of traffic in towns in which two or more railways have stations. Question 37 A.—Carriage by rail of preparations from hemp.
Thursday ...	" 5th	11 a.m.	Full Conference—Question 41 A.—Arrangement of steps of passenger vehicles, &c. Question 24 A.—Period for which goods invoices, &c., shall be preserved.
" ...	" "	2-30 p.m.	Full Conference—Question 39 A.—Working of joint stations.
Friday ...	" 6th	11 a.m.	Full Conference—Discussion on any proposals that may be made with reference to the questions in list B, and consideration of draft of the Conference regulations as revised at this Conference.
" ...	" "	2-30 p.m.	
Monday ...	" 9th	11 a.m.	
" ...	" "	2-30 p.m.	

N.B.—Any other subjects that may be brought forward with the approval of the President will be laid before the Conference at such times as may be convenient.

The above programme indicates generally the order in which it is proposed that the questions be discussed, but it must be accepted as only a rough estimate of the time over which the discussion on each question is likely to extend.

List A.

Questions to be placed before the Railway Conference of 1893, for decision.

- 1 Consideration of the General Rules for working open lines of railway in British India.
- 2 Revision, if necessary, of the General Rules for working railways under construction.
- 3 Limit to which errors shall be disregarded in each railway's proportion shown on invoices for through traffic.
- 4 Method of calculating the charges for the use of rolling stock.
- 5 Reconsideration of regulations Nos. 11, 30 and 31 of the Railway Conference of 1888.
- 6 Procedure to be adopted as regards the diversion of coaching and goods traffic in cases of interruption of through communication, and the subsequent adjustment of fares and freight.
- 7 Detention of rolling stock due to accident. Proposed amendment of regulation No. 20 (d) of the Railway Conference of 1888.
- 8 Equalization of stock interchanged. Reconsideration of regulations Nos. 21, 22 and 23 of the Railway Conference of 1888.
- 9 Advice of changes in fares and rates. Proposed additions to regulation No. 33 of the Railway Conference of 1888.
- 10 Minimum charges leviable in through booking on carriages and horses.
- 11 Procedure to be adopted in regard to the division of rates and fares for coaching traffic when misssent or carried by other than the booked route.
- 12 Reconsideration of various regulations passed at the Railway Conference of 1888.
- 13 Time-tables.—Notice of alteration in timing of trains.
- 14 Establishment of a Committee for the settlement on an equitable basis of claims on through consignments.
- 15 Commission payable to railway companies for the collection of fares and freight charges due to foreign lines on through traffic.
- 16 Introduction of a suitable risk note to be used when booking animals which a railway company is not prepared to carry except at owners' risk in consequence of (a) the viciousness, violence or fractious disposition of such animals or for other valid reasons, or (b) because the sender desires to load in the same vehicle horses and cattle or other animals of different breeds which may cause injury to each other by violence or fright.
- 17 Refunds on lost, unused or expired tickets.
- 18 Apportionment of penalty charges leviable under section 58 of the Indian Railways Act (IX of 1890), for misdeclaration of goods.
- 19 Charge for the supply of coaching and goods tariffs to foreign lines.
- 20 Revision of railway receipt and forwarding notes.
- 21 Return tickets for dogs.
- 22 Through booking of perishable goods.
- 23 Liability of railways to each other for passengers' luggage transferred at junctions.

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- 24 Period for which goods invoices and parcels way bills should be preserved.
- 25 Equivalent in Indian weights of a ton.
- 26 Procedure for adjustment of cross traffic transactions between railways.
- 27 Concessions granted to school children when travelling on railways.
- 28 Adoption of rules for testing colour vision and night blindness.
- 29 Adjustment of foreign lines' proportions in the case of through passengers not travelling to destination.
- 30 Penalty for travelling on railways without a pass or ticket, or with insufficient pass or ticket, or beyond authorized distance.—Section 113 of Act IX of 1890.
- 31 Allocation of expenditure at joint stations.
- 32 Liability for under-charges on consignments which are booked for the public under the credit note system.
- 33 Labelling of passengers' luggage.
- 34 Axle loads for metre gauge rolling stock.
- 35 Mileage of light ballast trains and engines.—How to be treated and charged.
- 36 Delivery of traffic in towns in which two or more railways have stations.
- 37 Carriage by rail of preparations from hemp (ganja, charas, bhang, majun, &c.)
- 38 Collection by receiving stations of under-charges on goods and parcels inadvertently booked "to pay."
- 39 Working of joint stations.
- 40 Grant of free conveyance to persons travelling in charge of animals.
- 41 Arrangement of steps of passenger vehicles and height of passenger platforms—Standard gauge.
- 42 Refund of overcharges on coaching and goods traffic.
- 43 Free allowance on passengers' luggage.

List B.

Papers circulated in the event of railways, parties to the Conference, having any definite proposals to bring forward for discussion thereon.

- 1 Division of through rates to and from stations on branch lines.
- 2 Simplification of present method for recording traffic statistics.
- 3 Reduction of lowest class fares.
- 4 Substitution of monthly for weekly station accounts.
- 5 Travelling on Indian railways.
- 6 Recovery of audit debits from booking and goods clerks.
- 7 Proposal to discourage the system of diverting traffic from foreign railways through the agency of traffic canvassers.
- 8 Proposed subsidiary rule in regard to trains approaching stations at which one signal only is alight.
- 9 Telegraph code for railway messages.
- 10 Punishment to be awarded to railway servants who are absent without leave.
- 11 Present form in which railway statistics are kept, and their practical utility.
- 12 Proposed maxima and minima for the several classes of goods and coaching traffic.
- 13 Liability under section 75 of the Indian Railways Act, (IX of 1890), of a railway administration as a carrier of articles of special value.
- 14 Pay and allowances of engine-drivers, firemen and shunters.
- 15 Publication of a general goods tariff for through traffic on all railways.
- 16 Concessions to commercial travellers.
- 17 Establishment of a clearing house or houses for Indian railways.
- 18 Establishment of a Committee of Engineers.
- 19 Technical terms for adoption on all Indian railways to designate different classes of engines, &c.
- 20 Parcels traffic.
- 21 Consideration of the best means of working lines of railway so as to reduce accidents.
- 22 Division of working expenses between coaching and goods traffic.
- 23 Minimum rates and fares on Indian railways.

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893,

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND RAILWAYS.
THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.
THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.
THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHILKHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.
THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.
THE AGENTS AND GENERAL MANAGERS, DARJEELING-HIMALAYAN RAILWAY.
THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 16th August 1893.

SIR,

I am directed to forward, for information, a printed copy of the Programme of the Railway Conference of 1893, together with a revised list of the subjects for discussion; and to add that the latter is intended to supersede the list circulated with my letter No. 46, dated the 9th December 1892.

I have the honour to be,

SIR,

Your most obedient Servant,

H. P. BURT,
Secretary.

Documents accompanying.

1. Programme referred to.
2. Revised list of subjects.

No. 101, dated the 16th August 1893.

Copy, together with copy of enclosures, forwarded, for information, in continuation of No. 47, dated the 9th December 1892, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department, (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretaries to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agents to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; and the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyanraik railways; the Secretary and Agent, Nilgiri railway; the Engineer-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast, Bhopal-Ujjain, and Bina-Guna railways.

Documents accompanying.
Five copies of each of the above.

By order,

Secretary.

The Joint Secretary to the Government of Madras,
P. W. D. Branch, Madras.

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RAILWAY CONFERENCE, 1893.

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*Papers circulated in the event of railways—parties to the Conference,
having any definite proposals to bring forward for discussion
thereon.*

No. 23.

MINIMUM RATES AND FARES ON INDIAN RAILWAYS.

MINIMUM RATES AND FARES ON INDIAN RAILWAYS.

NOTE BY MR. F. B. HEBBERT, SHOWING THE OBJECT WITH WHICH THEY WERE FIXED AND THEIR ACTION IN RESTRICTING COMPETITION.

IN 1887, the then Director-General of Railways, Colonel Conway-Gordon, R. E., called attention to the general principles which he thought should be accepted by Government, and in accordance with which Managers and Agents of railways might be allowed to alter rates and fares, within limits, to the best advantage of their respective railways. The numerous cases of disputes between the various competing railway companies in India, the many complaints put forward by Chambers of Commerce and traders on the subject of railway rates and fares, that are now referred so frequently to Government for settlement, prove conclusively, he thought, that India is now passing beyond the first and simple stage of railway development. He laid down the following principle as one generally accepted in England and elsewhere in regard to railway rates and fares:—

“That in the interests of the public, in order to prevent unreasonable charges on the part of railway administrations who have by Government been given a practical monopoly of the land carrying trade of the country, it is necessary to lay down some restriction on the maxima of fares to be levied by railway administrations for the carriage of all classes of passengers and on the maxima rates for the conveyance of all descriptions of goods.”

2. The Government of India shortly afterwards issued resolution No. 1446 R.T., dated the 12th December 1887, embodying the principle above referred to. The resolution proceeded to observe that in India circumstances exist, not to be found generally in the railways of other countries, which make it necessary to fix minimum as well as maximum rates and fares. In consequence of the Government guarantee granted to certain railways, it is possible for a railway in this country to be worked at a loss to Government, without affecting the pecuniary interests of the shareholders in any way, and at the expense of the tax-payer—that is, when a guaranteed line is not paying the guaranteed interest, and has no near prospect of so doing. A Guaranteed Company, under these circumstances, might unduly lower the rates and fares in competition below a point which would allow of a margin of profit, unless prevented from following this course by a minimum rate being fixed by Government. It was therefore resolved that the schedule of maximum and minimum rates and fares, which was appended to the resolution, should be adopted on all railways worked directly by the State, and by all other railway administrations, whether their lines be already opened or not, so far as the schedule was not inconsistent with any contracts or agreements previously entered into; and that it should not be departed from without due cause being given. The minima would, it was stated, be enforced only when circumstances have shown them to be necessary in the financial interests of Government.

In this schedule the maximum and minimum rates for each class except special were the same.

3. In Government of India resolution No. 1101 R.T., dated the 17th October 1888, the above orders were modified to the following effect:—“that in local booking of goods, every railway administration shall be free to fix its own rates for all staples, subject to the maximum rate, and to the minimum rate of $\frac{1}{10}$ th pie prescribed by Government.”

4. A legal difficulty subsequently arose regarding the application of the *single rate* fixed (in the schedule referred to in Government of India resolution No. 1446 R. T., dated the 12th December 1887,) as the maximum and minimum for each of the five prescribed classes of goods to the several railways having contract obligations similar to the following clause:—

“The Company shall be entitled to charge the public for services rendered by way of conveyance on the projected railway of passengers and goods of different classes and descriptions at such rates only as shall for the time being be approved by the Secretary

of State. The Company may from time to time and at the request of the Secretary of State submit for the approval of the Secretary of State maximum and minimum rates within which the Company is to be at liberty to charge for such services, and the Secretary of State may approve such rates with such modifications as he shall think fit, and may also from time to time require the Company to make such modifications in the maximum and minimum rates for the time being in force as he shall think fit: Provided such modification as last aforesaid, he shall give to the Company not less than six months' previous notice of his intention in that behalf in order to give the Company time to submit its views with reference to such modification: Provided also, that when the Secretary of State shall declare that the case is one of public emergency, it shall be sufficient for him to give such shorter notice as under the circumstances he shall consider reasonable. The Company shall not in making charges to the public for services mentioned in this section calculate any such charge at a rate which shall be either above the maximum or below the minimum rate for the time being applicable under this section to the particular service in respect of which the same charge is made or make any reduction by way of rebate or otherwise which shall have the effect of bringing any rate actually paid below such minimum. The term "goods" shall as regards this section include everything conveyed on the projected railway passengers only excepted."

5. It was pointed out that the obligations of the contracts above mentioned contemplate the prescription of a *separate* maximum and a *separate* minimum rate for each of the five different classes of goods, and that, within the limits so laid down, the Company have the power to vary their charges without reference to Government. They further held that all goods should be arranged in classes, and that the transfer of any article from one class to another cannot be made without the prior sanction of Government. The Government of India, upon a reconsideration of the matter, accepted the opinions thus advanced.

6. The following rates were consequently agreed to and sanctioned in Government of India resolution No. 359 R.T., dated the 14th May 1891, as modified by the Government of India letter No. 533 R.T., dated the 7th July 1891. The maximum rate for special class goods and the minimum fare for 3rd class passengers which were previously fixed as $\frac{1}{4}$ and $1\frac{1}{4}$ pies per mile were, it will be noticed, changed to $\frac{1}{3}$ and $1\frac{1}{2}$ pies per mile respectively.

Schedule of maximum and minimum fares and rates for coaching traffic.

Passenger fares—				Maximum. Pies per mile.	Minimum. Pies per mile.
1st class	...	...	...	18	12
2nd "	...	...	...	9	6
Intermediate class	...	...	...	4½	3
3rd class	...	...	...	3	1½

Schedule of maximum and minimum rates for goods traffic.

Goods rates—				Pies per maund per mile.	
				Maximum.	Minimum.
5th class	...	...	...	1	$\frac{1}{2}$
4th "	...	...	...	$\frac{1}{2}$	$\frac{1}{4}$
3rd "	...	...	...	$\frac{1}{4}$	$\frac{1}{8}$
2nd "	...	...	...	$\frac{1}{8}$	$\frac{1}{16}$
1st "	...	...	...	$\frac{1}{16}$	$\frac{1}{32}$
Special	...	...	...	$\frac{1}{32}$	$\frac{1}{64}$

7. The maximum and minimum rates and fares given in the preceding paragraph of this note have been sanctioned for adoption on the following railways:—

- East Indian railway.
- Lucknow-Bareilly section of the Rohilkund-Kumaon railway.
- Bengal-Nágpur railway.
- Indian Midland railway.
- Bengal and North-Western railway.
- Southern Mahratta railway.

(vii) South Indian railway. (Sanction has also been given to the 2nd class fares being varied between the maximum prescribed for that class and the minimum prescribed for intermediate class, so long as no intermediate class accommodation exists on the South Indian Railway Company's undertaking.)

(viii) Standard (5' 6") and metre (3' 3½") gauge railways administered directly by the State, viz.:
North Western (state) railway.
Oudh and Rohilkhand (state) railway.
Eastern Bengal (state) railway.
Burma (state) railway.

The application of the same maxima and minima to the Rajputana-Malwa railway system also is under consideration.

8. It will be seen that on the railways in Northern India there is now complete uniformity in regard to the minima fixed by Government for rates and fares on the various railway systems. The questions naturally arise whether these minima are sufficiently low to allow the traffic authorities of each line to quote rates which will attract or foster all traffic likely to offer; and whether there is a possibility of opening out any traffic which might be carried under existing circumstances at a profit, but which could not bear rates within the minima as now fixed.

9. It is generally recognised that it is impossible to ascertain the actual cost to a railway of carrying any particular item of traffic. It is also acknowledged by railway experts that it is out of the question to distribute fixed charges fairly over the traffic carried, and that if any new traffic can be attracted by rates sufficient to cover the actual operating charges and to leave a small margin of profit, it may be good policy to carry such traffic, although the rates may be considerably below the average statistical cost of transportation.

10. In order to contribute towards an elucidation of this question, a note was drawn up in the Director-General of Railways' office, attempting to ascertain the average cost of moving a ton of goods on the Oudh and Rohilkhand (state) and North Western (state) railways.

This has been circulated to most railway administrations with a view to ascertaining whether the figures on which the calculations were based were generally accepted as being fairly admissible for the particular purpose in view.

11. From the figures furnished in response by each of the three railways concerned, the cost of carrying a goods unit (maund) one mile on the East Indian, the Oudh and Rohilkhand (state) and the North Western (state) railways respectively, has been worked out on the basis of a division of the total working expenses between coaching and goods in the ratio of coaching and goods earnings. The results arrived at on this basis are found on these lines to be intermediate between the results on the gross ton-mileage and train mileage bases and are given below:—

Table showing the average cost of hauling a goods unit (maund) one mile, for the year 1891, calculated on the basis of coaching and goods earnings.

	AVERAGE COST PER MAUND PER MILE.			
	Operating charges, i.e., movement and station expenses only. (a)	Total fixed charges, excluding interest. (b)	Total statistical cost to railway. (a+b)	Average sum received for carrying a maund of goods one mile.
	Pies.	Pies.	Pies.	Pies.
East Indian railway system ...	0.021 = $\frac{1}{48}$	0.033 = $\frac{1}{30}$	0.054 = $\frac{1}{18}$	0.211 = $\frac{1}{4}$
Oudh and Rohilkhand (state) railway ...	0.045 = $\frac{1}{22}$	0.038 = $\frac{1}{26}$	0.083 = $\frac{1}{12}$	0.200 = $\frac{1}{5}$
North Western (state) railway system ...	0.065 = $\frac{1}{15}$	0.058 = $\frac{1}{17}$	0.123 = $\frac{1}{8}$	0.199 = $\frac{1}{5}$

12. Without calculations on a basis of this, or a somewhat similar, kind, traffic authorities must be more or less in the dark as to how far they can safely reduce rates on low-priced commodities in order to attract traffic on sections of the line not worked to their full capacity. The results of the calculations may be misleading to persons not fully acquainted with the actual conditions of each line and its traffic, but to the local expert, who is in a position to discount the figures with a full knowledge of the actual circumstances of the case, they should afford a guide of some value in regard to questions of profit which are necessarily involved in much obscurity.

13. To the Government of India, however, the calculations give but a very indifferent guide, and yet they provide the only clue which is at present at its disposal to assist it in determining the minima which it should fix to protect itself from loss due to reckless competition, while not preventing the public from reaping every advantage from such competition as appears legitimate and is possible in the present undeveloped state of railway communications in this country.

14. From the figures in the table given in paragraph 11 above, it would appear that the minimum of 10th pie for special class goods is unnecessarily high, and the figures would seem to show that in the case of low priced materials, especially when travelling in the opposite direction to the preponderance of traffic, additional traffic could be carried with some profit at rates a good deal below the Government minimum.

15. From calculations made, it would appear that the actual cost of carrying a third class passenger on the Oudh and Rohilkhand (state) railway is about 3rds of a pie per mile including fixed charges, and that the movement and station expenses are only about 1/3rd of a pie per mile, so that it would seem also possible to carry passengers with profit at rates considerably below the minimum for lowest class passengers as at present fixed by Government.

16. The object of the present note, however, is merely to call attention to the minima fixed by Government, and to suggest that the Conference should consider whether any alterations seem desirable with a view to giving traffic authorities freer scope for creating traffic in low-paying commodities, such as road ballast, manure, slack coal, etc., and in competing with less enterprising rivals for traffic which may be lost to both from want of encouragement, in the form of low rates, to the movement of goods at a time of dull trade; and in the case of passengers, in the form of low fares for labourers at harvest time, pilgrims, etc.

It might also be considered whether the arrangement by which uniform minima have been applied to all lines is equitable towards those lines which can, for any reason, carry traffic more economically or at less cost than their neighbours.

No. 106.

FROM

THE SECRETARY,

RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND, HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.

THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHILKHAND, BURMA STATE, AND JODHPUR-BICKANEER RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.

THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 18th August 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892, forwarding lists A and B of the subjects to be placed before the Railway Conference of 1893, I am directed to forward a copy of the papers relating to question ~~(S)~~ No. ~~(S)~~ 23 of list B referred to, viz.,

No. 23 B. Minimum rates and fares on Indian railways.

I have the honor to be,

SIR,

Your most obedient Servant,

H. P. Burt
Secretary.

Documents accompanying.

(As noted above.)

Three copies of the question.

2
No. 107, dated the 18th August, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretary to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyan-zaik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast Bhopal-Ujjain, and Bina-Guna railways.

By order,

A. Phibbs

Secretary.

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Documents accompanying.

(As noted overleaf.)

Five copies of the question.

*The Joint Secretary to the Government
of Madras, P. W. D. Ry. Branch, Madras.*

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Communicated
to the Examiner of
Railway Accounts.

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FROM
THE SECRETARY, RAILWAY CONFERENCE.

No. 66.

TO
THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND RAILWAYS.
THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH-WESTERN, ROHILKUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.
THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.
THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHILKHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.
THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.
THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.
THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

SIR,
Simla, the 18th July 1893.
With reference to paragraph 3 of letter No. 46, dated the 9th December 1892, I am directed by the President to request that if any further subjects are proposed for discussion at the ensuing conference they may be furnished with the least possible delay, and not later than the 10th August 1893.

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

H. P. BURT,
Secretary.

Documents accompanying.
Nil.

No. 67, dated the 18th July 1893.

Copy forwarded, for information, with reference to endorsement No. 47, dated the 9th December 1892, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretaries to the Chief Commissioners of Burma, and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay, and Madras; and the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam.

Copy also forwarded, for information, with reference to paragraph 3 of letter No. 46, dated the 9th December 1892, to the Agents and Chief Engineers, Bengal-Assam, and Bengal Central railways; the Managers, Cherra-Companyganj and Jorhat state railways; the Agent and General Manager, Dibru-Sadiya railway; the Agent, West of India Portuguese railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur and Thaton-Duynizaik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast, and Bina-Guna railways.

Copy also forwarded, for information, to the Engineer-in-Chief, Bhopal-Ujjain railway.

H. P. Burt
Secretary.

The Joint Secretary to the Government of Madras, P.W.D. Railway Branch, Madras.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893,
for decision.*

Ans: 26.7.93

B. 1170 R 231 Aug 1893.

Records.

Mr R

No. 5.

RECONSIDERATION OF REGULATIONS 11, 30 AND 31 OF THE
RAILWAY CONFERENCE OF 1888.

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RECONSIDERATION OF REGULATIONS 11, 30 AND 31 OF THE
RAILWAY CONFERENCE OF 1888.

ISSUES.

Whether the following regulations passed at the Railway Conference of 1888 could be modified so as to be acceptable to all railways :—

Regulation 11.—*In the event of a wagon, which is properly booked in accordance with regulations, being missent through error, the railway so missending shall pay to other railways over whose lines the vehicle runs owing to the error, a haulage rate of one pie per mile per ton of carrying capacity in lieu of freight. The missending railway shall also pay ordinary mileage in both directions for the missent distance (and demurrage if incurred) but no penalty.*

Regulation 30 (a). *In the case of through goods traffic being despatched by a different route from that laid down in Regulation 28, each railway, other than the missending railway over which the consignment passes, shall receive its full freight for the mileage over which the consignment was actually carried, but the proportion of freight due to the missending railway (less any refund that may have to be made to the consignor or consignee) shall be divided in mileage proportion between the railways, including the missending railway, forming the correct route, subject to the following provisos in the event of both the correct route and the missent route comprising some portion of a railway other than the missending railway :—*

(i) *If the mileage by the missent route on any such railway is greater than the mileage by the correct route, such railway is not to receive more than the freight for the mileage over which the goods were actually carried.*

(ii) *If the length of the missent route is less than the mileage by the correct route, the railway is to receive the freight for the mileage over which the goods were actually carried, in addition to its mileage proportion of the freight of the missending railway, which is due to the difference of mileage between the correct and the missent route.*

(b) *Any railway having entire command of a route between the despatching and receiving stations may send the traffic by its own route ; provided that the charge to the public does not exceed that of the route laid down in Regulation 28.*

(c) *The procedure prescribed under clause (a) of this Regulation shall not be applied in cases in which the mis-despatching by the wrong route is the result of error on the part of the staff, and not of defective or incorrect instructions ; and in such cases of bona fide error the freight shall be divided amongst the railways over which the consignment passes, the railways other than the mis-sending railway receiving their full freight, and any refund that may have to be made to the consignor or consignee being paid by the missending railway.*

(The East Indian railway dissents from this Regulation ; and the Indian Midland railway dissents from clauses (b) and (c) thereof).

Regulation 31.—*In case of accidental mis-sending of goods not in through wagons by any railway, the other railways carrying such goods shall, in lieu of freight, be paid a haulage charge of three pies per ton per mile thereon in both directions by the railway so missending.*

NOTE BY THE TRAFFIC SUPERINTENDENT, OUDH AND ROHILKHAND
RAILWAY.

Conference regulation 30.—So far, I understand, all railways have not adopted the provisions of this rule, which is only applicable to goods, while for coaching traffic, passengers, parcels, &c., there is no authoritative ruling. In

regard to goods, I think, it is important that some ruling which would generally be accepted by all railways be framed.

It is also my opinion that Conference regulations 30 and 31 do not fully meet all cases.

In the first place I do not think it is desirable to make any distinction between intentional and accidental mis-despatches, as in practice it is actually impossible to clearly establish whether a mis-despatch is accidental or intentional. In either case there should be a severe penalty for a mis-despatch whether intentional, or accidental, and it should also be made clear that under no circumstances can a railway benefit by mistakes caused by its own staff.

Under the regulation, as it now stands, a mis-sending railway with but a short lead to a junction with another railway, and that the only route so far as the mis-sending railway is concerned by which certain traffic can be booked, may cause a mis-despatch inflicting heavy loss on the revenues of another railway, which the latter cannot recoup. As an illustration, take a consignment booked from Moradnagar to Lucknow *via* correct route, *viz.*, Aligarh, but mis-despatched *via* Ghaziabad and Cawnpore to Lucknow. Under these circumstances the railway to be penalized would be the North Western railway on its lead of 10 miles to Ghaziabad, the East Indian railway would receive full freight—Ghaziabad to Cawnpore, while the Oudh and Rohilkhand railway, instead of earning freight from Aligarh to Lucknow, would receive freight Cawnpore to Lucknow in addition to its mileage proportion of the freight of the missending railway, which is due to the difference of mileage between the correct and mis-sent route. This, if the mis-despatch was wilful; but if accidental, all the Oudh and Rohilkhand railway would receive would be its freight Cawnpore to Lucknow.

In other words, this is practically penalizing the Oudh and Rohilkhand railway for the mistakes of the staff of another railway.

Again, under clause (c), regulation 30, in the case of a consignment from Howrah to Saharanpur, freight *via* Moghal Serai and Oudh and Rohilkhand railway being the same as *via* Ghaziabad and the East Indian railway, the consignment being booked *via* Moghal Serai and the Oudh and Rohilkhand railway, is by a *bona fide* error carried *via* Ghaziabad, freight will be divided by the route carried, the East Indian railway, the missending railway being liable for any refund that may be due; but as no refund is due, the missending railway in this case clearly gains the lead between Moghal Serai and Ghaziabad, or, in other words, actually benefits by its own error.

Other instances of equally similar unfair results could be quoted; and as experience of the rule since its introduction has shown that it requires remodeling and amplification, I would beg again to offer the following proposals on the penalty clause:—

I.—In the absence of specific instructions on the part of the consignor, all traffic shall be booked by the cheapest open route, and if there are two equally cheap open routes, by the shorter. Specific instructions shall be held to mean a distinct written order signed by the consignor. A mere remark on the invoice will not be accepted as sufficient.

When the consignment is accepted, the remark "at sender's request" under the above instructions must be noted on the forwarding note, invoice and railway receipt, and original letter of instructions attached by forwarding railway to invoice.

In all cases in which instructions, such as the above, have not been obtained or remarks omitted from the documents named, consignment to be treated as mis-despatched.

II.—If traffic is booked by an incorrect route, but carried by the correct route, freight shall be apportioned according to the route by which the goods were carried.

III.—In the case of traffic both booked and carried by an incorrect route, freight shall be divided in the Audit Office which initially accounts for the invoice in the following manner:—

(a) All railways, except the mis-booking railway over which the consignments have actually been carried, shall receive their full freight.

(b) If funds remain after the above payment, the lines over which the consignment should have been booked shall receive the freight they would have received but for the mis-despatch. If the available funds are not sufficient it shall be divided among them rateably.

(c) If after the deductions in clauses (a) and (b) any funds remain, they shall be credited to the mis-booking railway, that railway being responsible for any claims for refund that may be made.

Cases of mis-despatch of consignments correctly booked may be divided into three categories:—

I.—Those which result in the consignments returning to the correct route at the point of mis-despatch, *e.g.*, a consignment from Cawnpore to Howrah mis-despatched down the Patna-Gya state railway. In cases of this kind the mis-sending railway shall pay a haulage of three pies per ton per mile in both directions.

II.—Those which result in the consignment returning to the correct route at a point in advance of the point of mis-despatch, *e.g.*, a consignment from Fyzabad to Meerut mis-despatched at Lucknow *via* Cawnpore instead of *via* Aligarh. Cases of this kind will be dealt with under clause III a, b, c, and the mis-despatching railway will be liable to the penalties enumerated in that clause.

III.—Those which diverge from the correct route but which never return to it, *e.g.*, a consignment from Fyzabad to Meerut booked *via* Aligarh and Ghaziabad but carried *via* Saharanpur. These cases also will be dealt with under clause III a, b, c.

Conference regulations 11 and 31.—Where a break of gauge exists in connection with mis-despatches much correspondence is caused in determining which Conference rule, 11 or 31, is applicable. This is best made clear by illustration.

Case A.—A consignment weighing 154 maunds 20 seers booked from Kuchawan Road to Fyzabad *via* Bombay, Baroda and Central India railway and Cawnpore. At Cawnpore the Oudh and Rohilkhand railway wagon into which contents are transhipped is wrongly labelled by the Bombay, Baroda and Central India railway staff for Benares Cantonment, to which station it is carried and returned to correct destination, *viz.*, Fyzabad, the distance over-carried being 120 miles.

Which of the Conference rules above referred to is applicable?

One view is that Conference rule 31 only can be applicable because it is a case of goods mis-sent in error, not in a through wagon; while it is contended against this view that Conference rule 11 is applicable, and that haulage is payable at the rate of one pie per mile per ton of carrying capacity of the wagon used. Other illustrations of how the case may be even further complicated, are—

Case B.—A consignment booked from Sirsa to Roorkee *via* Bhatinda and Saharanpur is loaded up at former station in a North Western railway wagon which is wrongly labelled to Bareilly and over-carried Roorkee to Bareilly and back.

Case C.—A consignment consisting of 78 bags grain booked from Gurgaon to Chola *via* Delhi. At the latter station in course of transshipment the narrow

gauge staff erroneously transhipped 76 bags weighing 160 maunds into an East Indian railway 11 ton wagon along with other goods and labelled it for Chandausi. The consignment was over-carried to Chandausi and returned from there under a fresh invoice in Oudh and Rohilkhand railway wagon.

It is obvious from this that a clear ruling as to what is, and what is not a through wagon, when both gauges are the same and when there is a break of gauge, should be arrived at.

If the Conference regulation No. 11 was modified so as to read —

"In the event of a wagon which is properly booked in accordance with regulations being missent, the railway mis-sending shall pay ordinary mileage in both directions (and demurrage if incurred) but no penalty."

"Haulage in lieu of freight on the consignment or consignments carried in it shall be paid in terms of Conference regulation 30 (as proposed).* If, however, the wagon is mis-sent with no load, railway hauling the empty vehicle shall be recompensed at the rate of one pie per ton of carrying capacity per mile."

This might, I think, have the effect of settling the present vexed question of what is a through and what is not a through wagon.

NOTE BY THE AGENT, EAST INDIAN RAILWAY.

Regulation 11.—Suggested that this regulation be reconsidered and revised to make its intention and scope clearer. Apparently it is intended, and this seems desirable, that this rule should refer only to the payment to be made for the haulage of a wagon loaded or empty that is sent over a wrong route through an error, be it accidental or wilful, and has nothing to do with the question of the distribution of the freight earned by any consignment in the wagon if the latter happens to be loaded. If this is the case the insertion of the words "in lieu of freight" in the rule as it now stands is not understood.

The revised rule might read as follows:—

"In the event of a loaded or empty wagon being mis-sent, the railway so mis-sending shall pay to other railways over whose lines the vehicle runs owing to the error a haulage rate of one pie per mile per ton of carrying capacity. The mis-sending railway shall also pay ordinary mileage in the case of a loaded wagon for any extra distance run due to the mis-sending railway also any demurrage due to the mis-sending railway. Demurrage due to detentions to be under the same rules as if the wagon was running correctly. This regulation does not carry with it any exemption from the penalty charge under regulation 9 (a)."

Regulations 30 (a) and 31.—Suggested that these be amalgamated, the simplified regulation to run —

"(a) In all cases of through goods traffic being despatched to destination by other than the invoiced route, freight by the correct or invoiced route shall be collected and divided between the lines forming that route according to their proper proportions. For the portion of the distance carried which is not in the correct route the mis-sending line shall pay the haulage mileage and demurrage charges which may be due under regulation 11 in the case of wagons which run through.

"Provided that where a line has received freight it shall not receive haulage on the portion of the correct route, except for the distance in excess of the distance by the correct route. Provided also that vehicle mileage charges which would have been due if the correct route had been followed shall be paid by the railway forming the correct route and credited to the mis-sending line.

"(b) In all cases of through goods traffic being despatched to wrong destination, they shall forthwith on the error being discovered be despatched by the cheaper route to correct destination. Freight by the correct route to proper destination shall be collected and divided between the lines forming that route according to their proper proportions. For the missent distance in both directions the mis-sending railway shall pay and receive credit as provided in the first paragraph of this clause.

"(c) Wagons missent on the outward journey are, where there is no break of gauge, to be returned by the correct route which being credited with its full freight will receive no haulage on this portion of the journey.

* See note ante by Traffic Superintendent, Oudh and Rohilkhand railway, on regulation 30.

"(d) When goods not carried to destination in the wagons in which despatched by the forwarding railway are missent the mis-sending railway shall pay for the missent distance a charge to the carrying lines of two pies per ton per mile subject to the same provisos as in clause (a)."

EXAMPLE.—A consignment from Chandausi to Bombay loaded in an Oudh and Rohilkhand railway wagon and invoiced *via* Aligarh, and Jubbulpore mis-sent by East Indian railway. Freight *via* the invoiced route is divided between Oudh and Rohilkhand railway, East Indian railway, Indian Midland railway and Great Indian Peninsula railway in their correct proportions *via* that route. For the portion of the distance miscarried, *vis.*, Tundla to Itarsi *via* Jubbulpore, the East Indian railway pays the Great Indian Peninsula railway haulage at one pie per ton of carrying capacity of the wagon between Jubbulpore and Itarsi. East Indian railway further pays Oudh and Rohilkhand railway mileage, Tundla to Itarsi *via* Jubbulpore, and demurrage charges if due. East Indian railway receives from Indian Midland railway mileage between Agra and Itarsi.

FURTHER EXAMPLE.—A consignment booked from Gya to Ahmedabad *via* Agra junction is despatched in an East Indian railway wagon *via* Jubbulpore and Dadar. The freight by correct route is divided in proper proportion over the East Indian railway and Bombay, Baroda and Central India railway forming the correct route, and the East Indian railway has to pay haulage to the Great Indian Peninsula railway from Jubbulpore to Dadar and back and to Bombay, Baroda and Central India railway from Dadar to Ahmedabad and back less the distance from Agra to Ahmedabad which they would have had to haul had the correct route been followed.

Regulation 30 (c).—To be struck out.

Regulation 31.—To come out being covered by new regulation 30.

NOTE BY THE AGENT, GREAT INDIAN PENINSULA RAILWAY, DATED THE 11TH JULY 1893.

Haulage charges—Question of the right of a railway to claim in regard to an "empty covered wagon sent forward over a foreign line in mistake for a full one.

It is desirable that this question should be discussed and a rule laid down to meet such cases, as recently a wagon properly labelled and sealed was received from a foreign railway, and on being opened was found to be empty, having been sent forward by mistake for another full wagon which was in error labelled empty at the junction station and returned from whence it came. The question of a haulage charge for the empty wagon, onwards from the junction over this line and back, has arisen, but there is no rule dealing with it.

NOTE BY THE TRAFFIC MANAGER, INDIAN MIDLAND RAILWAY.

Attention is called to the necessity for some provision to meet such cases as the following, namely,—

(1) An East Indian railway wagon received by the Great Indian Peninsula railway *via* Jubbulpore may be missent on the return journey as an empty *via* Itarsi, and handed over by the Indian Midland railway to the East Indian railway at Cawnpore. The Indian Midland railway would be credited by the Great Indian Peninsula railway with penalty (Rs. 15), which would be payable to the East Indian railway as the parent line. But there is no regulation for the payment to the Indian Midland railway of haulage for the wagon from Itarsi to Cawnpore.

(2) Regulation 9 (b) lays down that penalty-paying vehicles should be subject to the ordinary mileage and demurrage charges; but when a wagon is hauled *empty* mileage cannot be claimed.

(3) Haulage would, however, appear to be correctly due in such a case, and Regulation 9 might be altered to include the payment of haulage charges on empty penalty-paying vehicles.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893, for
decision.*

No. 39.

WORKING OF JOINT STATIONS.

*(Proposed for discussion by the Agent and Chief Engineer, Bengal-
Nagpur railway.)*

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WORKING OF JOINT STATIONS.

ISSUE.

Whether, at joint stations where the traffic interests of the railways using the stations are likely to clash, the conditions now generally embodied in the working agreements sufficiently protect the railways which neither appoint nor control the joint staff; if not, how this object can best be secured in future working agreements.

MEMORANDUM BY THE AGENT AND CHIEF ENGINEER, BENGAL-NAGPUR RAILWAY.

"Joint stations" divide themselves into two classes.

Class I.—Comprises stations that offer no alternative route to destination for traffic booked at the joint station.

Class II.—Comprises stations that offer alternative routes to destination for traffic booked at the joint station, one route being *via* the railway that appoints and controls the staff working the joint station, and the other route being *via* the other railway party to the joint working.

Joint stations, class I, offer no particular difficulty in working. Traffic interests do not clash and the working railway has only to manage the "joint staff" in such a way as to give the other railway, party to the agreement, as little cause for complaint as possible.

Joint stations, class II, with traffic interests in direct antagonism.—Joint stations of this class are never worked to the satisfaction of the railway that has no control over the staff.

Agreements for working such stations are precisely on the same lines as for joint stations when there is no conflict of interests.

Most such agreements specify:—

1. That the owning railway shall appoint and control the working staff of the joint station.
2. That the traffic of the two railways shall be dealt with in the same manner as if it belonged to one only, no undue preference being given to that of either company.
3. That the joint station books shall be kept by the joint station staff and shall be at all times open to inspections by an authorized officer of either railway.

Theoretically such joint stations should work satisfactorily if the terms of the agreement are carried out.

Practically two difficulties at once occur.

The first is the reluctance of the higher authorities of the railway owning the joint station to part with traffic they have hitherto had the monopoly of.

The second is the reluctance of the joint staff belonging to one railway only, which alone can promote their interests, showing any inclination to deal with the traffic in an impartial manner.

Dealing with the first difficulty. A railway that has for years had the monopoly of the traffic from a station, is in no way inclined to let it go, on an alternative route being opened.

On the new railway wishing to ascertain how the traffic is being booked by the joint station staff it at once meets with opposition from the higher authorities of the older line, who in no way will admit that the former state of monopoly has ceased to exist, and that they have now admitted a partner into the working of the joint station that has equal rights as themselves under the joint working agreement.

As a result of experience, it is found the form, which the opposition of the higher railway authorities takes, is to deny the right to examine the joint station books on the grounds that the local traffic is a private one, and that it is not the usual custom on railways in India. This refusal and the statement that after a station has become a joint one the local traffic still remains "private" to the older company, indicate a position quite at variance with the terms of the agreement.

With the railway owning a joint station holding these views and having the appointment and control of the staff, it is clear the other railway has not much chance of securing any traffic which the agreement says is to be dealt with impartially.

This intensifies the second difficulty, *viz.*, the reluctance of the joint staff to let any traffic go by the line that does not appoint them.

This reluctance is quite natural and easily understood and would appear to be an absolute bar to the successful working of joint stations, class II, under existing arrangements.

A station master is quite certain, whatever orders to be impartial he may receive from his superiors, that his future depends on his sending the greater part of a joint station traffic by the line that appoints him and can promote him and that he will get very little credit by dividing the traffic, a result which will be probably attributed to his slackness in canvassing or want of influence among the merchants. The joint staff being in this difficulty naturally devote their energies and interests to sending the traffic by the line of the company that has power to do them good or harm.

The question is of great importance, as a very considerable traffic may be involved, and as railways develop, more of this class of joint stations are certain to spring into existence. Admitting on the score of expenditure that it is advisable to have joint stations, the question that has to be decided is—

How can the interests and rights of the junior railway be secured at joint stations, class II?

As matters stand at present, the older railways do not seem willing to admit that a junction having been made with any one of their stations, thereby offering an alternative route to destination for traffic booked from that station, that the original traffic conditions are in the least altered.

They apparently consider the junior railway has made the alternative route solely to bring traffic on to the older line *via* the junction and that the junior line has no right to take any traffic away by their route from the junction station.

This does not appear to be either a reasonable or equitable view of the case. The real position is this, that as is constantly happening as railways develop, a monopoly ceases to become one by the junction of a new line with an older line. That the junction once made and an agreement having been signed for working the joint station, the two railways become partners in the traffic from that station that has alternative routes by both lines to destination. The older line must recognise that it will have to part with some of its traffic and the

junior line must only expect to receive a share of the whole traffic. The important question to decide is when both routes are approximately equal in length with equal rates, how, under existing conditions and agreement, is the junior railway to secure its share of traffic.

The answer is that under existing arrangements and agreements, it will never secure its share of traffic. What then is the junior railway to do to secure some of the traffic it is entitled to? It need expect no help from the older line which will give nothing unless forced to. It has apparently four courses open to it, but all are not equally satisfactory:—

1st.—It can reduce its rates, so that the older railway must either reduce too or lose the traffic. Practically a rate war is of no value, except as a lever for bringing the older company to agree to the folly of continuing it, and pave the way for some mutual agreement for division of traffic at old rates.

This course is not recommended except as a last resource.

2nd.—The junior railway can ask the older line to agree to a division of the competitive traffic. The weak part of this solution is the fact that the older railway being in possession of the field, would probably object to agree to any division. The Railway Act gives no relief in such a case. The railway commission can only deal with such a case by issuing an "Injunction" under section 28 (b). They cannot order a division of the traffic in certain proportions. To secure the protection of the railway commission, it would be necessary for the junior railway to prove each case of impartiality by the joint staff which would be a very difficult thing to do. The railway commission could then only order the offending railway not to do it again, but as there are many ways in which a joint staff can influence traffic to take the route of the railway they belong to, the junior railway would not secure any appreciable advantage. It is very doubtful if the Government of India could interfere in such a case and under existing contracts compel a division of traffic; even if the Government of India could interfere it would have considerable difficulty, considering how far it is interested in most of the railways in India, in deciding how it should view the case.

If the junior railway was a guaranteed line not earning its guaranteed interest and the senior line was a guaranteed line earning a surplus profit, from the point of view of Government interests it would be advisable to transfer as much of the traffic from the senior line to the junior line as possible. This would probably be considered by the senior railway as a hard case of partiality. In fact considering the possibility that the Government of India could not interfere in such a case and issue orders, and the difficulty of reconciling its own and the two railways' interests, the probability is no assistance need be expected by the junior railway from that quarter.

In the event of the senior railway, therefore, refusing to consider any proposal to divide the traffic there appears to be no court of appeal which can compel them to do so.

3rd.—To alter the conditions under which the joint station is worked, *viz.*, the station not to be worked by staff appointed and controlled by the owning railway, but by a staff independent of both railways and appointed and controlled by a joint committee of both railways.

This, it is understood, is a common practice in England, and although no such arrangement has ever yet been tried in India, it is submitted this is no proof that it would not work.

4th.—Each railway to have separate goods sheds and goods booking arrangements of its own. At stations where the passenger traffic

is large also separate coaching booking offices. The general working of the traffic of the stations to be managed by a joint staff working under a joint committee as above.

The fourth method is the one recommended as being the best, as it would give each railway a fair chance of securing its proper share of traffic by canvassing and attention to the wants of consignors.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893, for
decision.*

PL 5.2
22/1/93

No. 40.

GRANT OF FREE CONVEYANCE TO PERSONS TRAVELLING IN
CHARGE OF ANIMALS

(Proposed for discussion by the Agent, Great Indian Peninsula railway.)

GRANT OF FREE CONVEYANCE TO PERSONS TRAVELLING IN
CHARGE OF ANIMALS.

ISSUE.

Whether the grant of free conveyance to persons travelling in charge of animals
should be discontinued.

NOTE BY THE AGENT, GREAT INDIAN PENINSULA RAILWAY, DATED THE
11TH JULY 1893.

*Free conveyance—Proposed discontinuance of the grant of—to persons travelling
in charge of horse, cattle, sheep, goats, dogs in batches, etc.*

This railway at present carries one syce in charge of each horse free. Two drovers are allowed to travel free with each truck when there are not less than fifty sheep or goats. If less than fifty, one man only is allowed free. And for other live stock one drover is allowed to travel free with each truck.

We also require that when dogs are sent, a man should be sent in charge of them, who has, however, to take his own ticket at third class fare, but in the case of dogs in batches, requiring a truck, we allow one man free with each truck. It is understood that these free conveyances were originally given in India because they had been previously established, as a matter of competition in England, but of late English railways have taken up the question of these free passes and have given notice that all of them will abolish all such free passes from the 1st of January 1893.

Whatever the original circumstances were, under which free passes were given, we are of opinion that there are no sufficient grounds for continuing them, and it is considered that, in future, free conveyance should not be granted to any one, but that as at present, a man should be required to go in charge in all such cases taking for his conveyance a third class ticket. But as to this it is understood that on representation to the English railways they have agreed to continue the free passes.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893, for
decision.*

No. 41.

ARRANGEMENT OF STEPS OF PASSENGER VEHICLES AND
HEIGHT OF PASSENGER PLATFORMS—STANDARD GAUGE.

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ARRANGEMENT OF STEPS OF PASSENGER VEHICLES AND
HEIGHT OF PASSENGER PLATFORMS—STANDARD GAUGE.

ISSUE.

Whether, for the convenience of persons entering and alighting from carriages of the standard gauge, the existing arrangement of carriage steps and the height of passenger platforms should be altered; and if so, to determine the most suitable arrangements for general adoption.

NOTE, DATED THE 27TH JULY 1893, BY MR. F. WOLLEY-DOD, SECRETARY
TO THE COMMITTEE OF LOCOMOTIVE AND CARRIAGE SUPERINTEND-
ENTS OF INDIA.

Notice has been given to discuss the question of the arrangement of carriage steps at the next meeting of the Locomotive Committee. The matter can apparently be better disposed of by the Railway Conference, as it affects both Traffic, Locomotive and Engineering departments.

The present Government of India standard* consists of two steps, the lower 1' 6" and the upper 3' 5" above rail level, the floor being 4' 4" and the platform 3' 0" above rail.

The upper step is therefore 1' 11" above the lower, 5" above the standard platform, and 11" below the floor. It is also 9" clear from the edge of standard platform.

There is a fairly general opinion that this arrangement is capable of improvement; the East Indian railway have three steps instead of two; the Oudh and Rohilkhand have two, but space them differently.

The height of platform cannot well be separated from this subject. With a standard platform 3' above rails to enter a carriage one step has to be taken 5" vertically and about 16" horizontally, and then a step 11" vertically with hardly any horizontal movement. In getting out of a carriage this is much more inconvenient than in getting in: it would be far more convenient if the platform were 4" to 6" lower.

It is believed that a large majority of the platforms now in India are below 3' in height, many of them as low as 2' above rails, so that if the standard were lowered from 3' to 2' 8" or 2' 9" or even less no inconvenience would be caused.

In the East Indian railway arrangement with three steps, the upper step is not continuous, which is considered objectionable, but the total space from rail level to the upper step cannot be conveniently spanned by less than two steps. When there are platforms 1' high, the lower step might be raised 6", or more, to make it 2' to 2' 3" above rail, and detached steps, say two only on each side of the carriage provided at 1' to 1' 3" above rail, for use where there are no platforms.

It is difficult to compare Indian with English practice, as in English practice the foot boards almost touch the edge of the platform, while in India there is a space of 9" between them.

* The diagram attached shows the existing standard dimensions for carriage steps and platforms on the standard gauge.

Pr 5.4
7251/53

Pr 5.5
7251/53

No. 104.

1002
27/8

FROM

THE SECRETARY,

RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND, HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.

THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHILKHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GODAL-JUNAGARH-PORBANDAR RAILWAY.

THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 17th August 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892, forwarding lists A and B of the subjects to be placed before the Railway Conference of 1893, I am directed to forward a copy of the papers relating to question (S) No. (S) 5,39 & 42 of list 2 referred to, viz.,

re reconsideration of regulations 11, 35 & 31 of the Ry. Confee - of 1882.

re 39A - Working of joint stations.

re 42 - Grant of conveyance to persons travelling in charge of animals.

re 41A - Arrangement of steps of passenger vehicles & height of passenger

platforms with an expert diagram attached

I have the honor to be,

SIR,

Your most obedient Servant,

Sd/- W. P. Bunt

Secretary.

MD

Documents accompanying.

(As noted above.)

Three copies of each question.

2251/53

2

No. 105, dated the 17th August, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretary to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyanazik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast Bhopal-Ujjain, and Bina-Guna railways.

By order,

J. A. Hunt
Secretary.
17.8.93

Documents accompanying.

(As noted overleaf.)

Five copies of each question.

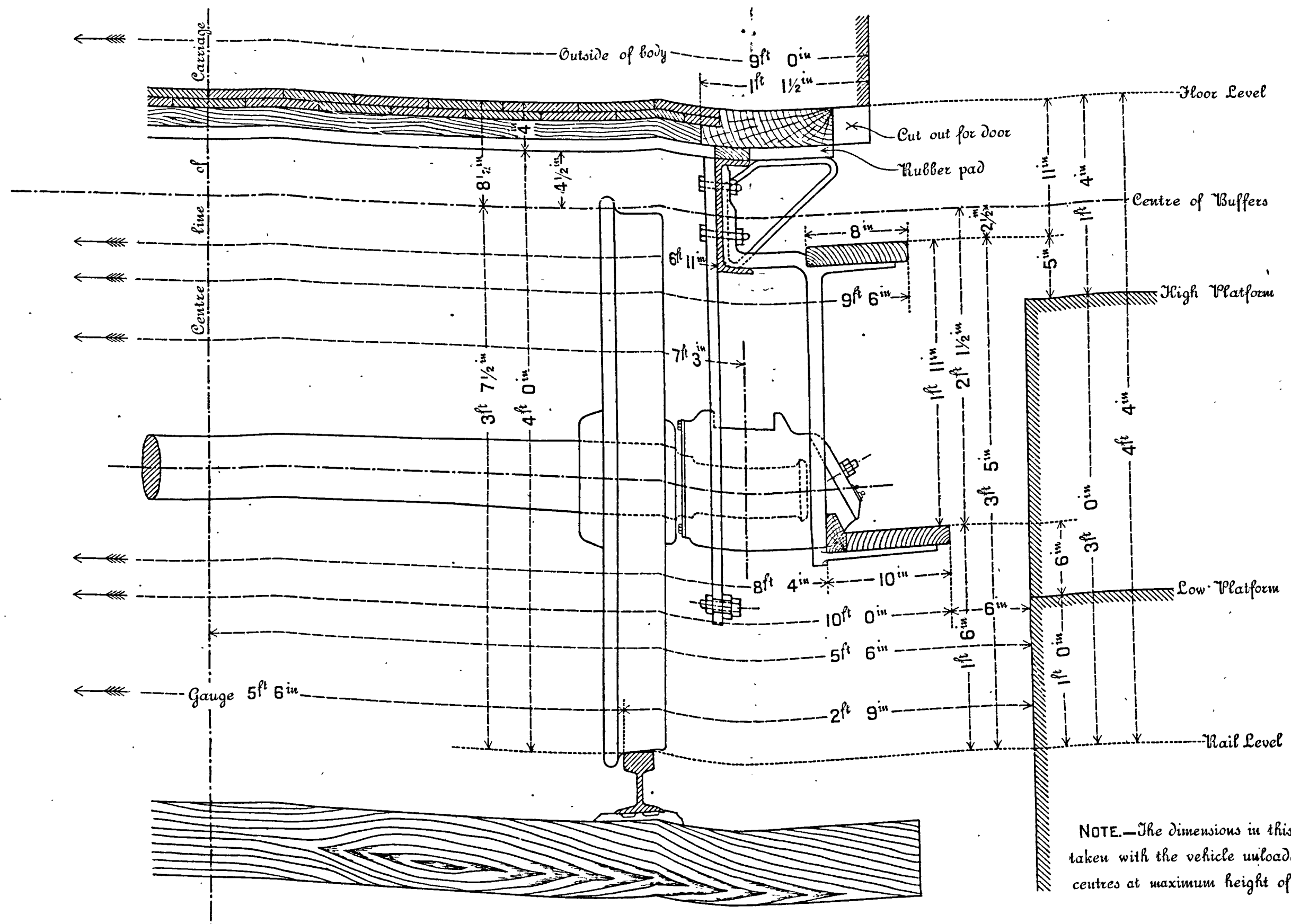
*The Joint Secretary to the Government
of Madras, P. W. D. Ry. Branch, Madras.*

STANDARD DIMENSIONS

5 FT 6 IN GAUGE.

DIAGRAM SHOWING THE POSITION OF FLOOR-LEVEL & FOOT-BOARDS FOR CARRIAGES WITH REFERENCE TO BUFFER-HEIGHT & PLATFORM

Scale — 1/2 inch to 1 foot



Recd (5) (1/10/11)
(2 4 S. C. 11/11)
Dec. 22. 8. 93

B. No. 1171 R 31 Aug 93.

Commenced
to the Examiner of
Railway Accounts.

Innumerate

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CR. 1/4 5/9

Ad. 22.8 2.6.14

RAILWAY CONFERENCE, 1893.

B.

*Papers circulated in the event of Railways, parties to the Conference,
having any definite proposals to bring forward for discussion
thereon.*

No. 20.

PARCELS TRAFFIC.

PARCELS TRAFFIC.

NOTE BY PUNDIT PREMNATH, RAI BAHADUR, EXAMINER OF ACCOUNTS,
OUDH AND ROHILKHAND RAILWAY.

It would considerably simplify the parcels rates without effecting the revenues of railways to any appreciable extent, if freight were charged both in local and foreign bookings, in accordance with the following rule:—

"The charge per maund will be equal to half the third class fare over each line, for the distance travelled *plus* one anna for terminals. The charge for 5, 10, 20 and 30 seers will be $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, and 1 of the charge per maund, respectively. Fractions of an anna will be taken at one anna in each case, and the minimum charge for a parcel will be 4 annas."

This change is suggested as, under the present method of calculating total freight charges on the through distance and apportioning such total freight between the railways over which the traffic passes, in mileage proportion, the work connected with the division of proportions is rendered very tedious, for, as the rates for certain classes of parcels are not uniform over all railways, *e.g.*, in the case of specie or bullion, plants, betel-leaves, sugarcane, butter, curds, eggs, &c., it becomes necessary to apportion the freight between any pair of stations—

1st,—in mileage proportion for all traffic carried at uniform rates; and

2nd,—by taking each line's proportion for each class of parcels traffic which is conveyed over different lines at different rates,

and these calculations have to be made separately both for "Paid" and "To pay" traffic. Moreover, as way-bills are not grouped in the abstracts according to different classes of traffic, separate totals have to be made for such traffic as is divisible in mileage proportion, and practically, therefore, as much labour is involved in determining the home line's proportion of foreign outward parcels traffic as if each way-bill had to be examined and apportioned separately. The division of the charges in mileage proportion instead of at rates fixed for each line, as in the case of goods, also adds much to the work.

If this proposal were adopted, it would simplify the check of parcels traffic without, it is believed, appreciably affecting the revenues of any railway, or causing any inconvenience to the public, as the rate proposed is about equal to the present average rate.

Similar rates might be adopted for luggage traffic.

No. 102

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND, HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.

THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHILKHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.

THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 16th August 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892, forwarding lists A and B of the subjects to be placed before the Railway Conference of 1893, I am directed to forward a copy of the papers relating to question (3) No. (5) 20 of list B referred to, viz.,

no. 20B - Parcels Traffic

I have the honor to be,

SIR,

Your most obedient Servant,

S^r J. H. Hunt

Secretary.

16.8.

Documents accompanying.
(As noted above.)

Three copies of the question.

W 8-1
7289/93

2

No. 103, dated the 16th August, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretary to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyanzenk railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast Bhopal-Ujjain, and Bina-Guna railways.

By order,

H. P. Hunt
Secretary.
48.83

Documents accompanying.

(As noted overleaf.)

Five copies of the question.

*The Joint Secretary to the Government
of Madras, P. W. D. Ry. branch, Madras.*

P. W. CURRENT No. 7289

Encls 1 (C.S.C.)
Dec. 22. 8. 53

B

No. 1173 R 231 Dec 1/73.

Communicated
to the Examiner of
Railway Accounts.

Imm

Will
25/8

To CR. ✓ R 579

G.O.P.
22.8

RAILWAY CONFERENCE, 1893.

B

Papers circulated in the event of railways, parties to the Conference,
having any definite proposals to bring forward for discussion
thereon.

No. 2.

SIMPLIFICATION OF PRESENT METHOD FOR RECORDING
TRAFFIC STATISTICS OF INDIAN RAILWAYS.

SIMPLIFICATION OF PRESENT METHOD FOR RECORDING TRAFFIC STATISTICS OF INDIAN RAILWAYS.

No. 289, dated the 11th April 1890.

From—The Secretary, Railway Conference,

To—The Agents, Bombay, Baroda and Central India, East Indian, Great Indian Peninsula, and South Indian railways; the Agents and Chief Engineers, Southern Mahratta, Bengal and North-Western, Rohilkund and Kumaon, Indian Midland, and Bengal-Nagpur railways; the Agents and Managers, Madras, and His Highness the Nizam's Guaranteed state railways; the Managers, North-Western, and Eastern Bengal state railways; the Manager and Engineer-in-Chief, Bhavnager-Gondal-Junagarh-Porbandar railway.

With reference to resolution No. 112 of the Proceedings of the Railway Conference of 1888, quoted in the margin,* I am directed to forward a copy of the papers on this subject may be advantageously submitted to the accounts officers of each railway. These officers will doubtless propose such modifications of forms, statements, and returns, as will continue to meet the wishes of Government, and to serve all the ends desired by the railway administrations. I am directed to forward a copy of the papers on the subject of uniformity in recording the traffic statistics of Indian railways for favour of transmission to the accounts officer of the railway under your control, and for any proposals it may be desired to offer.

Endorsement No. 290, dated 11th April 1890.

Agent and Chief Engineer, Bengal Central railway.
Agent and General Manager, Assam Railway and Trading Company.
General Manager and Chief Engineer, Darjeeling-Himalayan railway.
Manager, Oudh and Rohilkhand railway.
" Jodhpore railway.
" Nalhati railway.
" Tirhoot railway.
" Wardha Coal state railway.
" Cherra-Companyganj state railway.
" Jorhat state railway.
Engineer-in-Chief and Manager, Burma state railway.
Manager and Executive Engineer, Morvi railway.
Managing Agents, Deoghur railway.
Consulting Engineer, Calcutta.
" Lucknow.
" Central Division.
" Madras.
" Bombay.

Copy forwarded to the addresses marginally noted for information and for favour of any remarks it may be desired to offer.

No. T.-A. 1386-3866, dated 29th June 1888.

From—The Chief Auditor and Accountant, Bombay, Baroda and Central India railway,

To—The Agent, Bombay, Baroda and Central India railway.

With a view to insuring uniformity in traffic statistics, I would suggest, if not too late, that the proposal contained in my letter No. 1386 of 21st February 1887 and sanctioned by the Board and the Government of India, *vide* Bombay Government resolution No. 49 of 1888, be brought before the coming Conference. If you agree, perhaps you will kindly forward copy of my above letter and the Government resolution, or take whatever steps you may consider necessary in the matter.

No. 1386, dated 21st February 1887.

From—The Chief Auditor, Bombay, Baroda and Central India railway,

To—The Agent, Bombay, Baroda and Central India railway.

With a view to rendering our half-yearly traffic statistics in a more useful form than hitherto, I beg to submit the following proposals for your consideration, and, should they meet with your approval, for the sanction of the Board and the Government of India to their early adoption.

Statement A.—Return showing the traffic (outwards and inwards) at each station—As the inwards portion of this statement is very costly (involving as it

does a large amount of labor, especially as regards the passenger portion—the number of passengers and the earnings received from each station from every other station having to be recorded week by week throughout the half-year), I propose that it be abolished and only the outwards portion, with the cost of the station establishment, be printed in future.

Instead of the present statement B, which shows the tonnage and joint earnings of 52 commodities, including sundries, outwards and inwards, at principal stations (small stations being grouped together), I propose to show in the forms marked (A), for about a dozen of the principal commodities, the tonnage and earnings and the exact points between which the traffic is carried, (except as regards small stations or in cases where the bookings are small, which will be grouped together). The local traffic of each line, including also the traffic exchanged with foreign lines, will be shown separately and the traffic exchanged between the two lines, including the traffic beyond in which both lines are interested, will also be shown separately, the proportion due to each line being given in separate columns.

The information when furnished in this form will, I think, be much more useful than that given in the present statement B. These statements might be lettered D, or as each commodity will form a complete statement in itself, each one might have a separate letter (say D to M).

In order to make the statistics as complete as possible, a separate comparative statement of the commodities carried over each line similar to that printed in the revenue account, which will in future show the proportion due to each line, should be printed with the statistics (they might be called statements B' and C' respectively).

The total weight and earnings of each of the principal commodities as shown in the new forms should agree with the totals as shown in the general commodity statements (B and C).

Another statement showing the tonnage of inward goods traffic at each station from all other stations (small stations being shown in groups) might be given in the form attached marked (B). This could be called statement N.

On reconsideration I think it hardly worth while to print this information, but it would be kept in the statistical section and be always available, if required.

This information has to be got out in order to arrive at the ton mileage for the half-year so that the only additional cost would be that of printing.

With regard to the proposed abolition of the inwards portion of statement A, I would observe that, should any one wish to know the amount of work done at any station, the outwards, both as regards number of passengers and tonnage of goods, can be ascertained from the same statement A. As regards the inward passengers they may as a rule be taken at the same figure as the outwards, and the tonnage of inward goods at all stations can be ascertained by a reference to the new statement of station to station traffic as proposed in the last paragraph; as these two statements will give all the requisite information as to work done at each station, there is really no object in continuing to show the inward traffic in statement A.

The General Traffic Manager, whom I have consulted in reference to my suggestions, concurs entirely in them. He attaches little or no value to the inward portion of statement A, and considers that particulars of a few of the principal commodities—he suggested about 15—if given in the form I now propose would be far more useful than shewing the 52 commodities in the present form.

The Board in paragraph 5 of their despatch No. 484 of 26th June 1885, said that they would like to see the number reduced and asked us to give the tonnage and earnings of *only five* of the principal ones. If the information were rendered in the proposed form it would give the Board, not only the particulars they require in regard to the terminal traffic of Bombay, to which they attach so much value and of which separate statements have now to be prepared, but it would give them similar information in regard to all the principal stations of both

lines. We may, therefore I think, safely anticipate the Board's approval of the proposed changes in regard to the present statement B; and with a view to largely economizing labor, I trust they will also agree to the abolition of the inward portion of the present statement A.

Previous to the Statistical Conference held in 1880, the statistics of some lines, and especially those of the Bombay, Baroda and Central India lines, were, as you will remember, much more elaborate than they are now, but they were reduced by the Conference to their present dimensions and agreed to by some, but not all, I believe, of the guaranteed lines. The East Indian railway, although it had a representative at the Conference, has never, I believe, published any statistics, neither I am informed has the South Indian nor the Madras railway company, and you will see from the Cawnpore, Achnera statistics that they do not show the commodities to and from each station, so that it appears Government have not insisted on the recommendation of the Statistical Committee in regard to these statistics being acted upon.

The statement of principal commodities printed with the revenue account is a standard Government form (and was so before the Statistical Conference was held), and I believe that the information furnished thereon is all the half-yearly statistical information relating to traffic that Government actually *asked* for, and it had to be furnished by every railway; but the other statistics were furnished voluntarily by some, but not by all companies. As already stated, I propose to continue to furnish the commodity statement.

I have mentioned the foregoing facts to show that I think there should be no difficulty in obtaining the consent of Government, should you consider it necessary to obtain it, to the adoption of the proposed changes from an early date if you agree to them.

(A).

STATEMENT C.

Statement of grain carried between Bombay, Baroda and Central India stations, also Bombay, Baroda and Central India stations and stations on the Great Indian Peninsula and Bhavnagar-Gondal lines during week ended 4th September 1886.

To	CARNAC BRIDGE.		GRANT ROAD.		SURAT.		ANKLESWAR.		BROACH.		AHMEDABAD.		VIRANGAM.		WADHWAN.		PIRD KHANDEWA.		ALL OTHER STATIONS.		TOTAL.	
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
From																						
Carnac Bridge	...	...	...	...	225	53	...	...	...	...	14	9	...	...	...	...	...	...	417	110	659	172
Surat	...	...	...	...	...	...	215	30	212	22	...	...	...	...	...	...	...	...	438	74	3,384	660
Ankleswar	...	...	...	...	37	4	...	...	...	...	...	...	...	...	...	...	...	...	18	1	232	54
Baroda	...	...	...	...	...	...	...	...	...	...	28	5	...	...	...	...	...	...	...	...	28	15
Ahmedabad	...	...	...	...	...	...	...	...	165	37	...	...	61	8	85	18	96	18	808	134	1,226	216
Pir Dadar Junction	...	...	...	...	...	...	942	304	229	75	...	...	...	...	...	...	...	...	1,525	321	2,666	700
All other stations	...	...	...	...	15	1	10	3	...	...	18	2	9	1	31	4	17	2	...	...	171	29
TOTAL	...	...	...	...	280	58	1,167	327	616	131	53	15	70	9	116	28	113	20	3,206	610	8,396	1,846

4

(A).

STATEMENT C—(continued).

Statement of grain carried between Rajputana-Malwa railway stations, also Rajputana-Malwa railway stations and stations beyond the Rajputana-Malwa railway.

To	AHMEDABAD.		USWAR.		BILWARA.		CHITOR.		CHINDERIA TO KANPUR.		NEEMUCH.		HARIKAL TO DHADOR.		INDORE.		MHOW.		REWARI.		FEROZEPUR.		DELHI.		FAZILKA BRANCH.		TOTAL.	
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
From																												
Silpur to Mehsana	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nuzabad to Barl	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rupaheli to Gangrar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jaora	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Indore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pir Dadar Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tilaura to Sendra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Naraina to Kishenguh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Agra Fort	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pir Dadar Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jatusana to Manheru	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hansi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hissar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sira	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Baragudha to Shergarh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhattuda	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Goniana to Golchhala	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fazilka Branch	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ferozepore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Delhi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pir Dadar Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
All other stations	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

5

To		CARNAC BRIDGE.		BROACH.		BARODA.		AHMEDABAD.		TOTAL.	
From		Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Surat	...	231	49	...	...	...	...	...	...	231	49
Broach	...	905	273	...	...	...	...	...	...	995	275
Ahmedabad	...	2,178	953	2,211	495	...	...	...	...	4,389	1,143
All other stations	...	...	...	...	...	326	50	...	...	326	50
Via Wadhwan	...	...	...	...	...	...	...	164	27	164	27
TOTAL		3,592	1,328	2,211	495	326	50	164	27	6,105	1,849

To			ROGHUNATHPUR TO CHITRASAN.		AJMERE.		INDORE.		KHANDWA.		TOTAL.	
From			Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Umerdasi to Chapl	...	...	59	6	...	...	...	...	...	...	59	6
Runiya to Palia	...	...	...	...	...	...	403	30	...	...	403	30
Indore	...	...	...	...	...	...	...	...	39	7	39	7
Rao to Mortaka	...	...	...	...	...	...	...	...	284	25	284	25
Sanawad to Ajarti	...	...	...	...	...	...	...	...	139	11	139	11
Naranja to Kishengarh	...	...	...	...	275	26	...	...	...	...	275	26
TOTAL	...	...	59	6	275	26	403	30	462	43	1,199	105

To						CARNAC BRIDGE.		TOTAL.	
From						Mds.	Rs.	Mds.	Rs.
Jugudan to Khodiar	...	...	...	...	...	1,627	755	1,627	755
Sidhpur to Mehsana	...	...	...	...	...	3,276	1,514	3,276	1,514
Palanpur	...	...	...	...	...	86	41	86	41
Raghunathpura to Chitrasani	...	...	...	...	...	20	10	20	10
Haripur to Erinpura	...	...	...	...	...	7,612	4,201	7,612	4,201
Beawar	...	...	...	...	...	1,197	698	1,197	698
Mandsaur	...	...	...	...	...	257	173	257	173
Tillana to Sendra	...	...	...	...	...	32	19	32	19
Baswa to Aslpur	...	...	...	...	...	640	460	640	460
via Achnera	...	...	...	...	...	8,583	5,499	8,583	5,499
Ayera to Rajghur	...	...	...	...	...	633	428	633	428
Ulwar	...	...	...	...	...	1,308	899	1,308	899
Rewari	...	...	...	...	...	4,787	3,291	4,787	3,291
Hansi	...	...	...	...	...	125	96	125	96
Bhattinda	...	...	...	...	...	60	49	60	49
Goniana to Golewala	...	...	...	...	...	3,088	2,509	3,088	2,509
Garhi Harsaru and via Garhi	...	...	...	...	...	318	219	318	219
Ferozepore	...	...	...	...	...	373	314	373	314
Fazilka Branch	...	...	...	...	...	7,444	6,281	7,444	6,281
Delhi	...	...	...	...	...	48,548	32,618	48,548	32,618
via Delhi	...	...	...	...	...	49,012	32,951	49,012	32,951
TOTAL						139,096	93,031	139,096	93,031

To		CARNAC BRIDGE.		SURAT.		VIRAMAM.		ALL OTHER STATIONS.		TOTAL.	
From		Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Carnac Bridge	...	...	...	24	10	...	...	89	40	113	...
Anand	...	...	...	...	...	...	...	...	...	258	...
Godhra	...	...	...	...	...	...	...	...	...	4.2	...
Nadiad	...	...	...	14	4	...	...	141	27	173	...
Ahmedabad	...	...	...	2	1	2.1	2	55	12	290	...
All other stations	...	...	...	...	...	15	24	111	92	326	...
TOTAL		693	344	40	15	248	26	596	171	1,562	5

STATEMENT C.—(continued).

Statement of grain carried between Bombay, Baroda and Central India and Rajputana-Malwa railway stations and beyond.

[illegible]

(A).

STATEMENT C—(continued).

Statement of seeds carried between Rajputana-Malwa railway stations also Rajputana-Malwa railway stations and stations beyond the Rajputana-Malwa railway.

To	HARIPUR TO ERINPURA.		BEAWAR.		AJMERE.		NUSSEERABAD TO BARL.		INDORE.		JEYPORE.		AGRA FORT.		ULWAR.		REWARI.		BHEWANI.		SIRSA.		FEROZPORE.		DELHI.		TOTAL.	
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Sidhpur to Mehsana	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Beawar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rupaheli to Gangar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chenderia to Kesarpura	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Neemuch	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mandsaur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jeypore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vid Agra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ajeraka to Rajgarh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhattinda	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fazilka Branch	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Delhi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vid Delhi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
All other stations	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	44	6	32	11	112	26	15	4	246	64	27	8	94	28	74	4	27	3	83	19	80	26	743	92	51	26	1,638	317

(A).

STATEMENT C—(continued).

Statement of seeds carried between Bombay, Baroda and Central India and Rajputana Malwa railway stations and beyond.

To	From	CARNAC BRIDGE.		BHAWANI.		SURAT.		NADIAD.		WADHWAN.		UNJAH.		SIDHPUR.		TOTAL.	
		Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Jugudan to Khodiar	...	246	114	512	163	163	44	10	1	...	...	...	...	...	...	931	322
Sidhpur to Mehsana	...	365	171	443	166	...	...	...	...	...	...	...	...	...	...	803	337
Palanpur	...	37	18	...	...	...	...	...	...	...	...	...	...	...	...	37	18
Rughunathpura to Chitrasani	...	102	53	...	...	...	...	...	...	19	7	...	...	...	...	121	60
Haripur to Erinpura	...	84	47	...	...	...	...	...	...	...	...	...	...	...	...	84	47
Beawar	...	26	29	...	...	...	...	...	...	...	...	...	...	...	...	26	29
Nusseerabad to Barl	...	169	151	...	...	...	...	...	...	...	...	...	...	...	...	169	151
Bhiliwara	...	12	8	...	...	...	...	...	...	...	...	...	...	...	...	12	8
Chitor	...	99	65	...	...	...	...	...	...	...	...	...	...	...	...	99	65
Chindaria to Keserpura	...	5	3	...	...	...	...	...	...	...	...	...	...	...	...	5	3
Neemuch	...	40	27	...	...	...	...	...	...	...	...	...	...	...	...	40	27
Mandsaur	...	277	192	...	...	187	138	...	...	...	...	...	...	...	...	464	330
Naraina to Kishengurh	...	187	162	...	...	...	...	...	...	...	...	...	...	...	...	187	162
Baswa to Asalpur	...	315	204	...	...	...	...	...	...	...	...	...	...	...	...	315	204
Kheril to Biwani	...	83	120	...	...	...	...	...	...	...	...	...	...	...	...	83	120
Vid Achnera	...	5,034	3,225	...	...	...	...	...	...	...	...	...	...	...	...	5,034	3,225
Agra Fort	...	79	125	...	...	...	...	...	...	...	...	...	...	...	...	79	125
Hansi	...	2,230	1,703	...	...	...	...	...	...	...	...	...	...	...	...	2,230	1,703
Hissar	...	739	578	...	...	...	...	...	...	...	...	...	...	...	...	739	578
irsa	...	563	457	...	...	...	...	...	...	...	...	...	...	...	...	563	457
Baragudha to Shirgarh	...	1,069	1,519	...	...	...	...	...	...	...	...	...	...	...	...	1,069	1,519
Bhattinda	...	2,668	1,179	...	...	...	...	...	...	...	...	...	...	...	...	2,668	1,179
Fazilka Branch	...	1,007	850	...	...	...	...	...	...	...	...	...	...	...	...	1,007	850
Delhi	...	350	241	...	...	...	...	...	...	...	...	...	...	...	...	350	241
Broach	...	...	...	...	...	...	...	...	...	...	...	5	2	...	...	5	2
Nadiad	...	...	...	...	...	...	...	...	...	...	...	...	...	29	7	29	7
TOTAL	...	15,786	11,241	955	329	350	182	10	1	19	7	5	2	29	7	17,154	11,769

Statement of cotton (full pressed) carried between Bombay, Baroda and Central India railway stations, also Bombay, Baroda and Central India railway stations and stations on the Bhavnagar-Gondal line, during week ended 4th September 1886.

To	From	COLABA.		NADIAD.		TOTAL.	
		Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Viramgam	...	99	81	...	...	99	81
Vid Wadhwani	...	...	...	917	329	917	329
TOTAL	...	99	81	917	329	1,016	410

STATEMENT C—(continued).

Statement of cotton (full pressed) carried between Bombay, Baroda and Central India and Rajputana-Malwa railway stations and beyond.

To		COLABA.		GRANT ROAD.		TOTAL.	
From		Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Nusseerabad to Barl	...	60	68	...	...	60	68
Naraina to Kishengarh	...	...	...	357	480	357	480
Jeypore	...	1,022	1,267	...	...	1,022	1,267
Agra Fort	...	705	1,057	...	...	705	1,057
TOTAL	...	1,787	2,392	357	480	2,144	2,872

Statement of cotton (half pressed) carried between Bombay, Baroda and Central India railway stations, also Bombay, Baroda and Central India railway stations and stations on the Bhavnagar-Gondal line during week ended 4th September 1886.

To				SURAT.		BROACH.		TOTAL.	
From				Mds.	Rs	Mds.	Rs.	Mds.	Rs.
Ankleswar	...	...	...	801	138	...	...	801	138
Ahmedabad	...	...	...	...	...	66	32	66	32
TOTAL			...	801	138	66	32	867	170

Statement of cotton (half pressed) carried between Bombay, Baroda and Central India and Rajputana-Malwa railway stations and beyond.

To		COLABA.		SURAT.		TOTAL.	
From		Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Beawar ...	...	496	517	127	102	623	619
TOTAL		496	517	127	102	623	619

Statement of salt carried between Bombay, Baroda and Central India railway stations, also Bhavnagar-Gondal railway stations and stations on the Great Indian Peninsula line during week ended 4th September 1886.

To	STATIONS BETWEEN ANDHERI AND BULSAR.		SURAT.		BARODA.		ANAND.		STATIONS ON GODHRA BRANCH.		FOREIGN LINE <i>Via</i> DADAR JUNCTION.		Total.	
From	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Minor stations between Andheri and Bulsar.	61	11	...	...	...	...	...	...	...	...	8,397	416	8,458	427
Minor stations between Bulsar and Ankleswar.	196	14	531	52	680	163	...	...	...	...	...	...	1,407	229
Stations on Patri branch	...	...	...	...	...	...	540	112	270	63	1,890	827	2,700	1,002
TOTAL ...	257	25	531	52	680	163	540	112	270	63	10,287	1,243	12,565	1,653

(A).

STATEMENT C—(continued).

Statement of salt carried between Rajputana-Malwa railway stations, also Rajputana-Malwa railway stations and stations beyond the Rajputana-Malwa railway during week ended 4th September 1886.

To	BEWAR.		AJMERE.		BHILWARA.		CHITOR.		NEENUCH.		SONAWAD AJANTI.		NARAINA KISERGAH.		JAYPORE.		KHILLI AND BIWAL.		BARWA TO ASALPUR.		AGRA FORT.		BICHPORE TO NADHAI.		AJERAKA TO RAJGAH.		ULWAR.		REWARI.		JATIANA TO MANHERU.		BHIWANI		BARA- GUHA TO SHERGARH.		DELHI.		TOTAL.			
	Mds	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.		
Phatera and via J'hatera.	318	61	318	43	318	83	318	96	636	215	...	...	1,373	126	796	87	636	152	1,092	178	5,047	1,656	636	182	318	72	958	244	1,273	398	...	...	756	387	...	2,646	966	17,379	4,846			
Rewari	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ferozepur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gathi Hasear	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fia Khandwa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	318	61	318	43	318	83	318	96	636	215	8	100	8	1,373	126	796	87	636	152	1,092	178	5,047	1,656	636	182	318	72	958	244	1,273	398	81	4	756	387	66	10	3,513	1,039	18,493	4,941	

(A).

STATEMENT C—(concluded).

Statement of salt carried between Bombay, Baroda and Central India and Rajputana-Malwa railway stations and beyond.

To	REWARI.		Via AGRA.		TOTAL.	
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Kharaghoda	540	349	270	176	810	525
TOTAL	540	349	270	176	810	525

Statement of firewood carried between Bombay, Baroda and Central India railway stations, also Bombay, Baroda and Central India railway stations and stations on the Great Indian Peninsula line, during week ended 4th September 1886.

To	BANDORA.		TOTAL.	
	Mds.	Rs.	Mds.	Rs.
Via Dadar Junction	212	9	212	9
TOTAL	212	9	212	9

Statement of firewood carried between Rajputana-Malwa railway stations, also Rajputana-Malwa railway stations and stations beyond the Rajputana-Malwa railway.

To	SIDHPUR TO MEHSANA.		BEAWAR.		UJJAIN.		MHOW.		TOTAL.	
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Rughunathpura to Chitrasani	290	26	...	...	...	...	...	...	290	26
Namli to Nanganwan	...	...	...	...	199	27	...	...	199	27
Rao to Mortaka	...	...	...	...	...	...	14	1	14	1
Agra Fort	...	...	90	45	...	...	...	...	90	45
TOTAL	290	26	90	45	199	27	14	1	593	99

(B).
BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Statement showing the tonnage of merchandise received at each station during the half-year ending 188

No.	To	From	Tons.
1	Carnac Bridge.	...	Tons.
2	Colaba	...	Tons.
3	Grant Road.	...	Tons.
4	Parcel	...	Tons.
5	Dadar Junction	...	Tons.
6	Mahim	...	Tons.
7	Bandora	...	Tons.
8	Bandra Road	...	Tons.
9	Bandra Road	...	Tons.
10	Minor stations between Aulheri and Bular.	...	Tons.
11	Bular	...	Tons.
12	Bilimora	...	Tons.
13	Amalsad	...	Tons.
14	Navsari	...	Tons.
15	Surat	...	Tons.
16	Minor stations between Bu sar and Ankleswar.	...	Tons.
17	Ankleswar	...	Tons.
18	Baroda	...	Tons.
19	Minor stations between Baroda and Anand	...	Tons.
20	Minor stations between Baroda and Anand	...	Tons.
21	Minor stations between Baroda and Anand	...	Tons.
22	Godhra	...	Tons.
23	Godhra	...	Tons.
24	Minor station on Godhra branch	...	Tons.
25	Minor stations between Anand and Ahmedabad	...	Tons.
26	Ahmedabad	...	Tons.
27	Ahmedabad	...	Tons.
28	Minor Stations between Ahmedabad and Virangam.	...	Tons.
29	Virangam	...	Tons.
30	Minor stations on Patl branch	...	Tons.
31	Stations Sabli Road to Lakhtar	...	Tons.
32	Wachanave.	...	Tons.
33	Via Wadhwan	...	Tons.
34	Ahmedabad, Rajputana-Malwa railway.	...	Tons.
35	Sabermati	...	Tons.
36	Jagudan to Khandwa	...	Tons.
37	...	...	Tons.
38	...	...	Tons.
39	...	...	Tons.
40	...	...	Tons.
41	...	...	Tons.
42	...	...	Tons.
43	...	...	Tons.
44	...	...	Tons.
45	...	...	Tons.
46	...	...	Tons.
47	...	...	Tons.
48	...	...	Tons.
49	...	...	Tons.
50	...	...	Tons.
51	...	...	Tons.
52	...	...	Tons.
53	...	...	Tons.
54	...	...	Tons.
55	...	...	Tons.
56	...	...	Tons.
57	...	...	Tons.
58	...	...	Tons.
59	...	...	Tons.
60	...	...	Tons.
61	...	...	Tons.
62	...	...	Tons.
63	...	...	Tons.
64	...	...	Tons.
65	...	...	Tons.
66	...	...	Tons.
67	...	...	Tons.
68	...	...	Tons.
69	...	...	Tons.
70	...	...	Tons.
71	...	...	Tons.
72	...	...	Tons.
73	...	...	Tons.
74	...	...	Tons.
75	...	...	Tons.
76	...	...	Tons.
77	...	...	Tons.
78	...	...	Tons.
79	...	...	Tons.
80	...	...	Tons.
81	...	...	Tons.
82	...	...	Tons.
83	...	...	Tons.
84	...	...	Tons.
85	...	...	Tons.
86	...	...	Tons.
87	...	...	Tons.
88	...	...	Tons.
89	...	...	Tons.
90	...	...	Tons.
91	...	...	Tons.
92	...	...	Tons.
93	...	...	Tons.
94	...	...	Tons.
95	...	...	Tons.
96	...	...	Tons.
97	...	...	Tons.
98	...	...	Tons.
99	...	...	Tons.
100	...	...	Tons.

No. 1258, dated the 23rd April 1887.

From—The General Traffic Manager, Bombay, Baroda and Central India railway,
To—The Agent, Bombay, Baroda and Central India railway.

Your No. T. 3042 of the 14th March 1887.

I consider that the Chief Auditor's proposals are calculated to improve our statistics, and I would suggest that they be adopted at an early date. In order to make our statistics complete, I would propose that the statement B, showing tonnage of inwards goods, referred to in the Chief Auditor's No. 1386 of the 21st February 1887, be also printed.

Extract paragraph 12 from the Agent's despatch No. 34 of the 23rd August 1887, addressed to the Secretary, London.

12.—Traffic statistics.

I forward herewith, for the favor of the Board's consideration, copies of correspondence on the subject of the half-yearly statement of traffic statistics, compiled by the Chief Auditor. From Mr. O'Connell's report it will be seen that he proposes to reduce the printed statement without materially lessening its value. The General Traffic Manager has expressed his concurrence with the views of the Chief Auditor.

The practical utility of Mr. O'Connell's proposals will however depend greatly upon whether they find acceptance with the Government of India for adoption generally on Indian railways. A copy of the correspondence will be forwarded to the Government.

No. 11462 T., dated the 14th September 1887.

From—The Agent, Bombay, Baroda and Central India railway,
To—The Consulting Engineer for railways, Bombay.

I have the honor to forward herewith, for your information, copy of Chief Auditor's No. 1386 of 21st February, putting forward certain proposals in connection with the preparation of the half-yearly statement of traffic statistics.

The main features of the proposed changes are the abolition of the inwards portion of the present statement A, and alteration of statement B, which has hitherto shown the tonnage and earnings of 52 commodities to, in future, show in a revised form marked (A), about a dozen of the principal commodities and to still further, enhance the value of this statement by exhibiting the exact points between which the merchandise is carried. The local traffic of each line, including that exchanged with foreign lines and the traffic exchanged between the company and the undertaking, including through traffic in which both lines are interested, will be shown separately, and each line's proportion shown distinct in a separate column.

The great reduction of labour in the preparation of the return arrived at by the Chief Auditor without in any way reducing its utility is an end much to be desired. Both the General Traffic Manager and myself endorse the proposal of the Chief Auditor which, if carried out, will place the return in a more valuable and concise form.

In submitting the above remarks on the Chief Auditor's proposal, I would ask the favour of your submitting the same to the Government of India for favourable consideration.

Extract paragraph 42 from the Board's despatch No. 1125, dated the 30th September 1887, addressed to the Agent.

No. 34 P. 12—Traffic statistics.

The Board have no objection to the revision proposed by the Chief Auditor in the form of the half-yearly statements of traffic statistics, provided that all the information called for by the Board in previous despatches as to the traffic between Bombay and other parts of the company's system and connected lines is fully and clearly furnished. With this limitation, they leave it to you to arrange, in communication with the Chief Auditor and the officers of Government, for the introduction of the changes he proposes in the most convenient manner.

Extract from the Proceedings of the Government of Bombay, Public Works Department, No. 49, dated the 10th January 1888.

From the Consulting Engineer for Railways, No. 6151, dated the 27th September 1887.

Submits letter No. 11462 T., dated 14th September 1887, from the Agent, Bombay, Baroda and Central India railway company, forwarding copy of Chief Auditor's No. 1386, dated the 21st February 1887, putting forward certain proposals in connection with the preparation of the half-yearly statement of traffic statistics. Observing that the main features of the proposed changes are the abolition of the inward portion of the present statement A and alteration of statement B, which has hitherto shown the tonnage and joint earnings of 52 commodities to in future show in a revised form marked (A) about a dozen of the principal commodities, and to still further enhance the value of this statement by exhibiting the exact points between which the merchandise is carried; and that the local traffic of each line, including that exchanged with foreign lines, and the traffic exchanged between the company and the undertaking, including through traffic in which both lines are interested, will be shown separately and each line's proportion shown distinct in a separate column. Pointing out the great reduction of labour in the preparation of the returns arrived at by the Chief Auditor without in any way reducing its utility is an end much to be desired. Both the General Traffic Manager and himself (the Agent) endorse the proposal of the Chief Auditor, which, if carried out, will place the return in a more valuable and concise form. Requesting that the same be submitted to the Government of India for favourable consideration.

Letter to the Government of India, No. 2163, dated the 29th September 1887.

Forwards the proposal with a recommendation for favourable consideration.

From the Secretary to the Government of India, No. 1522 R. T., dated the 29th December 1887.

Conveys the sanction of the Government of India to the proposed alterations.

RESOLUTION.—To be communicated to the Consulting Engineer for railways and the Agent, Bombay, Baroda and Central India railway company, for information.

NOTE by the Chief Auditor and Accountant, Bombay, Baroda and Central India railway on the traffic statistics* of the Bombay, Baroda and Central India and Rajputana-Malwa railways, for the half-year ending June 1888. *Not printed.

These statistics have been compiled in accordance with the proposals made in my No. 1386 of 21st February 1887, which were subsequently agreed to by the Board and Government (see G. R. No. 49 of 10th January last).

The main points of difference between these and former statistics are that statement A shows only the traffic booked from each station instead of both outwards and inwards at each station.

Statements B and C show the tonnage of and earnings from 51 commodities carried over the Bombay, Baroda and Central India and Rajputana-Malwa lines respectively, for the half-year in comparison with the corresponding period of 1887.

Statements D, E, F and G show the tonnage and earnings from 14 of the principal commodities, and the places between which they were conveyed.

D consists of Bombay, Baroda and Central India railway local traffic and traffic exchanged between Bombay, Baroda and Central India railway stations and beyond, and stations on the Great Indian Peninsula and beyond, and Bhavnagar-Gondal and Morvi railways.

E consists of Rajputana-Malwa railway local traffic and traffic between Rajputana-Malwa railway stations and foreign lines *via* Delhi, Agra, Ferozepore, Hathras, Cawnpore, Khandwa, Marwar railway junction and Mehsana junction.

F consists of traffic from Bombay, Baroda and Central India railway line and beyond to the Rajputana-Malwa railway and beyond, *via* Sabarmati.

G consists of traffic from the Rajputana-Malwa railway line and beyond to the Bombay, Baroda and Central India railway line and beyond, *via* Sabarmati.

From the last four statements the origin and destination of 14 of the principal commodities can easily be ascertained.

The earnings from these commodities represent 72 % of the Bombay, Baroda and Central India railway company's total earnings from general merchandise traffic and 84 % of the Rajputana-Malwa railway earnings from the same source.

Our statistics formerly showed the tonnage of, and earnings from 51 commodities in and out of each station (small stations being grouped together), but it was almost, if not quite, impossible to trace therefrom the exact points between which any article of merchandise was carried. Take for instance, the grain traffic exchanged between the Rajputana-Malwa and Bombay Baroda and Central India railways during the half-year ending June 1887, see pages 46, 47, 48, and 49 of the statistics for that period. It is shown on page 46 that 787 tons were forwarded from, and 7,379 tons received at Carnac Bridge, 4,943 tons received at Wadhwan and 2,438 tons sent *via* Wadhwan, but it is impossible to say what was the destination of any portion of that booked at Carnac Bridge or where any of that received at Carnac Bridge and Wadhwan or of that sent *via* Wadhwan came from.

Taking the grain traffic from Bombay, Baroda and Central India to Rajputana-Malwa railway stations for the half-year ending June 1888, it will be seen, on page 126 that 993 tons were booked from Carnac Bridge, of which

710 tons were for stations between Mehsana and Sidhpur,
62 " " the Mehsana-Vadnagar line,
and 104 " " Palanpur.

Of the grain received on the Bombay, Baroda and Central India line from the Rajputana-Malwa railway, during June 1888 (see pages 148 to 151), 3,541 tons were received at Carnac Bridge, of which

461 tons were from Bhiwani,
1,048 " " Hansi,
1,075 " " Hissar,
and 183 " " Delhi.
Of the 7,280 " received at Wadhwan (see page 151),
925 " were from stations between Jagudan and Chodiar,
1,928 " " Sidhpur and Mehsana,
1,790 " " the Mehsana-Vadnagar line,
95 " " Cawnpore,
124 " " Bhiwani,
1,210 " " Hansi,
442 " " Hissar,
490 " " Sirsa,
and 154 " " stations between Bhawanikhera and Suchankotli (ex-

cluding Hansi and Hissar).

On page 165 will be found a general summary of the 14 principal commodities, which shows at a glance how much of each description was on account of the local bookings of each line and how much was exchanged between the broad and the narrow-gauge system in each direction.

In future years we shall be able to ascertain from our traffic statistics the exact points between which any fluctuations in the principal commodities have taken place.

Notwithstanding the much more complete information afforded by these statistics the work of compiling them is considerably less than formerly, the staff having been reduced by 17 hands and the cost by Rs. 331, the number and cost

			No.	Rs.
in December 1887 being	...	...	91	2,866
and on 31st October last	...	...	74	2,535
			—	—
			Less ... 17	331
			—	—

The reduction being 19% in the number of hands and over 11½% in the cost.

Abstract of replies to Nos. 289—290, dated the 11th April 1890, from the Secretary, Railway Conference, regarding simplification of the method of recording traffic statistics of Indian railways.

Railway.	Abstract of replies.
MORVI	The Manager states that the importance of the proposed changes as noticed is amply sufficient to warrant their adoption (<i>vide</i> page 20 <i>infra</i>).
BURMA STATE	The Manager and Engineer-in-Chief forwards a letter from the Examiner of Accounts of that railway making certain counter proposals, and states that he concurs with the Examiner (<i>vide</i> page 20 <i>infra</i>).
BOMBAY, BARODA AND CENTRAL INDIA, INCLUDING RAJPUTANA-MALWA.	The Acting Agent forwards further correspondence showing that with slight modifications in the form proposed by him, which received the sanction of the Government of India and the Board, a saving of about Rs. 4,300 per annum has been effected in compiling the statistics of that railway since 1887 (<i>vide</i> page 21 <i>infra</i>).
BENGAL-NAGPUR	The Agent and Chief Engineer forwards copy of letter from the Joint Auditor, stating that the proposals of the Chief Auditor, Bombay, Baroda and Central India railway, if carried into effect, would lessen the cost of compiling the statistics, and at the same time add to their value (<i>vide</i> page 22 <i>infra</i>).
MADRAS	The Acting Agent and Manager replies as follows:— The Acting Chief Auditor writes:— “The stoppage of the inwards part of the return will enable me to effect some saving in the clerical staff of this department, but I have reason to believe that the Traffic Manager is very strongly opposed to its discontinuance, as he informed me personally that he found it of the greatest assistance to his work.”

Abstract of replies to Nos. 289-290, dated the 11th April 1890, from the Secretary, Railway Conference, regarding simplification of the method of recording traffic statistics of Indian railways—contd.

Railway.	Abstract of replies.
MADRAS—concl'd.	The Acting Agent and Manager—concl'd. The Traffic Manager also states:— “What we required to retain is a half-yearly statement of the inwards traffic at each station on the line. “The cost of getting out the simple statement furnished to us by the audit office cannot be very great, and I should certainly be sorry to lose the figures which are now given to me, as I have found them for practical reference most useful. “The voluminous returns referred to in the 1st paragraph of my letter of the 10th ultimo, we do not require, and except in very special instances, we have never asked for the information these returns were compiled to show.” The Auditor is not in favor of the proposed alteration (<i>vide</i> pages 22 and 23 <i>infra</i>).
ODDH AND ROHILKHAND	The General Manager and Chief Engineer states that the proposed system would not quite suit that railway, and that the system in force answers requirements very well with a minimum of cost for the upkeep of establishment.
DARJEELING-HIMALAYAN...	The Examiner of Accounts, is of opinion that the inwards portions of the return showing the outwards and inwards traffic at each station might be abolished, but does not favor the adoption of the other proposals (<i>vide</i> pages 23 and 24 <i>infra</i>).
NORTH WESTERN	The Manager does not think there need be uniformity in this matter on all lines, and forwards remarks by the Examiner with which he generally agrees (<i>vide</i> pages 24 and 25 <i>infra</i>).
EASTERN BENGAL	The Agent and the General Traffic Manager concur with the Auditor in considering that no change is necessary and that the nature and extent of the information furnished in these statistics must be left to each railway administration to decide (<i>vide</i> page 26 <i>infra</i>).
GREAT INDIAN PENINSULA	The Manager and Engineer-in-Chief considers that the form hitherto followed may, in some parts, be modified in the direction proposed so as to give, at a reduced cost, the information required, and states that in this view the Accounts Officer and Traffic Superintendent agree; but thinks that Government should definitely lay down what statistics are required for Imperial purposes, and that railways should then supplement these with such further information as each requires for its own guidance (<i>vide</i> pages 26 and 27 <i>infra</i>).
BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR.	The Chief Accountant and Auditor agrees, for reasons stated, with the remarks and proposals of the Chief Auditor, Bombay, Baroda and Central India railway (<i>vide</i> pages 27 and 28 <i>infra</i>).
HIS HIGHNESS THE NIZAM'S	The Agent and Chief Engineer agrees with the Chief Auditor, Bombay, Baroda and Central India railway's proposal, and states it would reduce the labour, and possibly establishment, and render the statistics of goods traffic more useful than at present.
BENGAL AND NORTH WESTERN.	The Agent and Chief Engineer concurs with the Auditor, who, on the whole, considers that the present form gives more useful information than could be obtained by adopting those proposed (<i>vide</i> pages 28 to 30 <i>infra</i>).
ROHILKUND AND KUMAON.	
INDIAN MIDLAND.	

Abstract of replies to Nos. 289-290, dated the 11th April 1890, from the Secretary, Railway Conference, regarding simplification of the method of recording traffic statistics of Indian railways—contd.

Railway.	Abstract of replies.
SOUTH INDIAN	The Agent states that the Chief Auditor has no proposal to offer; and adds that the statistics made up in audit offices are useful in some respects, but as regards the movement of goods it is found to be necessary for traffic purposes to obtain information direct from stations while the goods are being handled.
EAST INDIAN	The Agent states that this railway is already compiling all the statistics approved of by the Government of India after the Conference of 1880, considers uniformity desirable and forwards remarks by Chief Auditor regarding the proposals made by the Chief Auditor, Bombay, Baroda and Central India railway (<i>vide</i> pages 30 to 32 <i>infra</i>).
SOUTHERN MAHRATTA	The Agent and Chief Engineer states that he assumes that a definite scheme will be formulated and circulated for acceptance if it be decided to make any serious alterations in the present method of compiling these statistics. The Auditor appears to be greatly in favor of the alterations proposed (<i>vide</i> pages 32 to 34 <i>infra</i>).
JODHPORE	The Manager states that the proposals of the Chief Auditor, Bombay, Baroda and Central India railway seem to be good ones, but that the interests of the Jodhpore railway in the matter is too small for him to express a decided opinion one way or the other.
JORHAT	The Manager states that the proposed change will abolish a great deal of clerical labour on large railways, but thinks it will be necessary to keep up the present system on this little railway, as it shows the quantities of the different imports into Assam, and is of opinion that even a more detailed return is required by the Local Administration, so as to show the increase or decrease of any one commodity imported.
BENGAL CENTRAL	The Acting Agent and Chief Engineer states that though he considers the suggestions made by the Chief Auditor, Bombay, Baroda and Central India railway are valuable, and that they would probably increase the utility of the statistics referred to, he is not prepared to recommend their adoption owing to the line being worked by the Eastern Bengal state railway authorities under a special working agreement, which makes it difficult, if not impracticable, to compile statistics in a different manner to that which obtain on that railway.
NALHATI	The Manager states that the question has been replied to by the Examiner of Accounts of the Eastern Bengal state railway, who is also the Examiner of Accounts of this railway.

Abstract of replies to Nos. 289—290, dated the 11th April 1890, from the Secretary, Railway Conference, regarding simplification of the method of recording traffic statistics of Indian railways—concl'd.

Railway.	Abstract of replies.
DIBRU SADIYA	... The Agent and General Manager, for reasons stated, does not think that absolute uniformity with other railways in India would be useful in the compilation of the statistics of this railway, and agrees that the number of items instituted should be reduced (<i>vide</i> page 34 <i>infra</i>).

No. 558, dated the 5th May 1890.

From—The Manager, Morvi railway,

To—The Secretary, Railway Conference.

In reply to your No. 290, dated the 11th instant, enclosing copies of papers on the subject of uniformity in recording the traffic statistics of the Indian railways, I have the honor to state that the Government Resolution in the Public Works Department, No. 49 of the 10th January 1888, noticing the importance of the proposed changes is amply sufficient to warrant the adoption thereof on the Indian railways.

2. The three important features of the proposed alterations are—

- (1) it enhances the value, and usefulness of the statements, and yet
- (2) it effects a saving of charges;
- (3) it curtails that amount of work which is unnecessary as per the existing statements, and which is more likely to confuse references than to be of any real use.

No. 3786—25-E. R., dated the 7th May 1890.

From—The Manager and Engineer-in-Chief, Burma state railway,
To—The Secretary, Railway Conference.

As requested in your No. 289, dated 11th ultimo, I have the honor to forward herewith copy of a letter No. 1025-T. A., dated 5th instant, from the Examiner of Accounts, containing that officer's proposals in connection with the preparation of half-yearly statement traffic statistics and to state that I concur in the same.

No. 1025-T. A., dated the 5th May 1890.

From—The Examiner of Accounts, Burma state railway,
To—The Manager, Burma state railway.

I have the honor to acknowledge the receipt of your letter No. 3348—25-E. R., dated 28th April 1890, forwarding to me, for remarks, letter No. 289, dated 11th idem, from the Secretary, Railway Conference, together with printed papers, on the subject of uniformity in recording the traffic statistics of Indian railways.

2. The abolition of the half yearly statistics referring to the inwards traffic at each station (more especially the coaching traffic) will effect an appreciable saving in the cost of the statistical establishment, but the compilation and publication of statements shewing the tonnage of, and the earnings derived from, the principal commodities, as well as the exact points between which such traffic is carried, must necessarily involve much clerical labour the cost of which on certain railways may not be commensurate with the end achieved.

3. I would accordingly propose that the following statistics only be published half-yearly, in lieu of the present "returns of traffic at stations, and station to station traffic":—

- (a) Return showing the outwards traffic only at each station (under sub-heads as at present) together with the cost of each station establishment.

- (b) Return of principal commodities showing both inwards and outwards traffic at each important station, and under groups at minor stations, and at the option of the management of each line.

- (c) Supplementary statements showing the exact points between which traffic is carried for only important items of the principal commodities.

4. The enclosures to your letter are herewith returned.

No. 6236-T., dated the 19th May 1890.

From—The Acting Agent, Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—The Secretary, Railway Conference.

With reference to your letter No. 289 of 11th April 1890, I have the honor to forward herewith copies of the further correspondence noted below regarding the revised forms of half-yearly revenue statistics. It will be observed from the Chief Auditor's report now sent that by the adoption of the revised form on this Company's system there has been a saving of about Rs. 4,300 per annum in the cost of preparing the half-yearly statistics since 1887.

Extract paragraph 98 from the Agent's despatch No. 9, dated the 1st March 1889, addressed to the Secretary, London.

98 B. D., No. 95, paragraph 2 of 1889 (Revenue statistics).

I have discussed with the Chief Auditor and the General Traffic Manager, the question of reducing the bulk of the revenue statistics as prepared for the first half of 1888, and have agreed with them to submit for the Board's information and approval the following conclusions:—

I.—That statements F and G can be dispensed with and the information given therein be included in statements D and E.

II.—That a revised grouping of stations and sections be adopted as per list attached, the Chief Auditor however using his discretion and showing separately any heavy traffic from or to a particular station during the half year.

III.—That the traffic in the following commodities only need be recorded separately in statements D and E.

- | | |
|----------------------|-----------------------|
| 1. Cotton pressed. | 6. Salt. |
| 2. Cotton unpressed. | 7. Seeds. |
| 3. Grain. | 8. Sugar and jaggree. |
| 4. Metals. | 9. Wheat. |
| 5. Piece goods. | |

With these alterations, the size of the returns and the cost of preparing them will, it is expected, be further reduced by about Rs. 200 to Rs. 250 per month.

The statistics for the second half of 1888 are being prepared in the revised forms.

Extract paragraph 6 from the Board's despatch No. 405, dated the 29th March 1889, addressed to the Agent, Bombay, Baroda and Central India railway.

No. 6, P. 98.—Traffic statistics.

The Board are glad to note that, commencing with the second half of 1888 the details given in the traffic statistics have been largely reduced. The

information to be given in the revised statements, as now reported, appears to the Board both sufficient and satisfactory.

No. T. A.-3157, dated 8th May 1890.

From—The Chief Auditor and Accountant, Bombay, Baroda and Central India railway,

To—The Acting Agent, Bombay, Baroda and Central India railway.

Referring to your No. 5096 of the 26th ultimo, forwarding for further remarks, letter No. 289 of the 11th idem from the Secretary, Railway Conference, I beg to say that my proposals were, as you are aware, agreed to by the Board and the Government of India and have, with slight modifications, been carried out since the first half of 1888.

I propose to give particulars as to tonnage and earnings of about 14 of the principal commodities. Our Board, however, considered it would suffice if I gave particulars for five, but as our General Traffic Manager considered it would be advisable to give 9, I have done so, with the result that the statistics are considered much more useful than formerly and the cost of compiling them has been reduced since 1887 by about Rs. 4,300 per annum and this too notwithstanding the large increase in our traffic.

No. 4880, dated 22nd May 1890.

Memo. by the Agent and Chief Engineer, Bengal Nagpur railway.

Copy of the following forwarded to the Secretary, Railway Conference, Simla, with reference to his circular letter No. 289, dated 11th April 1890.

No. 8989-G., dated 16th May 1890.

From—The Joint Auditor, Bengal-Nagpur railway,

To—The Agent and Chief Engineer, Bengal-Nagpur railway.

Uniformity in recording the traffic statistics of Indian railways.

With reference to your No. 4009 of 28th April 1890, I have the honor to state that the proposals of the Chief Auditor, Bombay, Baroda and Central India railway, if carried into effect would appreciably lessen the cost of compiling the statistics and at the same time considerably add to their value; at present a vast amount of time and labour is expended in recording traffic, the statistics of which are of no importance. On this line the earnings from seven or eight items of goods traffic amount to about 70 to 80 per cent. of the total earnings and it is in regard to these articles that accurate and reliable statistics are required. If the proposed system were introduced, exact information would be available regarding any falling off or increase in the traffic of these items, and the cause of the difference would in most cases be easily obtainable.

No. 480-M., dated 24th June 1890.

Memo. by the Manager, Oudh and Rohilkhand railway.

Copy of the following forwarded to the Secretary, Railway Conference, Simla, with reference to his endorsement No. 290 of the 11th April last.

No. S. T.-2253-703, dated 20th June 1890.

From—The Auditor, Oudh and Rohilkhand railway,

To—The Manager, Oudh and Rohilkhand railway.

With reference to the copy of the papers on the subject of uniformity in recording the traffic statistics of Indian railways received under docket No. 290 of 11th April last, from the Secretary, Railway Conference, and sent forward to this office under your endorsement, No. 428-A., dated 22nd idem for remarks, I have the honor to make the following observations.

2. The main features of the change proposed by the Chief Auditor, Bombay, Baroda and Central India railway are—

(a) Abolition of inward portion of "return of traffic at stations."

(b) Introduction of a revised form to show the traffic in about a dozen of the principal commodities exchanged between certain stations.

3. In regard to the first of these, the reason assigned for the abolition of this portion of the return is, that its preparation involves a large amount of labour and is very costly.

4. It would appear from the Chief Auditor's letter to his Agent submitting his proposals for consideration that on the Bombay, Baroda and Central India railway the inwards traffic of each station is weekly recorded in addition to the outwards of each station; on this railway however, only the *outwards* coaching traffic and *inwards* goods traffic are recorded weekly, and at the end of the half-year, after the half-yearly totals of this traffic have been got out, the inwards of each station in regard to coaching and the outwards of each station in regard to goods are picked out and summarized. By this means the amount of labour employed and the cost of the work is reduced to a minimum.

5. It would further appear that it was simply for purposes of the half-yearly return of traffic at stations that the Bombay, Baroda and Central India get out this information. If so, the question of its cost as compared with the utility of the return was fair matter for consideration. But in the case of this railway, this information, though originally got out for this return, is further, and to a larger extent, made use of in the half-yearly "station to station traffic return" published for the first time by this railway for the half year ending 31st December 1888. The Bombay, Baroda and Central India railway do not appear to publish this return.

6. It might be added that the abolition of the record of inwards passenger traffic was suggested by the President, Public Works Accounts Committee, in his note on the accounts office of the North-Western railway. Writing with reference to this to the Accountant-General, Public Works Department, the Auditor, Mr. Lightfoot, said that he thought it was "very useful to know the set of the traffic and that this return is worth its cost when put into station to station form."

7. The abolition of the inwards portion of the "return of traffic at stations" is not therefore advocated, as it serves the purposes of two distinct returns on this railway and when put into the shape of a station to station return, is a useful statistical record.

8. In regard to the proposed revised form for recording traffic in principal commodities, I would add that the returns prepared by this office show the outwards and inwards traffic, local and foreign, of all our stations (the smaller ones being shown in blocks) under all the principal commodities; and this seems a much more useful return than that proposed by the Bombay, Baroda and Central India railway, wherein the traffic in a dozen or so only of the principal commodities is shown between certain selected points. Mr. Lightfoot attached great importance to this return, as readily enabling comparisons to be made of traffic fluctuations.

* * * * *

No. 1575-M., dated 16th July 1890.

From—The Manager, North Western railway,

To—The Secretary, Railway Conference.

Copies of the following forwarded in reply to his letter No. 289, dated 11th April 1890.

No. 987-S., dated 12th July 1890.

From—The Examiner of Accounts, North Western railway,

To—The Manager, North-Western railway.

In reply to your No. 1009-Ex. R., dated 23rd April 1890, I have the honor to state that the system under which the statistics of this railway are compiled

have been carefully gone into again with the result that it is considered the only proposal of the Chief Auditor, Bombay, Baroda and Central India railway, which this railway would be benefited by adopting is the abolition of the inwards portion of the first part of revenue statistics, viz., of the inwards portion of the "return showing the outwards and inwards traffic at each station."

As far as this railway is concerned the inwards portion might well be done away with, as the inwards of merchandise and passengers, the only ones of any importance whatever, are already shown in the statement of station to station traffic mentioned further on.

This line has to divide its earnings and unit and maund mileage over no less than six sections and it is found that for goods and passengers the division is most simply and cheaply made half-yearly from station to station registers, from which our published statement of station to station traffic is compiled; which statement when taken in conjunction with the second part (principal commodities) of revenue statistics admits of the deduction sufficiently accurately for practical purposes of the information of point to point traffic of principal commodities on which the Auditor of the Bombay, Baroda and Central India railway lays so much stress.

Another great advantage of our system of station to station registers is that so long as the registers are preserved, the earnings of any section of the line can be taken out at any time with very little trouble and additional expense, an advantage of which a good illustration was afforded by the calls made for statements of the earnings of the Saharanpore-Delhi section and of Amritsar-Pathankote line.

No. 988-S., dated 12th July 1890.

From—The Examiner, North-Western railway,
To—The Manager, North-Western railway.

In continuation of my No. 987 of date, I have the honor to state that the only saving that could be effected on this line would be by the abolition of the inwards portion of the first part of revenue statistics and for the reasons given in my former letter I would recommend that being done. It would enable a different set of registers to be kept for luggage and parcels, &c., by which a saving of Rs. 49 per mensem would be effected, and I would accordingly suggest that the Government of India be furnished with a copy of this correspondence, and be asked to allow the inwards portion above referred to, to be omitted at all events in the case of this line.

The information as to cost of staff at stations, would seem to be of little value and might also be omitted.

No. 1340-M., dated 18th July 1890.

From—The Manager, Eastern Bengal state railway,
To—The Secretary, Railway Conference.

In reply to your letter No. 289, dated 11th April last, I have the honor to enclose a letter from the Examiner of Accounts of this railway on the subject of the form for recording traffic statistics.

2. I agree generally with Mr. Quinlan's remarks. The statement referred to as (ii) in paragraph 2, and paragraph 6 of Mr. Quinlan's letter has never been prepared on this line. It is not necessary for administrative purposes, in addition to the other two statements. Most of Mr. O'Connell's saving has probably been obtained by abolishing this statement.

3. The information required by myself and the Traffic Superintendent as regards coaching and goods traffic, respectively, is obtained from the other two statements. The record of the station to station traffic of passengers on this line has now grown to such a large volume of 169 pages half-yearly with 22,750 entries of bookings from 151 stations, that it became necessary to

reduce the labour and cost involved in its preparation. Except in very special cases, such as that of my suburban traffic, the inwards passenger traffic, may be estimated with sufficient accuracy from the outwards traffic. The inwards traffic is very costly to compile. I have therefore decided that this need not be done in future except for suburban stations, and this will cause a very appreciable saving in labour and stationery.

4. As regards the statistics of goods traffic, I much prefer the standard form of outwards and inwards traffic in principal commodities. I only separately record 25 items instead of 52 which Mr. O'Connell mentions. This form of statistics does not show between what particular station or block of stations, the traffic is passing. This is, however, generally sufficiently apparent from the present statistics, and the complete details can, whenever necessary, be consulted in the Examiner's office. I observe in the sample forms given by Mr. O'Connell that many of the columns are either blank or only contain items of trifling importance. I therefore prefer the present form of statistics which shows at a glance what each station is doing instead of dividing this up among several statements showing separately the amount of its traffic with each of several blocks. But as these revenue statistics are not even circulated to other lines, I see no reason why they should be uniform for all lines, and I think each line may be allowed to print such of its statistics of coaching and goods traffic, and in such form as it may find convenient.

No. 352-L., dated 10th July 1890.

From—The Examiner of Accounts, Eastern Bengal state railway,
To—The Manager, Eastern Bengal state railway.

I have the honor to return the original enclosures of your endorsement No. 523-Ex.Re, dated the 23rd April last, relating to a proposal by the Chief Auditor, Bombay, Baroda and Central India railway, for a uniform system of recording statistics of traffic on Indian railways.

2. The Railway Conference of 1880 recommended the compilation of the following tables which are embodied in paragraph 8, chapter VII, volume IV of the P. W. D. code—

- (i) Station to station traffic, passengers only.
- (ii) Outwards and inwards traffic, coaching and goods with cost of station staff at each station.
- (iii) Outwards and inwards goods traffic in principal commodities.

3. The method of working out these several tables, is fully explained in chapter VII of the code which has to be studied to see aright the effect of Mr. O'Connell's proposals. I cannot infer from the papers before me if that gentleman has studied our state railway system, but I am inclined to think, if he had done so, that our system of recording traffic and proving the results arrived at with the general books, would have satisfied him that it is simpler, clearer, and more complete than that proposed by him.

4. As regards goods traffic, table III shows with a minimum expenditure of labour the principal commodities carried, the stations of despatch and stations of destination, so that the most complete information is obtainable from it of the movement of traffic between any stations or group of stations, and thus gives in a convenient form the whole of the particulars set out in the several statements appended to Mr. O'Connell's letter.

5. I agree with Mr. O'Connell that the preparation of inwards passenger traffic at stations is laborious and costly and that it serves no useful purpose. The record of this traffic has been discontinued on this railway except for suburban stations for which the Manager considered it should be retained.

6. Table II is very tedious to prepare, particularly that portion of it which relates to cost of station staff. It serves no practical purpose, and has never been prepared on this railway.

7. We already spend on the compilation of statistics of traffic, quite as much money as I think their importance justifies; and I would therefore deprecate the additional expenses necessarily involved in the preparation of the

separate comparative statement of commodities recommended in paragraph 5 of Mr. O'Connel's letter.

No. 135-R., dated 18th July 1890.

From—The Secretary, Great Indian Peninsula railway,
To—The Secretary, Railway Conference.

With reference to your circular letter No. 289 of the 11th April last, on the subject of uniformity in recording the traffic statistics of Indian railways, I am desired to forward you copy of a letter from our Auditor, No. 314 of the 1st instant, reporting on the matter, and to say that both the Agent and General Traffic Manager concur in the views expressed therein.

No. 314, dated 1st July 1890.

From—The Auditor, Great Indian Peninsula railway,
To—The Agent, Great Indian Peninsula railway.

Re the compilation of traffic statistics.

With reference to the enclosures to a circular letter No. 289, dated 11th April 1890, from the Secretary to the Railway Conference, forwarded under Agent's endorsement No. 25 R. of 4th instant asking for my remarks thereon, I beg to say that I am of opinion that the nature and extent of the information furnished must necessarily be left in a great measure to each railway administration, so as to meet the local requirements in each case, and this was, I find, also the opinion expressed by the Joint Committee consisting of Government and railway officers who were appointed in 1880 to enquire into the same subject, *vide* paragraph 22 of their report published with Government of India circular No. 39, dated 20th October 1880.

2. Moreover, our statements as at present submitted appear to meet fully the Board's requirements, and this fact is evinced from the following remarks by the Company's Accountant in London in his letter to me, dated 16th August 1889:—

"I have lately been engaged on a comparison drawn from these returns since 1885, and have been much embarrassed by the changes which have taken place in the headings and classification of the goods in statement C. I have, however, effected the arrangement I desired and would now ask you not to disturb the order, arrangement and sub-division of the goods in statement C as they stood at 31st December last (*i.e.*, December 1888). * * * * * The sub-division of the articles should remain as it is, unless there is very cogent reason for introducing some improvement."

3. In connection with this matter it may be mentioned that our statements B and C are rendered in the form proposed by the Joint Committee of 1880 and approved by the Government of India in their circular No. 39, dated 20th October 1880.

4. As regards statement A it has been compiled in the same manner since 1868 and the figures shewn therein are, I believe, of great service to the Traffic officers of the railway.

5. The statements D to K may be considered as supplementaries to statement C inasmuch as they give in more detail the traffic exchanged with the respective foreign lines.

No. 3649, dated 9th August 1890.

From—The Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagarh-Porbandar railway,
To—The Secretary, Railway Conference.

Referring to correspondence ending with your No. 329 of the 2nd August 1890, I have the honour to state that this railway has hitherto followed what

was understood to be the standard form of revenue statistics. I am inclined to think, and in this view I am supported by the Accounts officer and Traffic Superintendent of the railway, that the form hitherto followed may, in some parts, be modified in the direction put forward by the Bombay, Baroda and Central India railway company so as, while reducing the labour in the compilation of the return, to give the information required in a more convenient shape. With this object in view, I propose to publish the statistics for the 1st half of 1890, in two forms (1) the standard form and (2) the modified form suggested, and until this has been done and the relative value of the two forms has been duly considered by the proprietary states, I am not prepared to give any more definite reply on the subject.

2. In general terms, what seems to me at present most desirable is that the Government should lay down what statistics are actually needed for Imperial purposes in a standard form and that the railway administrations should be left to supplement these by such further information as they want for their own guidance in the shape that is found most convenient to them.

No. 383 W., dated 15th August 1890.

From—The Agent and Manager, His Highness the Nizam's Guaranteed state railway,

To—The Secretary, Railway Conference.

With reference to your circular letter No. 289, dated 11th April last, and subsequent reminder thereon, I have the honour to forward herewith, copy of letter No. 436, dated 8th instant, from the Chief Accountant and Auditor of this railway expressing his views on the proposal to adopt uniformity in recording the traffic statistics of railways.

No. 436-A. M., dated 8th August 1890.

From—The Chief Accountant and Auditor, Nizam's Guaranteed state railway,

To—The Acting Agent and Manager, Nizam's Guaranteed state railway.

Your No. 682-W., dated 30th April 1890, forwarding copy of Circular letter No. 289, dated Simla, 11th April 1890, from the Secretary, Railway Conference, regarding the proposal of the Chief Auditor, Bombay, Baroda and Central India railway, for ensuring uniformity in traffic statistics.

With reference to the above, I strongly recommend that this company adopt the principles conveyed in the above proposals and that our present form of statistics of traffic be given up entirely.

I consider that our present half-yearly statistics are absolutely valueless as they contain no information of any practical value either to the Traffic authorities, the Board, or any one else, although their compilation entails an immense amount of labour, and I entirely agree with the remarks and proposals of the Chief Auditor, Bombay, Baroda and Central India railway, embodied in his letter No. 1386, dated 21st February 1887, to the Agent of that company.

I have always understood that the statistics of traffic were compiled, *1st* for the information of the Board, *2nd*, for the information of the Traffic authorities and the Government of India as stated above; our present statistics are of no use to the Traffic authorities but those proposed by the Chief Auditor of the Bombay, Baroda and Central India railway are, of great practical value to the Traffic Manager and his assistants and would doubtless be interesting to the Board as they shew clearly in the respective statements.

I.—The outward traffic of all local stations (passenger and goods).

II.—The total weight earnings on about 50 of the principal commodities.

III.—The tonnage and earnings of 14 of the most important commodities shewing the stations between which the traffic is conveyed.

IV.—They also shew the more important traffic exchanged with foreign lines specifying the foreign stations or sections of line with which the foreign traffic occurs.

Our present statistical compilation do not show 3 and 4.

I enclose copies of our statistics of traffic for the half-year ended 31st December 1889, and also those compiled by the Chief Auditor, Bombay, Baroda and Central India railway; on comparing the two from a traffic (or any other) point of view, you will readily see how useless ours are and how valuable the Bombay, Baroda and Central India railway statistics are either to the traffic authorities or to any one desirous of acquiring information regarding the traffic.

If the Traffic Manager's views were obtained, I am sure that he would agree with me in every respect.

The statements proposed would not cause any extra expense to the company but would probably save my present staff the necessity of working many hours of over time, as the information they contain can be readily abstracted from any statistical registers and the Traffic Manager, without any further reference to me, could see the stations and the commodities, in which important fluctuations, or otherwise, have occurred, and he could readily decide where and regarding which commodities enquiries should be instituted with a view to improving and governing traffic. I therefore hope to receive sanction to change the form of our printed compilations of traffic statistics as early as can be arranged. In the meantime I shall anticipate sanction, and arrange for my statistical registers to be posted for the second-half, 1890, so that the proposals of the Chief Auditor, Bombay, Baroda and Central India railway can be readily carried out if approved of.

P.S.—From the correspondence under reference, I notice that in any case the Government of India does not require that the standard forms of statistics of traffic shall be adhered to.

No. 455-A.—6181, dated 8th October 1890.

From—The Agent and Chief Engineer, Indian Midland railway,
To—The Secretary, Railway Conference.

With reference to your letter No. 289, dated 11th April last, on the subject of "uniformity in recording the traffic statistics of Indian railways," I have the honor to forward herewith a printed copy of letter No. 576—5937-T. A., dated 3rd instant, from the Auditor of this company, to my address, on the subject, and to state that I fully concur in the views expressed therein.

No. 576—5937 T. A., dated 3rd October 1890.

From—The Auditor, Indian Midland railway,

To—The Agent and Chief Engineer, Indian Midland railway.

Your No. 455-A.—4367, dated 11th July. Reference from the Secretary, Railway Conference, on the subject of uniformity in recording traffic statistics.

I regret the delay in replying to this reference, but my attention has been almost wholly taken up with the annual and half-yearly accounts and returns when I could spare time from the pressure of current work which, in our transition stage from construction to open line, has been exceptionally heavy.

2. I have read all the papers on this question of statistics very carefully and the conclusion at which I have arrived is, that on the whole, the forms recommended by the Committee of 1880, and approved by the Government of India in Circular No. XXXIX, dated 20th October 1880, afford more useful information than would be obtained from the alternative forms now proposed.

3. While this is my personal opinion, I would however remark that the matter is one upon which it would perhaps be best that the wishes of the Board should be ascertained.

4. Mr. O'Connell has pointed out in his letter No. 1386, that the returns which were approved by the Government of India on the recommendations of the Committee of 1880, have never been generally adopted, and, so far as I have been able to learn, such information is not compiled at all on state railways, while other lines, the East Indian for example, have distinct forms of their own.

5. It would appear therefore that when the returns have been prepared, it has been primarily for the information of the Boards of the guaranteed companies and of the Executive officers of the railways.

6. This view of the use and value of the returns is corroborated by the fact that the information contained in the approved statistical returns is not utilized by Government in any of the official documents that are published. The Administration and other Reports deal with the broad results of working, and for this object the half-yearly accounts and the Analysis of Working, the form of the latter having been specially designed to exhibit the results by which Government gauge the working of each line, appear to be the chief desiderata, and therefore the form of the traffic statistics seems to me a question to be considered in relation to the local circumstances and requirements of each line.

7. For instance, in the case of the Indian Midland railway, a new line passing through a great extent of country that had not formerly the benefit of railway communication, it is very desirable that the statistics of traffic should be set out in detail, that is perhaps not so requisite in the case of a railway already in possession of extensive information gained during a lengthy experience.

8. I wish it therefore to be understood, that I do not claim to speak generally, and that my objections to Mr. O'Connell's proposals take their origin in the belief that they are not suitable for application to this line.

9. The forms which we have followed are those drawn out by the Committee of 1880, and are the same that are in use on the Great Indian Peninsula railway.

10. The proposals that have now been submitted are, first, that statement A. should be modified, and instead of showing all traffic dealt with at each station, should in future only show the outward traffic.

11. The objections to this in the case of a new line are I think obvious; until a more advanced stage has been reached in the organization of the different working departments, and until the limit of capital outlay is more definitely fixed, a record should be maintained that will both operate as a check, and as a means of judging of the merits of proposals for increased establishments or extended accommodation.

12. In many cases as you will see by referring to the station to station traffic returns, the traffic booked from a station is not a criterion of the value of that station.

The following are some illustrations:—

	Outward.	Inward.
	Rs.	Rs.
GWALIOR—Coaching ...	... 55,883	59,679
Goods ...	... 9,842	60,388
JHANSI —Coaching ...	... 66,006	74,966
Goods ...	... 17,445	90,491

and many other instances could be quoted to show the importance of possessing a reliable record of the *whole* traffic.

13. Again, statement A. records the traffic from and to each local station to and from stations on foreign lines, and in order to further the interests of the trade and the districts served by the railway there can be no more useful or reliable aid to the traffic and other officers of the line than this record supplemented by the details in form C.

14. If therefore it is now proposed to introduce uniformity in these returns, and to require all railways to compile them, I would urge the retention of statement A. in the form recommended by the Committee of 1880, in preference to that proposed by Mr. O'Connell.

15. The next proposal refers to what is called statement B., but I think there is some confusion as regards this: Mr. O'Connell describes it as the one which shows the tonnage and earnings of principal commodities, but the statement that affords that information is marked H. in the Report of the Committee. Statement B. in the present statistics of the Bombay, Baroda and Central India railway is simply the statement of principal commodities which every railway already prints as one of the prescribed standard forms of the half-yearly accounts. Statement B. in our statistics is an abstract in a convenient form, of the information in the preceding statement A., giving the totals for each station.

16. The form that Mr. O'Connell's remarks apply to is, then, statement H. of the Statistical Committee or form C. of our statistics, showing the description of goods outward and inward at each station, including the principal stations of foreign lines.

17. Mr. O'Connell would group the stations, and the extent to which he carries this grouping is shown in the statistics of the Rajputana Malwa railway, which I have now before me. There are upwards of 200 stations on that line, but in the statistics figures are only shown separately for 11 stations. No information at all is given of the transactions with foreign lines, simply the lump sum figures for traffic passing the junctions are shown, as *via* Sabarmati, *via* Mehsana, *via* Marwar, *via* Khandwa, *via* Hathras, *via* Delhi, &c.

18. In the next place Mr. O'Connell would limit the statistics to the traffic in some 12 principal commodities; in the statistics before me only 9 are taken.

19. The information, as I have previously said, in regard to these matters, may not be so necessary on a line that has been working so long as the Rajputana-Malwa railway; on this I will not give an opinion though I observe that contrary views have been held on the E. I. railway, where great trouble has been taken to obtain the most exhaustive and comprehensive information, but, at all events, I do not think that such meagre facts would suffice to supply that close and intimate fund of information, which should be at the disposal of our staff.

20. I think that lumping and grouping the statistics in the way proposed would deprive them of much of their practical value, in fact I would go so far as to say, that, if the information could be curtailed in this way, it would not be desirable to incur the expense to publish it at all.

21. In our statement C., as you will observe, we have not resorted to any grouping, but show the traffic to and from every station on the home line and the principal stations on foreign lines, and in our circumstances at any rate I hold Baroda and Central India railway.

22. As regards the cost of compiling these statistics, I do not think any exception can be taken to our figures, or that a reduction of any moment would be effected by curtailing the information, while I believe the form would be then much less useful. It must also be stated, that the Traffic Department rely upon us for all statistical information, there being no separate branch of this kind in the Traffic Manager's or District Officers' offices, as is I believe the case on many other lines.

23. My staff consists of 1 head clerk and 13 subordinate clerks at a total cost of Rs. 430 per month, and the analysis, the station to station returns, and all other statistical information is prepared by them.

No. 10888, dated 4th November 1890.

From—The Agent, East Indian railway,
To—The Secretary, Railway Conference.

With reference to your letter No. 289 of the 11th of April last and subsequent reminders regarding uniformity in recording the traffic statistics of Indian

railways, the Agent's opinion generally is that uniformity is desirable. This railway is already compiling all the statistics approved of by the Government of India after the Conference of 1880.

The Chief Auditor suggests that, in lieu of the present return of principal commodities at stations in form H, separate returns, shewing the principal commodities that form the bulk of the traffic of each railway and the stations between which they are carried, might be prepared as supplementary to the station to station returns.

With regard to letter No. 1386 of 21st February 1887 from the Chief Auditor, Bombay, Baroda and Central India railway, to the Agent of that railway, I enclose a copy of the Chief Auditor's letter No. 4083, dated the 19th of May last, commenting on the points referred to by that officer.

No. 4083, dated 19th May 1890,

From—The Chief Auditor, East Indian railway,

To—The Agent, East Indian railway.

Railway Conference of 1888, uniformity in recording the traffic statistics of Indian railways.

Your office No. 5074, dated 23rd ultimo.

In returning enclosures of above, I beg to offer the following remarks on the proposals of the Chief Auditor, Bombay, Baroda and Central India Railway Company in his No. 1386, dated 21st February, 1887.

Paragraph 2, statement A.—The returns referred to appears to be form G proposed by the Statistical Committee of 1880 in paragraph 22 of their report and sanctioned in Government of India, Public Works Department circular No. XXXIX Railway, dated 20th October 1880. On the East Indian railway it is compiled in the Traffic Manager's office and is called statistical return No. 8. The figures, with some additions for other than traffic in passengers and goods are no doubt obtained from half-yearly station to station returns of goods and passengers. Forms T 308-A and T 308 called statistical returns Nos. 1 and 2 compiled by the Traffic Manager for his own and your purposes.

Paragraph 3, statement B.—This is the return of principal commodities in form H sanctioned in the circular above referred to. It shews weight and earnings out and in under 94 heads, at each station on the East Indian railway.

To substitute for this separate statements shewing the actual movement between stations of a limited number of staples would, I think, be a decided improvement and would probably be cheaper.

Paragraph 5.—With the half-yearly revenue account of the East Indian railway and of each branch line worked by it is printed a comparative abstract of the principal commodities carried over the several lines shewing the weight and earnings or in the case of through traffic the proportion of earnings for each. It hardly seems necessary to publish these separately but to do so would only add a little to the cost of printing.

Paragraph 7.—This information can be obtained from the station to station return of goods traffic referred to above.

Paragraph 8.—We compile a weekly analysis of traffic, form enclosed, for which the ton mileage is got out on the weight carried each week instead of on the half-yearly totals.

Paragraph 9.—The actuals being obtainable from the station to station return of passengers, the proposed approximation of the number of inward passengers would be unnecessary on this line.

Of the statistics approved of by the Government of India in 1880, all are compiled, *viz.*—

- (1) Station to station returns, and,
- (2) Goods and passengers.
- (3) Inward and outward traffic at each station.
- (4) Return of principal commodities at each station.
- (5) Comparative abstract of principal commodities, and
- (6) Analysis of working.

The last three are compiled in this department and are furnished to Government. The others are got out by the Traffic Manager and would probably be expensive to print and circulate.

No. 10172, dated 14th November 1890.

From—The Agent and Chief Engineer, Southern Mahratta railway,
To—The Secretary, Railway Conference.

With reference to your No. 289, dated 11th April 1890, I have the honor to forward a copy of a letter No. T. S.—22585 of 12th instant, from this company's Auditor, containing that officer's views on the subject of uniformity in recording the statistics of Indian railways.

Up to the present I have had no communication with my Board of Directors on the subject, as I assume that if, as the outcome of the present correspondence, it be decided to make any serious alterations in the present method of compiling these statistics, a definite scheme will be formulated and circulated for acceptance.

No. T. S.—22585, dated 12th November 1890.

From—The Auditor, Southern Mahratta railway,
To—The Agent and Chief Engineer, Southern Mahratta railway.

In returning the accompaniments to your No. 3565, of 26th April last, I beg to state that the completion of the company's system and its opening to traffic throughout had to be awaited before accurate information could be obtained as to the volume and flow of traffic upon which alone any reliable opinion could be formed of the suitability or otherwise of the suggested change in the form of this company's revenue statistics.

2. The proposed abolition of the "Inwards" portion of the general summary (form G) of coaching and goods traffic at each station may be agreed to as the information compiled at some expense is not of much statistical value. In respect of the passenger traffic it is enough for all practical purposes to assume that there is an equation between the inward and outward bookings at each station having regard to long periods of time as it is not probable that a constant stream of immigration will set in any one direction while as regards the goods traffic the information is rendered unnecessary by the fuller particulars proposed to be given for each of the more important articles of merchandise in the detailed tables.

3. A reference to the statistics for the past half year will show that the tonnage and receipts of commodities booked to and from each of 171 stations have been separately recorded where there has been any traffic whatever. Since however 90 per cent. of our total revenue from public merchandise was derived from only 15 of the more important of those commodities, the statistical details according to the proposed method would be confined to these 15 commodities while in respect of the remainder the aggregate tonnage and receipts appearing against each in the appendix to the half yearly accounts would be a sufficient record. Again by grouping together as suggested the less important stations say those at which the bookings both in and out aggregate less than Rs. 10,000 during the half-year, the number of stations and centres would be reduced from 171 to 46.

4. The reduction in the number of commodities and the number of localities does not represent any corresponding reduction in the work of compilation. Much of the work preparatory to the final exhibition of the results in their present form will continue to be required for other audit purposes. The real advantage of the change in form will be found in the information given with regard to the direction in which the bulk of the company's traffic flows and the precise points between which it is carried, furnishing, as it will, full particulars as to centres of trade most affected by any undue falling off or enhancement in the company's revenue from goods traffic.

5. The uniformity had in view by Government cannot, in my opinion, be carried to the length of laying down that certain commodities and no others shall be registered, as it may happen that the principal articles of merchandise carried by one railway may not be of sufficient importance on another line to require separate registration.

6. I enclose a list of the fifteen principal commodities and of the stations and groups according to which our statistics will be kept in future if the proposed alteration in form is adopted.

List of principal stations and groups on the Southern Mahratta and Mysore state railways referred to in paragraph 6 of Auditor's No. T. S.-22585 of 12th November 1890.

Main line.

1. Stations between Castle Rock and Mugad.
2. Londa.
3. Dharwar.
4. Hubli.
5. Stations between Amargol and Bantanarhal.
6. Annigeri.
7. Gadag.
8. Haspet.
9. Bellary.
10. Stations between Guntakal and Kistna Terminus.
11. Kurnool Road.
12. Nandyal.

Poona branch.

13. Khanapur.
14. Belgaum.
15. Gokak Road.
16. Stations between Desur and Raibag.
17. Shedbal.
18. Miraj.
19. Sangli.
20. Ashta Road.
21. Karad.
22. Stations between Takari and Phursangi.
23. Poona.

Bijapur branch.

24. Bagalkot.
25. Telgi.
26. Bijapur.
27. Stations between Hombal and Hotgi.

Southern branch and Mysore line.

28. Stations between Kundgol and Chalgeri.
29. Haveri.
30. Byadgi.
31. Ranibennur.
32. Harihar.
33. Stations between Tolahunse and Chik Banavar.
34. Davangere.
35. Tiptur.
36. Bangalore.
37. Mysore.

Southern branch and Mysore line—concl.

38. Stations between Kengeri and Paschamvabini.
39. Bombay *via* W. I. P.
40. Other stations *via* W. I. P.
41. Madras railway *via* Guntakal.
42. Bombay *via* Poona Junction.
43. Other stations *via* Poona Junction.
44. Bombay *via* Hotgi Junction.
45. Other stations *via* Hotgi Junction.
46. Madras railway *via* Bangalore City Junction.

Enclosure to Auditor's No. T.S.—22585 of 12th November 1890.

List of principal commodities.

Cotton, raw.
Twist and yarn.
Piece goods.
Grains.
Metals.
Oil seeds.
Provisions.
Salt.
Sugar.
Spices.
Timber.
Jute.
Tans and dyes.
Tobacco.
Oils.

No. 560-G., dated the 28th March 1891.

From—The Agent and General Manager, Assam railways and Trading Company, Limited,

To—The Secretary, Railway Conference.

In reply to your letter No. 367,* dated 6th February 1891, I have the honor to say that I do not think that absolute uniformity with other railways in India would be useful in the compilation of our railway statistics. For instance the Chief Auditor, Bombay, Baroda and Central India railway, recommends suppressing the inward portion of statement A, observing that the same figures approximately will do for the inward as for the outward traffic in most stations. Now on this railway owing to special nature of trade in the district the inward quantities of goods at the various stations differ very greatly from the outward, thus:—

				Tons. Inwards.	Tons. Outwards.
Dibrugarh	...	...	...	1,165	2,347
Panitola	...	...	...	857	428
Dehing bridge	...	...	...	1,116	66,940

I agree with the proposal to enumerate and give statistics for only ten or twelve different commodities instead of for the full 80 for revenue accounts and 33 for administration reports. Here again uniformity is undesirable for on this railway, the statistics of tea, tea-seed, shooks, tea-lead, india rubber, earth-oil, and its manufactures, &c., are important, whilst on other railways these commodities may be unimportant and could be classed under the last head "all other articles."

RAILWAY CONFERENCE, 1893.

B

Papers circulated in the event of railways, parties to the Conference, having any definite proposals to bring forward for discussion thereon.

No. 9.

TELEGRAPHIC CODE FOR RAILWAY MESSAGES.

TELEGRAPHIC CODE FOR RAILWAY MESSAGES.

NOTE BY THE TRAFFIC SUPERINTENDENT, OUDH AND ROHILKHAND
RAILWAY.

Railway messages are usually subjected to serious delays in transmission, and although various measures have been adopted with a view to ensure quicker despatch, it is still found that a considerable proportion of railway messages are either altogether unnecessary or that the wording could have been considerably curtailed.

The various measures taken have resulted in a material reduction in the number and length of messages, and delays have been somewhat reduced; but in order further to relieve the wires it has been suggested that a uniform code of abbreviation for inter-railway telegrams should be adopted.

This, I understand, is the practice at home and in all business houses in this country, and there appears no reason why its adoption on Indian railways should not be a success.

A code with simple words might easily be drawn up on the model* of the one in force on the Great Western railway in England.

* Printed with instructions at page
2 *infra et seq.*

EXTRACT FROM THE "GREAT WESTERN RAILWAY CODE, TO BE USED IN DESPATCHING TELEGRAPH MESSAGES UPON THE COMPANY'S BUSINESS, IN ORDER TO REDUCE THE NUMBER OF WORDS."

Instructions to be observed in sending and receiving codified messages.

In consequence of the serious delays which occurred in the transmission of telegraph messages sent over the Company's wires, an inquiry was some time ago instituted with a view to ascertaining the causes, and devising such measures as might be desirable to ensure quicker despatch, when it was found that a considerable proportion of the messages were either altogether unnecessary or such as need not have been sent by telegraph, or that the wording could have been considerably curtailed.

The steps then taken have resulted in a material reduction in the number and length of the messages, and there has been a corresponding diminution in the number of messages delayed; but in order further to relieve the wires, a code of phrases in common use in telegrams sent on the Company's business has been prepared, and each phrase represented by a distinctive word, and in future that word *only* is to be sent over the wires instead of the complete phrase which it represents.

A copy of the code containing the phrases and the representative words is contained in the following pages.

It will be observed that the messages or phrases for which code words are to be used are, for convenience of reference, classified under the heads of the respective departments, and that the code words have also been classified as follows:—

Forwarded *Names of animals.*
Received " *birds.*

Section II. Passenger and parcels department. *Names of fishes.*

" III. Carriage and wagon; " *reptiles*
" IV. General messages and phrases " *and insects.*
commonly used. " *rivers.*

Notwithstanding this classification, however, it must be understood that (unless otherwise stated) the codes may be used by any department when applicable.

Codified replies applicable to many of the messages of inquiry are shown in the column provided for the purpose, so that the most usual forms of reply to such messages may readily be found by referring to the code word applicable to the message of inquiry.

In order that it may be more clearly understood how it is intended that the code is to be applied, a few specimen messages are appended (pages 30 and 31)* showing, first, the full text of messages as sent under existing circumstances; and secondly, as they are to be sent under the code.

In preparing the code care has been taken to exclude therefrom messages which, though frequently sent over the wires, are only used between two or three stations or persons. In such cases the stations or persons concerned should agree upon codes of their own to represent such messages, steps being taken to insure that every person, who has to deal with such codes is fully acquainted with the words and their meaning, and that the code words do not clash with the words in the general code. The code words must be approved by the Divisional Superintendent, or District Goods Manager, as the case may be, and by the Telegraph Superintendent.

In messages passing between stations relative to traffic matters, the names of the senders and receivers must not be given (the names of the stations being of themselves sufficient), except in those cases where there is a separate goods and passenger staff employed, of which a list is given on page 32. See examples on pages 30 and 31.*

In writing out messages in which a code word is used to represent a phrase, the code word must be written in the centre of the first line under the addresses (see page 31)*, and the continuation of the message on the following lines; and the telegraph clerks in taking the messages off the instrument must adopt the same course so that the receivers may know at a glance that it is a code message.

It will not be necessary for the telegraph clerk to use the "G.O." signal after a code word, as the words following it will be commenced on the next line.

It must be borne in mind, notwithstanding the introduction of the code, that the regulation that the wires are not to be used when a letter will answer the purpose must continue to be strictly observed.

Note.—The code must not be used for messages to joint officers, or to joint servants at joint stations, or to foreign lines, or officers of other companies, or for telegrams sent over post office wires.

March 31st, 1884.

J. GRIERSON.

* Vide specimen messages, page 11 *infra*.
† Not necessary and not printed.

SECTION I.
GOODS MESSAGES.

Subject.	Pro. No.	Code.	Text of message represented by Code.	Reference to Code which may be required to be used in reply.
FORWARDED.				
Carriage paid.	1	Ape.	The Goods on our invoice as under should have been entered "paid." Deliver free, re-charge authority will be sent you to-day—	32
Collect "paid on."	2	Bear.	Referring to our invoice as under to your station: collect the following "paid on" omitted, and advise me by letter when done—	32
Collect charges.	3	Buffalo.	The following which we entered "paid" should be carriage "to pay." Collect charges, and advise me by letter when done—	32
Speedy delivery.	4	Camel.	The following very urgent and require speedy delivery. See to this immediately—	32 35
Goods not delivered.	5	Cheetah.	The following entered to you as under said not delivered. If delivered give date and proof and explanation of delay, if any—	32 35 130 131
Missing goods forwarded.	6	Elephant.	Your message respecting the under-mentioned as not being to hand; they were forwarded from here as under. I trace, say when to hand—	
Goods mis-sent.	7	Elk.	We sent you in error on date named the following: forward with all speed to the undermentioned station, referring to this station, for invoice—	24 32 139 144
Ditto.	8	Fawn.	Can you trace receiving the undermentioned, on or about the date given? if so, say how disposed of—	24 32 35 130 139 144
Goods missing.	9	Fox.	The following said to have been sent you, on or about undermentioned date, by station named: wire particulars of receipt, and proof of delivery if effected—	32 35 130 131
Disposal of goods for transfer.	10	Giraffe.	The undermentioned goods sent you in the truck named said not to hand at destination. Say how disposed of by you and trace forward—	24 32 144
Ditto.	11	Gnu.	We send the undermentioned, which you must transfer at your station, and send forward per—	115
Advice of insured Goods.	12	Hyæna.	Look out for following insured goods sent you by train named—	115
Stop delivery.	13	Jackal.	The following entered as under must not be delivered but held for further instructions—	115
Reply to application for Goods.	14	Leopard.	Goods not yet handed us, senders say—	
Disposal of Station Truck Goods.	15	Lion.	Telegraph me where the following station truck goods were put out and what signature is held—	32 93 94 95 100
Particulars of forwarding Traffic.	16	Mole.	Wire particulars of forwarding undermentioned goods, with date, and number of invoice—	33 139 144

NOTE.—In all cases the full particulars of the goods, invoice numbers, &c., must be clearly and specifically, but concisely, given, if the goods were sent under the fact must be stated.

Section I.—GOODS MESSAGES—*contd.*

Subject.	Pro. No.	Code.	Text of message represented by Code.	Reference to Code which may be required to be used in reply.
FORWARDED—<i>concl'd.</i>				
Particulars of forwarding Traffic.	17	Monkey.	Furnish full particulars of forwarding undermentioned goods, with copies of invoices, and consignment notes—	32 33 106 144
Tracing Trucks.	18	Mouse.	The following trucks for station named are said not to hand; telegraph saying date and train despatched from your station, how labelled, and trace forward—	32 139 144
Ditto.	19	Mule.	The following trucks from undermentioned on date named for your station said not to have been delivered; have you received them, and if so, what is delaying delivery?—	32 35 139 141
Unentered Goods Advice Note.	20	Mustang.	Your unentered goods advice note—	
Goods Invoice No.	21	Otter.	Our invoice number—	
Delivery.	22	Panther.	If not delivered to-day will be thrown on our hands—	35 115
Ditto.	23	Porcupine.	Sender threatens to re-execute the order—	
Forwarded.	24	Reindeer.	Sent hence in truck—	
RECEIVED.				
Goods unentered.	25	Canary.	The following received from your station unentered. Telegraph instructions and particulars of charges, and send the invoice or copy of it by first train—	7 33 38 115
Imperfect address.	26	Capon.	The following from your station on hand for want of better address. Send full particulars by telegraph at once to enable delivery to be effected—	33 38
Goods refused.	27	Crow.	The following received from your station on hand refused. Send instructions for disposal at once and give sender notice as to risk and expense— (Note.—State clearly and concisely in message the alleged reasons for refusal.)	13 33 38 127
Goods missing.	28	Cygnets.	The following invoiced from your station not to hand at this station. Say at once by what train, on what day, in what truck, to what point forwarded, and trace forward—	6 115 144 149
Loaded trucks without labels.	29	Dove.	Wagon, number given below, from station named, sent away as an empty, contained the following goods. If with you dispose of them as follows—	32 139 144
Goods entered "to pay" in error.	30	Eagle.	The following which you enter "to pay" are said "Carriage paid" and are refused in consequence. Say immediately whether correctly entered, and if not, send re-charge authority or apply to sender, and reply as soon as possible—	1 127
Application for goods.	31	Eider.	Application is made for the following; said to have been handed you on date named below. Give reference to entry or say how disposed of—	6 14 32 139 144
No trace.	32	Falcon.	We have no trace of receiving the undermentioned named in your telegram—	
Ditto.	33	Fingoose.	We have no trace of forwarding the undermentioned named in your telegram—	

Section I.—GOODS MESSAGES—*concl'd.*

Subject.	Pro. No.	Code.	Text of message represented by Code.	Reference to Code which may be required to be used in reply.
RECEIVED—<i>concl'd.</i>				
Collection of goods.	34	Gull.	Wait upon the following firm for orders to collect the traffic named, and forward with all speed—	115
Proof of delivery.	35	Hawk.	The following delivered on date named, and signed for by—	
Truck without Label.	36	Heron.	Ascertain from Guard of undermentioned train the destination of vehicles of the description and number given below put off here without label on date named—	37
Ditto.	37	Kite.	Guard states that vehicles of description and number given below, and referred to in your telegram, are for—	
Instructions for delivery.	38	Lark.	The undermentioned goods lying at your Station dispose of as follows—	24 139 144
Goods to order.	39	Linnet.	Wait upon undermentioned and obtain instructions for goods lying here to order—	38
Goods Invoice No.	40	Ostrich.	Your Goods Invoice Number—	

SECTION 2.

PASSENGER MESSAGES.

Subject.	Pro. No.	Code.	Text of message represented by Code.	Reference to Code which may be required to be used in reply.
Parcels unentered.	41	Barbel.	The following received from your station to-day, without way-bill; send way-bill or copy by next train—	51 54
Imperfect address.	42	Bream.	The following received from your station on hand here for want of better address; send full particulars at once, to enable delivery to be effected—	54
Parcels refused.	43	Carp.	The following received from your station now on hand here refused; send instructions for disposal at once, and give sender notice that the articles are held by the company at his risk and expense— (Note.—State clearly and concisely in message the alleged reasons for refusal.)	45 54 127
Parcels entered "to pay," in error.	44	Dace.	The following, which you enter "to pay," are said "carriage paid," and are refused in consequence; say immediately whether correctly entered by you or not, sending, if necessary, re-charge authority or applying to sender, and reply as soon as possible—	45 127
Carriage paid.	45	Dolphin.	The parcel entered on our way-bill as under should have been entered paid; deliver free, re-charge authority shall be sent you to-day—	53 63
Collect "paid on."	46	Flounder.	Our way-bill as under, forwarded to your station; collect the following "paid on" which was omitted, and advise me when done—	127
Entered "paid" in error.	47	Hake.	The following, which we entered "paid" on way-bill numbered and dated as below, should be "carriage to pay;" collect charges, and advise me by letter when done—	53

Section 2.—PASSENGER MESSAGES—*contd.*

Subject.	Pro. No.	Code.	Text of message represented by Code.	Reference to Code which may be required to be used in reply.
<i>Application for parcels.</i>	48	Minnow.	Application is made for the following, said to have been handed you on date named below; give reference to entry or say how disposed of—	50 53 54 144
<i>Parcels not delivered.</i>	49	Mullet.	The following entered to you as under said not delivered; give date and proof of delivery and explanation of delay, if any—	53 63 130 131
<i>Parcels missing.</i>	50	Perch.	Your message respecting the undermentioned not being to hand. Forwarded from here as under, let me know if still missing—	53
<i>Parcels mis-sent.</i>	51	Pike.	We sent you in error without way-bill on date named below the following; forward with all speed to station named, referring to us for particulars—	53 131 139 144 150
<i>Parcels without Way Bill.</i>	52	Plaice.	Can you trace receiving the undermentioned without way-bill on or about the date given? If so, say how disposed of—	53 130 131
<i>No trace.</i>	53	Porpoise.	We have no trace of receiving the undermentioned named in your telegram—	
<i>Ditto.</i>	54	Quab.	We have no trace of forwarding the undermentioned named in your telegram—	
<i>Passengers' Luggage, Parcel, &c., over-carried or left behind.</i>	55	Ray.	Send here the following, left in undermentioned train—	138 139 144
<i>Passengers' Luggage, Parcel, &c., missing.</i>	56	Roach.	Undermentioned missing. Have you any trace? If so, send to—	53 54 138 139 144 150
<i>Extra through vehicles</i>	57	Roker.	The following extra through vehicles, for stations named below, are on train mentioned—	
<i>Passengers' Luggage, Parcel, &c., missing</i>	58	Sewen.	The undermentioned is here; are you short of it?— [If the luggage is addressed, the address must be given.]	155
<i>Passengers' Luggage, &c.</i>	59	Shad.	Let me know how you have disposed of the following—	130 131 138
<i>Train Notice acknowledgment.</i>	60	Shark.	Notice of undermentioned train received—	
<i>Parcels missing.</i>	61	Skate.	The following from your station not to hand here; trace forward, see Guard, ascertain how disposed of and reply—	50 54
<i>Order for Omnibus.</i>	62	Smelt.	Have an omnibus ready on arrival of following train hence for— [State one horse or two horses and name of person.]	
<i>Proof of delivery.</i>	63	Sole.	The following referred to in your telegram delivered on date named and signed for by—	
<i>Advice of Insured Parcel.</i>	64	Starfish.	Look out for following insured parcel sent you—	131
<i>Stop delivery.</i>	65	Sturgeon.	The following entered as under must not be delivered, but held for further instructions—	53 63 115 130 131

Section 2.—PASSENGER MESSAGES—*concl'd.*

Subject.	Pro. No.	Code.	Text of message represented by Code.	Reference to Code which may be required to be used in reply.
<i>Vehicles stopped in transit.</i>	66	Tench.	The following vehicles from station and by train named put off here, will be forwarded by next train—	
<i>Unentered Parcels Advice Note.</i>	67	Trout.	Your unentered parcels advice note—	
<i>Parcels Way Bill.</i>	68	Whelk.	Our parcels way bill—	
<i>Ditto.</i>	69	Whitebait.	Your parcels way bill—	
<i>Train Notice acknowledgment.</i>	70	Whiting	Your receipt for the undermentioned train notice not to hand. Telegraph if notice has been received—	60 131

SECTION 3.

CARRIAGE AND WAGON DEPARTMENT MESSAGES.

Subject.	Pro. No.	Code.	Text of message represented by Code.	Reference to Code which may be required to be used in reply.
<i>Supply of rolling-stock.</i>	71	Adder.	Telegraph me how you are supplied with following stock—	
<i>Ditto.</i>	72	Alligator.	Can you send the following stock? or if not, how many, to the stations named—	74 139 144 145
<i>Ditto.</i>	73	Ant.	Six-wheel composite coach—	
<i>Ditto.</i>	74	Beetle.	The following rolling-stock sent to—	
<i>Ditto.</i>	75	Boa.	How many of the following stock can you send to— [To be used by Wagon Inspectors to stations.]	74 145
<i>Application for rolling-stock.</i>	76	Cobra.	We require the following rolling-stock; have supply sent at once—	91 139 144 145
<i>Rolling-stock.</i>	77	Cricket.	Eight-wheel composite coach—	
<i>Ditto.</i>	78	Drone.	Luggage-bodied third-class coach—	
<i>Ditto.</i>	79	Eft.	See yesterday's report for information as to other stock.	
<i>Ditto.</i>	80	Fly.	Six-wheel slip coach—	
<i>Wagons detained.</i>	81	Frog.	Wagons are being detained under load at the undermentioned stations; have them released immediately, and write me full explanation— [To be used by Managers, Superintendents, and Carriage and Wagon Department.]	115
<i>Rolling-stock.</i>	82	Gnat.	Four-wheel slip coach—	
<i>Ditto.</i>	83	Hernet.	Six-wheel trucks, timber and twins—	
<i>Wagons detained.</i>	84	Lizard.	The following wagons detained at your stations under load; get them discharged at once, and write full explanation of detention to-day— [To be used by Managers to stations.]	115
<i>Rolling-stock.</i>	85	Mite.	Meat, fish, plant, goods breaks and connections—	
<i>Ditto.</i>	86	Moth.	The following stations all right for stock named—	

Section 3.—CARRIAGE AND WAGON DEPARTMENT MESSGAES—concl'd.

Subject.	Pro. No.	Code.	Text of message represented by Code.	Reference to Code which may be required to be used in reply.
<i>Rolling-stock.</i>	87	Python.	Covered carriage truck—	
<i>Ditto.</i>	88	Scorpion.	Open carriage truck—	
<i>Ditto.</i>	89	Serpent.	Goods carriage truck—	
<i>Ditto.</i>	90	Snake.	Passenger brake van—	
<i>Ditto.</i>	91	Spider.	The following told to assist the stations named with stock specified—	
<i>Ditto.</i>	92	Toad.	Goods brake van—	
<i>Station Truck Lists.</i>	93	Viper.	The goods are not entered upon station truck list given—	
<i>Ditto.</i>	94	Wasp.	List not to hand; the following station told to wire you particulars—	
<i>Ditto.</i>	95	Weevil.	List does not give the information required—	
<i>Ditto.</i>	96	Wyvern.	The following station truck list not to hand; send in at once and inform person or station mentioned below where undermentioned goods were put out, and who signed for them—	

Section 4.—GENERAL MESSAGES AND PHRASES COMMONLY USED.

Subject.	Pro. No.	Code.	Text of message represented by Code.	Reference to Code which may be required to be used in reply.
<i>Asking for Reply to Telegram.</i>	97	Aline.	Telegraph reply immediately to my telegram upon undermentioned subject—	115
<i>Asking for Reply to Letter.</i>	98	Arrow.	Write replying immediately to my letter on undermentioned subject, explaining why you have not done so in due course—	106
<i>Asking for Reply by Post.</i>	99	Avon.	Reply by to-night's post certain—	
<i>Bank Engine.</i>	100	Ayr.	Bank engine required to assist the following train—	
<i>Ditto.</i>	101	Bandon.	Return bank engine immediately on its arrival at your station—	
<i>Water-Supply.</i>	102	Boyne.	There will be no water at the following station— Instruct Enginemen—	115
<i>Ditto.</i>	103	Clyde.	There is now a supply of water at the undermentioned station—	
<i>Asking for Reply.</i>	104	Colne.	Reply by next train certain—	
<i>Returns missing.</i>	105	Congo.	The undermentioned returns are not to hand. Send by next train and write fully explaining delay—	
<i>Reply to enquiry.</i>	106	Danube.	Your enquiry respecting undermentioned subject is receiving attention, and I will advise you result early—	
<i>Enquiry.</i>	107	Dart.	See Guard of undermentioned train and ascertain how he disposed of following—	154
<i>Reply to letter by Telegraph.</i>	108	Dee.	Telegraph reply to my letter respecting undermentioned subject— [Reference to letter to be given when necessary.]	

Section 4.—GENERAL MESSAGES AND PHRASES COMMONLY USED—cont'd.

Subject.	Pro. No.	Code.	Text of message represented by Code.	Reference to Code which may be required to be used in reply.
<i>State of yard.</i>	109	Delaware.	Telegraph me the state of your yard, giving total number of trucks for each station—	141 143 146 148
<i>Traffic advice.</i>	110	Derwant.	Let me know what traffic may be expected to-day—	141 143 146
<i>Ditto.</i>	111	Dineper.	Prepare to receive the undermentioned traffic, despatched hence by train named—	
<i>Enquiry for rate.</i>	112	Don.	I am asked to quote special rate for following traffic; telegraph lowest figure—	113
<i>Quotation of rate.</i>	113	Douro.	The following rate may be quoted—	
<i>Advice of Important Letter.</i>	114	Ebro.	Look out for important letter by—	
<i>Acknowledgment of Telegram.</i>	115	Elbe.	Your telegram received and shall have attention.	
<i>Acknowledgment of Letter.</i>	116	Esk.	Your letter on undermentioned subject received, and shall have attention.	
<i>Instructions to canvass for Traffic.</i>	117	Ganges.	See undermentioned and secure traffic named—	115
<i>Reply to Letter by Telegraph.</i>	118	Gotha.	Telegraph reply immediately to my letter on undermentioned subject, and explain by letter why you have not replied— [Reference to letter to be given when necessary.]	
<i>Application for Stores, Stationery, Tickets, etc.</i>	119	Humber.	We are short of the following, ordered by our requisition number—	139 144
<i>Horses ill.</i>	120	Indus.	The following horses are ill; telegraph me instructions—	
<i>Ditto.</i>	121	Isis.	Go and examine horse reported ill at—	
<i>Provender Order.</i>	122	Kennet.	Send provender to following Stations at once; none on hand—	139 144 150
<i>Advice of Horses.</i>	123	Lea.	The following horses sent you by train named—	
<i>Road Vehicles under Repair.</i>	124	Leam.	The following road vehicles sent you on date given below, they are much wanted; say when may be expected back—	
<i>To meet.</i>	125	Liffey.	Meet me on arrival of undermentioned train—	
<i>Arrange to meet.</i>	126	Medway.	Arrange for the undermentioned to meet me on arrival of—	
<i>Re-charge Authority.</i>	127	Mersey.	You may debit this station, giving particulars—	
<i>Attention required.</i>	128	Ness.	Have the following attended to at once—	
<i>Sender's name required.</i>	129	Neva.	Telegraph name and address of Sender—	
<i>On hand.</i>	130	Niger.	On hand; no application made—	
<i>Not to hand.</i>	131	Nile.	Not yet to hand—	
<i>Enquiry for rate.</i>	132	Ohio.	Wire your assent to the undermentioned rate—	113

Section 4.—GENERAL MESSAGES AND PHRASES COMMONLY
USED—concl'd.

Subject.	Pro. No.	Code.	Text of message represented by Code.	Reference to Code which may be required to be used in reply.
	133	Orwell.	Come and see me by—	...
	134	Ouse.	Can you send me—?	...
Truck under De- murrage.	135	Po.	Truck under demurrage—	139 145
	136	Pruth.	Telegraph if still on hand—	...
	137	Rhine.	Send the following person to see me by —	115
No trace.	138	Ribble.	We have no trace of—	...
	139	Scine.	Shall be sent by next train	...
	140	Severn.	Do you agree to—?	...
Traffic advice.	141	Shannon.	No traffic on hand—	...
	142	Spey.	Send to-day certain—	...
State of Yard.	143	Stour.	The following is the state of our yard at —	...
	144	Tagus.	Sent hence per—	...
Reply to enquiry.	145	Tay.	Unable to send the following—	...
On hand.	146	Teviot.	The following on hand for undermentioned train—	...
	147	Tiber.	In charge of Guard—	...
Traffic advice.	148	Towy.	The following traffic on hand; arrange to work forward with all speed.	...
	149	Trent.	Say if still missing	...
Reply to Enquiry.	150	Tweed.	Will send the following to station named —	...
Original Consign- ment Note.	151	Tyne.	Send me by first train original consign- ment note.	139
Station Truck list.	152	Volga.	Station truck list ...	...
	153	Wye.	County Court Summons issued—	...
	154	Yare.	Your telegram respecting the undermen- tioned; Guard states put off on date named at—	...
	155	Yarrow.	Send the following by next train to—	144

SPECIMEN MESSAGES.

Message in full.

From— Paddington. To— Glo'ster.

Our invoice No. 3, 3rd instant, Smart.
One piano entered paid; should be to pay.
Collect charges and advise me when done.

From Allen, Paddington. To— Glo'ster.

Can you send the following stock, or, if
not, how many, to Paddington?

Eight firsts, ten semi, two compos, forty
vacuum thirds, fifteen vans.

Messages as they must be written with
code.

From— Paddington. To— Glo'ster.

BUFFALO.

Otter 3, 3rd instant, Smart. Piano.

From—Allen, Paddington. To— Glo'ster.

ALLIGATOR.

Paddington. Eight firsts, ten semi, two
compos, forty vacuum thirds, fifteen vans.

RAILWAY CONFERENCE, 1893.

B

*Papers circulated in the event of railways, parties to the Conference,
having any definite proposals to bring forward for discussion
thereon.*

No. 19.

TECHNICAL TERMS FOR ADOPTION ON ALL INDIAN RAILWAYS
TO DESIGNATE DIFFERENT CLASSES OF ENGINES, ETC.

015 5.3
7252/53

TECHNICAL TERMS FOR ADOPTION ON ALL INDIAN RAILWAYS TO DESIGNATE DIFFERENT CLASSES OF ENGINES, ETC.

No. 45, dated the 22nd November 1892.

From—The Secretary, Railway Conference.

The Agents, Bombay, Baroda and Central India, Great Indian Peninsula, East Indian, South Indian, Southern Mahratta and Indian Midland railways.
The Agents and Chief Engineers, Bengal and North-Western, Rohilkand and Kumaon, and Bengal-Nagpur railways.
The Agent and Manager, His Highness the Nizam's Guaranteed State railway.
The Managers, North Western, Eastern Bengal state, and Oudh and Rohilkhand railways.
The Managers and Engineers-in-Chief, Bhavnagar-Gondal-Junagarh-Porbandar and Burma state railways.
The Managers, Cherra-Companyganj, Jodhpore, and Jorhat railways.
The Agents and General Managers, Darjeeling-Himalayan, and Dibru-Sadiya railways.
The Manager and Executive Engineer, Morvi railway.
The Managing Agents, Deoghur railway.

The following is forwarded to the railway administrations noted in the margin for favor of an expression of opinion on the proposal which has been suggested for discussion at the forthcoming conference.

NOTE BY THE AGENT AND MANAGER, MADRAS RAILWAY.

Definition of technical expressions for universal adoption.

It is often more or less confusing to compare the working rules of different railways in India for the reason that the terms used to designate different classes of engines are not the same on all lines. While one railway will talk about "Pilot" engines another railway will talk about engines doing precisely the same work as "shunting" engines. Again an engine called upon to perform a certain work which is called on one system a "relief" engine would be designated by some other line an "assisting" engine.

And in the same way with shunting. The terms "fly shunting," "lose shunting," "follow shunting," "double shunting," "split shunting," &c., which now have different meanings on different railways, might, I think, with much advantage be reduced to common terms universal to all railways in India.

As regards the terms used to designate different classes of locomotive engines, I would suggest that —

- (a) A pilot engine—Is an engine which runs in advance of a special train or over a bridge in front of an ordinary train to *pilot* the following train.
- (b) A shunting engine—Is an engine which, is employed in marshalling and shunting trains or vehicles in station yards.
- (c) An assisting engine—Is an engine which, because a train is too heavy to be hauled by one engine, is used to assist the train engine.
- (d) A relief engine—Is an engine sent out to relieve another engine which has broken down.
- (e) A banking or ghat engine—Is an assisting engine employed to assist a train engine up some particular bank or steep gradient.
- (f) A train engine—Is an engine which works a train over some section of railway outside station limits.

Abstract of replies to letter No. 45, dated the 22nd November 1892, from the Secretary, Railway Conference, regarding definition of technical expressions for universal adoption on Indian railways.

Railway.	Abstract of replies.
Eastern Bengal ...	The Manager states that he is not satisfied that any necessity exists for uniformity of technical expressions on all railways, and offers certain remarks if it is decided to adopt the proposal (<i>vide page 4 infra</i>).
Burma ...	The Manager forwards copy of a letter from the Locomotive and Carriage Superintendent, showing certain exceptions to the terms suggested by the Manager, Madras railway, and offers additional suggestions (<i>vide pages 4 and 5 infra</i>).
Indian Midland ...	The Agent considers that the proposed terms for designating different classes of locomotives may be accepted; but that it will not be practicable to apply common terms to terms employed in shunting and similar operations. States that it would be difficult to frame rules in detail to meet local applications of singular expressions which, nevertheless, are understood by the staff on different railways; and that so long as the general rules for all Indian railways are clear and correct, minor details may be best understood by the terms to which the staff are accustomed and have been trained to (<i>vide page 6 infra</i>).
Bombay, Baroda and Central India.	The Agent agrees with Madras railway's proposal that the technical terms used to designate different classes of engines should be reduced to common terms for universal adoption on all railways, but makes certain remarks as to the actual terms proposed, and their definitions (<i>vide pages 6 and 7 infra</i>).
East Indian ...	The Agent agrees with the Agent and Manager, Madras railway, and, for reasons given, states (1) that a list of all such technical terms and their proper definitions should be framed and circulated, and good time given for their careful consideration; and (2) considers that the committee of Locomotive and Carriage Superintendents seem to be the proper persons to take up (at any rate in the first instance) the consideration of the proper definitions of terms connected with their departments.
Great Indian Peninsula ...	The Secretary to the Agent states that the railway company have no objection to the definition of the technical expressions as proposed.
South Indian ...	The Agent sees no objection to the proposal made by the Agent and Manager, Madras railway, but states that it appears to him that the term "assisting" should cover the items (c), (d), and (e) in the note by the Agent and Manager, Madras railway.
Southern Mahratta ...	The Agent sees no objections to the proposals, and considers that they may be properly discussed at the forthcoming conference.
Jorhat ...	The Manager states that the proposal may be approved of.

Abstract of replies to letter No. 45, dated the 22nd November 1892, from the Secretary, Railway Conference, regarding definition of technical expressions for universal adoption on Indian railways—concl'd.

Railway.	Abstract of replies.
North Western ...	The Manager suggests that the proposed definition of technical expressions may be discussed at the conference.
Morvi ...	The Manager and Executive Engineer states that, so far as he knows, no trouble is caused at present in the terms used on this railway, and no alterations are, therefore, required.
His Highness the Nizam's ...	The Agent and Manager concurs in the adoption of the technical terms mentioned by the Agent and Manager, Madras railway.
Bengal-Nagpur ...	The Agent and Chief Engineer approves of the suggestion made.
Oudh and Rohilkhand ...	The Manager states that the Locomotive and Traffic Superintendents approve of the suggestion made, and adds that the terms proposed are already in force on the Oudh and Rohilkhand railway.
Jodhpore-Bickaneer ...	The Manager agrees with the proposals of the Agent and Manager, Madras railway, if universally adopted.
Bhavnagar-Gondal-Junagarh-Porbandar.	The Manager and Engineer-in-Chief states that the Locomotive and Carriage Superintendent reports that the proposed definition are suitable, and agrees to their adoption.
Cherra-Companyganj ...	The Manager agrees with the proposal.
Bengal and North-Western, Rohilkund and Kumaon.	The Agent of Chief Engineer is of opinion that an universal list of terms as suggested should be adopted.

No. 67-M., dated 11th January 1893.

From—The Manager, Eastern Bengal state railway,
To—The Secretary, Railway Conference.

In reply to your letter No. 45, dated 22nd November 1892, I have the honour to state that I am not satisfied that any necessity exists for uniformity of technical expressions on all railways; if, however, it is decided to adopt the proposals of the Agent, Madras railway, I would offer the following remarks.

2. When two engines are required to haul a heavy train, each of them is a train engine and should be defined as such. I should be disposed to enter what are called banking or ghat engines in this category; but, as we have no ghat work on this line, I do not lay particular stress on this point.

3. I should substitute the following for definition:—

"A train engine—Is an engine which works an ordinary or special train over some section of railway."

4. I attach notes on this subject by our Traffic and Locomotive Superintendents.

Dated 5th January 1893.

From—The Traffic Superintendent, Eastern Bengal state railway,
To—The Manager, Eastern Bengal state railway.

I think (c) and (e) should be omitted; a load which is too heavy for one engine and is therefore worked by two engines is reckoned as two trains, and the engines are train engines.

Assisting engine is a term now employed in the authorized statistics and is, I think, meant to comprise what the attached printed note would define as a relief engine. "Assisting" engine mileage goes into miscellaneous services rendered by the Locomotive Superintendent; as it should, if it is mileage incurred in assisting broken down engines.

The one form of shunting which requires definition is what our men call in the vernacular "shokar" or "kick" shunting, and which is, I think, meant when the rules speak of "fly" shunting. It is not "fly shunting" as understood at home.

No. 9-A., dated 3rd January 1893.

Memo. from—The Locomotive Superintendent, Eastern Bengal state railway,
To—The Manager, Eastern Bengal state railway.

I agree generally with the suggestions, but would propose a modification in items (c) and (e) as follows:—

(c) An assisting engine—Is an engine employed to assist a train engine up some particular bank or steep gradient.

(e) To be omitted.

My reasons for this are that as (c) at present stands, if two engines are attached to a train, because it is too heavy for one, they should both be called train engines. By omitting the definition under (e) and embodying it under (c), the number of definitions are reduced.

No. 483-33-M., dated 19th January 1893.

From—The Manager, Burma state railway,
To—The Secretary, Railway Conference.

Has the honour, with reference to Railway Conference Memorandum No. 45 of 22nd November 1892, to forward a copy of a letter from our Locomotive Superintendent on the subject—No. 242 of 10th January 1893—and would beg to remark that the terms proposed by the Agent and Manager of the Madras

railway would seem appropriate, excepting as regards the "banking or ghat engine," which might be included under the term "assisting engine." It might also be convenient to add the terms "light engine," "empty engine" and "attached engine" under the definitions given by our Locomotive Superintendent in paragraph 6 of his letter.

No. 242, dated 10th January 1893.

From—The Locomotive and Carriage Superintendent, Burma state railway,
To—The Manager, Burma state railway, Rangoon.

Definition of technical expressions of locomotive engines for universal adoption.

I have the honour to acknowledge your No. 9680-35-T-R. of 8th ultimo, forwarding copy of Railway Conference Secretary's No. 45 of 22nd November 1892, asking for an expression of opinion upon a note by the Agent and Manager, Madras railway, recommending the adoption of uniform terms universal on all railways in India for designating different classes of locomotive engines.

2. In reply, I beg to state that I consider the recommendation is a most excellent one which I have often thought would be worth consideration. I beg, however, to offer the following criticisms and additional suggestions.

3. The Agent speaks of designating different "classes" of locomotive engines. This phrase, however, will not do, as it will cause great confusion.

The term "class" for a locomotive engine has already been appropriated for defining the particular *type* or *build* of engine employed, so it will not do to use the same term for defining the particular *work* or *duty* on which it is employed. I would therefore recommend that for this purpose we speak of different "duties" of locomotive engines.

4. I approve of the definitions numbers (a) to (d) inclusive, and (f) as given by the Agent, Madras railway company.

5. I do not approve of definition (e) a "banking" or "ghat" engine. In the first place a "bank" engine not a "banking" engine is the proper term, and in the second place a bank engine is not necessarily a "ghat" engine. The term "ghat" engine must not be used to express the duty of an engine. It has already been appropriated as a well understood term for defining a particular type of heavy engine as mentioned above in my paragraph 3. In other words, a "ghat" engine is a "ghat" engine whether it is employed on ghats or not. Thus, for example, on the West of India Portuguese railway, ghat engines work the trains the whole of the way from Mormugao to Castle Rock, though in the nomenclature proposed by the Agent, Madras railway company, he would call the engine a "train" engine from Mormugao to Collem the foot of the Braganza ghat, and "ghat" engine only from there on to Castle Rock. This example will show the confusion that would result from employing the same term in two different senses. Further, I beg to suggest that this duty is already comprised under No. (e), as a "bank" engine is after all nothing but an "assisting" engine, and I think it might therefore very well be omitted altogether. Within my own experience I have often known "bank" engines commonly spoken of as "assisting" engines, or "pushing" engines, as they generally assist the train from behind. In fact, the term "pusher" is a well known one in America for engines doing this work. If, therefore, "bank" engine needs a separate definition from an "assisting" engine, I consider that it is only so in such cases when it is a "pushing" engine, and I beg therefore to suggest that the definition may read "(e) a pushing engine."

6. Further, no definition has been made of the terms—

Light engine,
Empty engine, and
Attached engine,

all of which are now used, and which, to avoid confusion, I found it necessary to

strictly define on this railway some three years ago, and regarding which I issued an order embodying the following definitions:—

- (1) Light engine.—An engine running either by itself or attached to another engine solely on account of traffic exigencies, because there is no load allowed for it, and the mileage of which counts as train miles.
- (2) Empty engine.—An engine running without a train, whether a light engine or not.
- (3) Attached engine.—An engine attached to another engine (whether behind or before it) which is not the train engine, and of which the driver has no responsibility beyond looking after his own engine.

No. 455 C.—588, dated 30th January 1893.

From—The Agent, Indian Midland railway,

To—The Secretary, Railway Conference.

In reply to your No. 45, dated 22nd November 1892, I have the honour to inform you that, with regard to the suggestions contained in the enclosure, I consider the proposed terms for designating different classes of locomotives may be accepted, but that I do not think it will be practicable to extend the use of common terms to terms employed in shunting and similar operations.

It seems to me that so long as the "General rules for all railways in India" are clear and correct, minor details may be the best understood by the terms to which the staff of the different railways are accustomed, and in which they have been trained. I think it would be difficult to frame rules in detail to meet many local applications of somewhat singular expressions used in many busy goods yards, which, nevertheless, are thoroughly understood by the working staff, and there must necessarily be varied conditions. The opening of railways in different parts of India has, moreover, brought into use names which are not always similar. For instance, on one railway a "Shunting master" is a "Gunner" on another; a "Muccadum of pointsmen" on one is a "jemadar" on another; a "Number taker" on one is a "Trains clerk" on another; and so on. But I do not know that this is material, or that anything would be gained by universal designations.

No. 3031-T., dated 7th March 1893.

From—The Agent, Bombay, Baroda and Central India (including Rajputana-Malwa) railway,

To—The Secretary, Railway Conference.

In reply to your letter No. 45, dated 22nd November 1892, I have the honour to state that I concur in the suggestion put forward by the Madras railway that the technical expressions used to designate different classes of engine should be reduced to common terms for universal adoption on all railways.

As regards the actual terms proposed and the definitions thereof, I beg to offer the following remarks:—

- (a) Pilot engine.—Our Locomotive and Carriage Superintendent reports that it is the practice on this line to designate as a "Pilot engine" an engine standing in steam at a running shed in case of being required; the engine is said to "stand pilot" and is the "pilot engine" for the time being. He thinks, therefore, that this definition should be accepted as that of a pilot engine and another name adopted for an engine sent in advance of a special train; he suggests the name "pioneer" to denote this class of engine.
- (b) Shunting engine accepted.
- (c) Assisting engine accepted.
- (d) Relief engine accepted.

- (e) Banking or ghat engine.—Our Locomotive and Carriage Superintendent considers that the words "or ghat" should be omitted, as "ghat engine" is the term used for the whole class of heavy incline engines used for working over heavy ghats, such as the Bhore and Thul ghats on the Great Indian Peninsula railway.

- (f) Train engine accepted.

If the above recommendations are accepted, the list will consist of eight different classes of engines instead of six as proposed by the Madras railway.

* * * * *

RAILWAY CONFERENCE, 1893.

B

*Papers circulated in the event of railways, parties to the Conference,
having any definite proposals to bring forward for discussion
thereon.*

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No. 21.

CONSIDERATION OF THE BEST MEANS OF SECURING GREATER
CARE IN WORKING LINES OF RAILWAY SO AS TO REDUCE
ACCIDENTS.

CONSIDERATION OF THE BEST MEANS OF SECURING GREATER
CARE IN WORKING LINES OF RAILWAY SO AS TO REDUCE
ACCIDENTS.

No. 274 R. Stat., dated 20th July 1893.

From—The Secretary to the Government of India, Public Works Department,

To—The Secretary, Railway Conference.

I am directed to forward copy of the papers noted at foot, regarding the increase that has occurred in recent years in the number of railway accidents, and to request that the matter may be laid before the coming Conference.

No. 257 R. Stat., dated 10th July 1893.

From—The Secretary to the Government of India, Public Works Department,

To—The Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works and Marine Departments; the Chief Commissioners of Burma, and Assam; the Resident at Hyderabad; the Agent to the Governor General for Rajputana; the Director General of Railways; the Consulting Engineers to the Government of India for Railways, Calcutta, Central Division, and Lucknow.

I am directed to forward herewith copy of a despatch from Her Majesty's Secretary of State for India, No. 10 Ry., dated the 26th January 1893, commenting on the increase that has occurred in recent years in the number of railway accidents, and to say that the Government of India desire that the matter should receive the careful attention of the railway administrations concerned.

2. With reference to the last paragraph of the despatch, I am to request that the railway administrations under your control

the control of the Government of

may be asked for an expression of opinion as to the best means of securing greater care and attention in the working of their lines, and that their replies may be forwarded to the Government of India together with your own views on the subject.

the views of the Government of

No. 10 Ry., dated India Office, London, the 26th January 1893.

From—The Secretary of State for India,

To—The Government of India.

I have had under my consideration in Council the Return of Accidents on Indian Railways for the first quarter of 1892, which was forwarded with your Public Works Secretary's letter, No. 511, R. Stat., dated 30th November last.

2. I regret to observe that the number of accidents during the quarter was greater by 220, or 26 per cent., than the average of the two previous corresponding periods. I do not lose sight of the fact that, as the Indian railway system expands, some increase in the number of accidents must be expected, but the accidents appear to have a constant tendency to increase in a greater ratio than either the length of line worked or the traffic. This tendency is particularly marked in the quarter now under notice, when, with an increase of only 6·84 per cent. in the open mileage and of 11·02 per cent. in the train mileage, the number of accidents increased by as much as 26 per cent.

3. It would appear reasonable to expect that, with increased experience on the part of the officials and with improved appliances at their disposal, the lines should be worked with diminishing rather than increasing liability to accident; and I would therefore recommend to your Excellency's careful consideration the question of the best means of securing greater care and attention in working the lines of the Indian railway system.

No. 96.

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA,
EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND
RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHILKUND
AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND, HIS HIGHNESS THE NIZAM'S GUARAN-
TEED STATE RAILWAYS.

THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHIL-
KHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBAN-
DAR RAILWAY.

THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 14th August 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892,
forwarding lists A and B of the subjects to be placed before the Railway
Conference of 1893, I am directed to forward a copy of the papers relat-
ing to question (S) No. (S) 2, 9, 19 & 21 of list B referred to, viz.,

No. 2 B - Simplification of present method &c -

No. 9 B - Telegraphic code for railway messages

No. 19 B - Technical terms for adoption on all Indian Rgs &c -

*No. 21 B - Consideration of the best means of marking
lines &c -*

I have the honor to be,

SIR,

Your most obedient Servant,

Sd/ H. P. Hunt
Secretary.

Documents accompanying.
(As noted above.)

Three copies of each question -

*Plw 8-1
7252/93*

No. 97, dated the 14th August, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretary to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibru-Sydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyanraik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast Bhopal-Ujjain, and Bina-Guna railways.

By order,

H. P. Hunt
Secretary.

14.8.93

Documents accompanying.

(As noted overleaf.)

Five copies of each question -

The Joint Secretary to the Government of,
Madras, P. W. D., Railway Branch, Madras.

3 copies sent 11/13
20 of are copies

Dec: 21.8.93

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RAILWAY CONFERENCE, 1893.

A

Questions to be placed before the Railway Conference of 1893,
for decision.

No. 11.

PROCEDURE TO BE ADOPTED IN REGARD TO THE DIVISION OF
RATES AND FARES FOR COACHING TRAFFIC WHEN MIS-
SENT OR CARRIED BY OTHER THAN THE BOOKED ROUTE.

PROCEDURE TO BE ADOPTED IN REGARD TO THE DIVISION OF
RATES AND FARES FOR COACHING TRAFFIC WHEN MIS-
SENT OR CARRIED BY OTHER THAN THE BOOKED ROUTE.

ISSUE.

The desirability of introducing rules for dealing with coaching traffic
when missent or carried by other than the booked route.

NOTE BY THE TRAFFIC MANAGER, INDIAN MIDLAND RAILWAY.

*Procedure to be adopted in regard to the division of fares for passengers allowed
to travel over other than the booked route.*

Passengers have, contrary to their own wish, frequently been allowed to travel by a wrong route, and the question has arisen as to division of fares in such cases, the railways who have allowed passengers to take other than the booked route from their junction stations, claiming to be paid their proportion.

2. There are now railways owning direct routes while more circuitous routes exist on each side; and it would appear necessary to obtain a ruling to meet the cases of passengers missent at the junctions.

3. It is agreed by all railways that the correct route shall receive its freight in respect to goods missent, although such missending be the result of error and not intention, and the goods may have been carried by another and a longer route, and that view might reasonably be urged with regard to the fares of passengers actually booked by the shortest route but allowed to travel over another route.

NOTE BY THE TRAFFIC SUPERINTENDENT, OUDH AND ROHILKHAND
RAILWAY.

In regard to the mis-despatch and over-carriage of parcels, luggage, &c., the Conference rules do not provide for division of freight in such cases, and it has hitherto generally been settled between railways under East Indian railway subsidiary rules for dealing with the accounts of through traffic—paragraphs 58 and 59:—

(58) "Over-carriage of parcels.—No charge shall be made for the distance parcels are missent through the fault of another railway, and each railway shall deal with its own staff as may seem proper in each case.

(59) "Division of freight of parcels, luggage, &c., booked by one route and sent in error over another.—The charges actually collected shall be divided upon the mileage over which the consignment is actually conveyed, provided that the railway which makes the error shall not receive in division more than the amount of its charge by the proper route, that is, that if in consequence of the error the consignment is carried a longer distance over the line which makes the error than it would have been if it had been sent by the proper route, the line which makes the error shall receive only its freight by the proper route, the balance collected being in that case divided between the other railways in mileage proportion."

But as these rules are not authoritative, it appears necessary that some ruling should be obtained.

Passenger division.—

On this question there is no ruling, and in consequence there has been considerable correspondence, cases are very frequent, and in dealing with each case on its own merits it has generally been found that the interpretation of this means dealing with the case as best suits the railway responsible. I am strongly of opinion, that in passenger traffic and in goods, no railway should benefit by the errors or omissions of its own staff.

Cases of wrong routes in passenger traffic are of two kinds :—

- (1) Where a passenger is booked over one line but travels over another or other lines; and
- (2) The converse, where he is carried over one railway although booked over another or other lines.

In case 1.—

The line booked over rightly would claim its proportion on the ground that it was prepared to carry the passengers, which claim would, I think, be admissible provided the divergence was not due to the mistake of its own staff; while the other railways would claim their proportion as having actually carried the passengers; and, reversing the position, the same contentions would apply in case (2). I would therefore propose the following :—

Suggested rules and principles for dealing with passenger traffic travelling by other than booked route.

Passenger traffic may be divided into two categories :—

ORDINARY PASSENGERS, AND MILITARY.

Ordinary passengers.

1. Passengers shall be booked by the route elected.
2. A passenger electing at his own request to change his route shall at the point of divergence buy a fresh ticket for the new journey, or otherwise shall be treated as travelling without a ticket. Refund may be applied for and dealt with in usual course subject to usual deduction of $\frac{1}{10}$ th if granted.
3. In the case of a passenger who may be found travelling by route other than that for which ticket is held, the passenger will be passed on to destination by shortest open route, only the difference in fare between booked route and travelled route, if any, being collected.
4. The junction staff at the point where a passenger first diverges from his booked route is primarily responsible for such divergence, and shall be held finally responsible for all claims.
5. In the case of joint stations the railway controlling the junction staff to be responsible for the mistakes of the junction staff.
6. In the case of passengers travelling by wrong route the credit of two fares shall be apportioned :—

(a) The fare by the originally booked route.

(b) The fare by route carried from point of divergence.

These fares should be apportioned—

(a) By booked route.

(b) By route carried from point of divergence.

The deficiency between the two fares and the fares by booked route plus the difference of fares collected from the passengers being made up by the railway who control the staff at fault.

In no division of fares, however, must the proportion to the mis-booking railway be more than would have been due if the passenger had been carried by the correct route.

7. Where no route is shown on a ticket, the fares shall be apportioned according to the route used.

8. In case of divergence, when passengers cannot pay the difference between the two routes, the sum shall be debited to the stations responsible for the divergence.

Military passengers.

9. Military passengers will be dealt with in the case of travelling by wrong route the same as ordinary passengers.

10. The route on the soldier's ticket must be that stated on the warrant.

11. In the absence of specification on the warrant, the soldier's ticket should show the shortest route, provided it be the cheapest.

12. When the route on the soldier's ticket differs from that on the warrant, fares will be apportioned as with passenger traffic in the case of wrong travelling, the issuing station being held solely responsible.

NOTE BY THE AUDITOR, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Passengers travelling by wrong route.—

This question has been before the Traffic Department for some time, and our General Traffic Manager has proposed the following rules for adoption in settlement of claims. These rules have been partially agreed to by one or two of the more important lines, but as the question affects almost all the railways in India, it is worth while laying it before the next conference for final settlement:—

1. In the case of passenger booked by one route but conveyed by another, being the longer route, purely in error, the amount of the fare paid should be divided in mileage proportion over the route by which the passenger actually travelled, any railway forming part of this route over which the passenger may have correctly travelled receiving its full ordinary fares, thus :—
 - (1) If a passenger booked from Munmad to Delhi *via* Khundwa and Ajmere travels *via* Itarsi, Agra and Tundla, the amount of the fare would be divided in mileage proportion between the Great Indian Peninsula railway, Indian Midland railway, and East Indian railway.
 - (2) If a passenger booked from Munmad to Delhi *via* Khundwa, Ajmere and Bandikui travels *via* Khundwa, Ajmere and Bandikui, Agra and Tundla, the Great Indian Peninsula railway would receive its ordinary fare, and the balance would be divided between the Rajputana-Malwa railway and the East Indian railway in mileage proportion.
2. And in the opposite case of a passenger booked by a longer route travelling by a shorter one, the railways over which the passenger actually travelled should receive their ordinary fare, any balance remaining over being retained by the railway collecting the fare.

NOTE BY THE AUDITOR, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Passengers booked by one route and their luggage by another through mistake.—

This question also requires settlement at the Conference. In cases where luggage is booked by a route other than that by which the passenger's ticket is issued, it is a question whether the free allowance given should be permitted to stand, and the charges divided in mileage proportion on the distance the luggage is actually carried. In several cases claims are made on such consignments of luggage at parcels rate, in consequence of luggage not having been carried with the passenger.

No. 5613, dated the 12th July 1893.

From—The Agent and Manager, Madras railway,

To—The Secretary, Railway Conference.

I have the honour to request that the following rules relating to passengers travelling by wrong routes may be placed on the agenda for discussion at the ensuing Conference.

It now happens very frequently that passengers travel by a route other than that for which they paid the fare and as the railways which do not carry the passengers can have no possible claim to any portion of the receipts, and as more-considerable difficulty is at present experienced in persuading the non-carrying railways to forego their proportions on such traffic it appears necessary to introduce rules such as I now submit:—

Rule:—A passenger travelling by a route other than that by which the ticket was issued shall be exccessed the difference, if any, in the fares by the two routes.

Rule:—In the case of a passenger travelling by a route other than that by which the ticket was issued, the booking railway shall apportion the receipts in accordance with the route travelled, subject to the following provisions:—

- (a) Should the route travelled be cheaper than that by which the passenger was booked, the carrying railways shall not receive more in division than the fares chargeable over their respective lines, the difference being retained by the booking railway for refund if applied for.
- (b) Should the route travelled be dearer than that by which the passenger was booked, the railway on which the passenger completed his journey shall receive only the sum remaining after paying the other carrying railways their full fares, and should collect from the passenger the difference between the fares by the two routes.

No. 423M., dated Lucknow, 19th July 1893.

From—The Manager, Oudh and Rohilkhand railway,

To—The Secretary, Railway Conference.

With reference to your circular letter No. 46, dated the 9th December 1892, forwarding lists A and B of the subjects to be placed before the Railway Conference of 1893, I have the honour to transmit, herewith, six printed copies of certain correspondence that has passed between the North Western, and Oudh and Rohilkhand railways relating to question No. 11 of list A, viz.:

11A.—“Procedure to be adopted in regard to division of fares for passengers allowed to travel over other than the booked route.”

No. 355M., dated 8th March 1893.

From—The Manager, North Western railway,

To—The Manager, Oudh and Rohilkhand railway.

I have the honour to forward copy of correspondence noted in the margin, regarding a question in dispute between the Traffic Superintendents of the two railways, as to how the fares of passengers, who have been allowed to travel by other than the booked route, should be apportioned between the railways concerned, and to request the favour of your assistance in settling the question.

No. 1967B, dated 17th June 1892, from the Traffic Superintendent, Oudh and Rohilkhand railway, to the Traffic Superintendent, North Western railway.

No. 268OC, dated 2nd February 1893, from the Traffic Superintendent, North Western railway, to the Manager, North Western railway.

No. 268OC, dated 2nd February 1893, from the Traffic Superintendent, North Western railway, to the Manager, North Western railway.

2. It will be seen that the Traffic Superintendent of this railway proposes that the apportionment of such fares should be made according to the route actually travelled, subject to the proviso that the railway allowing the mistake to occur should not profit

by that mistake, i.e., that the fare by the booked route should, subject to this proviso, be apportioned amongst the railways which carried the passenger in mileage proportion. As the other principal railways have agreed to the proposal, I shall be much obliged if you will be good enough to communicate your concurrence to the same for the sake of uniformity, and instruct your Traffic Superintendent to adjust the charges in dispute accordingly.

No. 1967B., dated 17th June 1892.

From—The Traffic Superintendent, Oudh and Rohilkhand railway,

To—The Traffic Superintendent, North Western railway.

With reference to your No. ²⁰⁵/₂₃₄₄ O.C. of 20th May 1892, I have the honour to give below brief particulars of the cases now under discussion:—

CASE I.—SOLDER'S TICKET FROM SAHARANPUR TO DINAPUR OF 16TH JANUARY 1891.

The above was issued *via* Ghaziabad. Holder travelled over Oudh and Rohilkhand railway, was detected at Chandausi, where he purchased a fresh ticket to Aligarh. North Western railway was asked to credit Oudh and Rohilkhand railway with the fare, Saharanpur to Chandausi. This they declined to do.

CASE II.—HASANABDAL TO SAGOWLI, SOLDIER'S TICKET OF 19TH JULY 1891.

The above was issued *via* Ghaziabad. Holder travelled *via* Saharanpur, was detected at Fyzabad. Excess fare demanded but refused. He travelled to Moghal Sarai. North Western railway was asked to credit Oudh and Rohilkhand railway with fare, Saharanpur to Moghal Sarai. This was declined.

CASE III.—SOLDIER'S TICKET OF 13TH DECEMBER 1890, UMBALLA TO HOWRAH.

Ticket was issued *via* Saharanpur and Moghal Sarai. Holder travelled *via* Ghaziabad. North Western railway asked to credit Oudh and Rohilkhand railway with fare from Saharanpur to Moghal Sarai, but declined on the ground that warrant was inadvertently issued *via* Saharanpur.

CASE IV.—GOALUNDO TO SAHARANPUR, SOLDIER'S TICKET.

Issued *via* Moghal Sarai and Saharanpur, but holder travelled *via* Ghaziabad. North Western railway claim fares *via* Ghaziabad.

In each of these cases, it will be observed, you hold a different view, and this being so, it is obvious that no settlement can be arrived at.

My view on the several cases is as follows:—

CASE I.—In this case ticket was issued for longer route, but actually used by shorter route. Warrant route not given.

If warrant and ticket agreed then I hold, as Saharanpur is controlled by the North Western railway and is responsible for diverting the passenger, the North Western railway must account to Oudh and Rohilkhand railway for fares by route travelled. If, however, the warrant was actually for tickets by shortest route, then I maintain our case is even stronger.

CASE II.—Ditto ditto ditto ditto ditto.

CASE III.—In this case the ticket was issued by shortest route, and it cannot be contended that a warrant, which should correctly have been issued by the shorter route, and was actually so issued, was incorrectly issued. The warrant, therefore, was correctly issued, and if the soldier's ticket was not issued *via* Saharanpur, it would have been incorrectly issued.

In this case also your railway control the junction of divergence, and it is not reasonable that you should claim for the mistake of your staff and for work not done on a ticket regularly issued.

CASE IV.—In this case my view is that you should receive your fare which would be recoverable from the railway controlling the junction of divergence *via* East Indian railway and Moghal Sarai. This view is in accord with my view on the other cases, but clearly if you claim in this, you must waive in the others.

Will you kindly, if you do not agree, favour me with your reasons in each case, so that it may be clear where and why we differ.

No. 268 O.C., dated 2nd February 1893.

From—The Traffic Superintendent, North Western railway,
To—The Manager, North Western railway.

In forwarding herewith for information a statement of claims outstanding between the Oudh and Rohilkhand railway and ourselves in connection with the proportion due to each on tickets which have not been used in whole or in part owing to the holders travelling by a wrong route, I have the honour to inform you that after an interchange of views upon the matter, the East Indian railway, the Great Indian Peninsula railway, the Indian Midland railway, the Bombay, Baroda and Central India railway and ourselves agreed that, in all cases in which ticket-holders travelled by a route other than that for which the ticket was issued, the fare by the booked route should be apportioned amongst the railways which actually carried the passenger in mileage proportion, subject to the proviso that the railway allowing the mistake in route to occur, should not profit by that mistake.

2. The Oudh and Rohilkhand railway alone dissented and maintain that, since they are in all cases prepared to fulfil their part of the contract, they are entitled to their share of the freight, whether they actually perform any service for it or not.

3. Apart from the merits or demerits of their contention, their dissenting from the arrangement prevents, in a large proportion of instances, the adjustment with other lines agreed upon, because, owing to their geographical position, they are involved in most of the cases which occur. We are in consequence obliged to enter into lengthy correspondence in each case and to keep our files pending for indefinite periods.

4. I shall be glad if you will kindly refer the question to the Manager of the Oudh and Rohilkhand railway. It is desirable that these outstandings should be adjusted at an early date, and it is unfortunate that the Oudh and Rohilkhand railway, situated as it is, should alone persist in opposing what the other principal railways of India have agreed upon as the best and fairest method of disposing of the matter.

5. I shall be obliged if you will kindly return the enclosures at your convenience.

* * * * *

No. 82 F.R., dated 28th April 1893.

From—The Manager, Oudh and Rohilkhand railway,
To—The Manager, North Western railway.

I have the honour to acknowledge your No. 355M., dated 8th March 1893, in which you ask the Oudh and Rohilkhand railway to concur in an apportionment of the fares of passengers who have travelled by a route different from the booked route, by which proposed arrangement the fare over the booked route would be divided, in mileage proportions, between the railways over which the mis-sent passenger actually travelled, subject to the proviso that the railway allowing the mistake to occur should not profit by that mistake.

2. From the enclosures to your letter, I observe that inconvenience has been felt owing to a good many cases of these mis-despatches having been left unsettled for a long time pending the adoption of some general ruling to govern them; and I also see that the North Western railway, the East Indian

railway, the Great Indian Peninsula railway, the Indian Midland railway, and the Bombay, Baroda and Central India railway have agreed to the conditions proposed in your letter.

3. I do not like to withhold acquiescence from a proposal so powerfully supported as this is, and will accept it, temporarily at any rate, so as to settle the pending cases above referred to, and any future cases that may occur between this and the 31st December next.

4. Beyond that date I regret to be unable to undertake to continue the arrangement. Owing to its peculiar position these mis-despatches possibly affect the Oudh and Rohilkhand railway differently from the majority of the railways which have agreed to the conditions contained in your letter under reply. Situated, as it is, in the midst of powerful railways which control its junctions at Moghal Sarai, Cawnpore, Aligarh and Saharanpur, there is some cause of apprehension that, if no penalty at all is attached to the mis-despatch of its passengers, the Oudh and Rohilkhand railway will suffer, because, these junctions being all worked by staff not belonging to our line, we can neither directly control the route by which passengers are to travel, nor could we even effectively question these mis-despatches, however frequent they might become, and however much we might have reason to suspect that they were due to neglect or even to wilfulness on the part of the staff at the junctions.

5. A penal clause, on the other hand, would be of great assistance to us. The mere fact of its existence would go far, I am convinced, to eliminate such irregularities altogether; and I venture to recommend therefore that, as a pure matter of business, your proposed arrangement should be slightly modified so as to provide some sort of check on the mis-sending railway. In other words, I would suggest that the mis-despatched passenger's fare should be divided, as you propose, between the railways which actually carry him, except that portion of the fare which is due to the mis-sending railway. This, instead of going to the mis-sending railway, as you propose, I would suggest, should be divided in mileage proportion between the railways forming the correct route on the conditions regarding goods that are contained in Regulations 30 (a) of the Conference of 1888.

6. I am aware that the above quoted Conference rule has not been generally accepted as regards goods, but its conditions appear to be eminently reasonable in the cases of mis-despatched passengers. The penalty would serve as a direct incentive to the junctions staff to see that travellers went by their booked route, and would also provide some compensation to the booked route which, owing to no fault of its own, sees itself deprived of earnings to which it is entitled. The mere insertion of such a proviso would probably prevent the mis-despatches from occurring, or at any rate from recurring frequently. Without it, it is apprehended that the interests of the Oudh and Rohilkhand railway would not be safeguarded in a business-like manner, and that one should practically lose the right to protest effectually against mis-despatches of passengers even if they were due to the neglect of what we considered to be ordinary precautions at the junction stations.

No. 1038M., dated 22nd June 1893.

From—The Manager, North Western railway,
To—The Manager, Oudh and Rohilkhand railway.

With reference to your letter No. 82F.R., dated 28th April 1893, I have the honour to state that I am obliged to you for agreeing to a basis of settlement as regards the apportionment of fares of passengers who have travelled by a route different from the booked route, although I regret that it is only temporary.

2. In order, however, that a permanent understanding may be arrived at, I beg to request that you will be good enough to put your proposal before the coming Conference.

3. In the meantime, I would suggest that the present arrangement may be allowed to continue until a new rule on the subject to be framed by the Conference shall come into force.

No. 154F.R., dated 29th June 1893.

From—The Manager, Oudh and Rohilkhand railway,

To—The Manager, North Western railway,

With reference to your No. 1038M., dated 22nd June 1893, I have the honour to inform you that this railway administration had already suggested that the question of the apportionment of the fares of passengers travelling by a route differing from the booked route should be discussed at the forthcoming Conference, and the President of the Conference has entered it in the list of agenda as subject No. 11-A.

2. I would prefer to see what the Conference decides before I undertake to agree to adopt it pending general acceptance.

Recd. 5.7
7251/93

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893,
for decision.*

No. 14.

ESTABLISHMENT OF A COMMITTEE FOR THE SETTLEMENT, ON
AN EQUITABLE BASIS, OF CLAIMS ON THROUGH CONSIGN-
MENTS.

ESTABLISHMENT OF A COMMITTEE FOR THE SETTLEMENT,
ON AN EQUITABLE BASIS, OF CLAIMS ON THROUGH
CONSIGNMENTS.

ISSUE.

The desirability of introducing suitable rules for the settlement, without undue delay, of claims on through consignments, and of establishing a Claims Arbitration Committee to deal with the apportionment of claims in cases where the liability is doubtful.

NOTE BY THE TRAFFIC SUPERINTENDENT, OUDH AND ROHILKHAND
RAILWAY.

Claims Committee.

The length of time claims against a railway (a) by the public and (b) settlement between the several railways concerned; take in arranging is, I am afraid, too well known to necessitate instances; with the object, therefore, of minimising the delay, this railway has had the following correspondence with another railway :—

No. 1508-C., dated 2nd May 1892.

From—The Traffic Superintendent, Oudh and Rohilkhand railway,
To—

I have the honour to invite your attention to the manner in which claims cases, on through consignments, are at the present time remaining undisposed of.

2. Every endeavour has been made by this railway to meet you in the matter, as far as settling the claims on what would appear to be an equitable basis would permit, but without success.

3. The result is unsatisfactory. Very great inconvenience is caused to the public, who are kept out of their money for an unlimited time, and thereby a very general feeling of distrust of railways must arise, which is sure sooner or later to find expression in some way or other either in petitions to Government or in diminution of traffic.

4. The result of our being unable to agree in any way is that there seems every probability of the liability in at least one case being settled in the law courts.

I need hardly point out the discreditable appearance this would present.

5. There seems to me to be only one way out of the difficulty, and this is by a recourse to arbitration in every case where, after a short correspondence between the heads of the traffic department, there appears to be no chance of an amicable settlement.

6. In short, I would propose—

(I)—That the railway first receiving a claim out of a through consignment should, after satisfying itself as to its genuineness, settle the matter at once with the claimant.

(II)—That the question of liability should then be taken up, and if neither railway recognise any liability, the matter should be referred to the Traffic Superintendent of any railway, which may mutually be agreed upon, and that his decision should be accepted as final.

7. Such a course would, I think, facilitate matters considerably and be entirely beneficial to the interests of either railway, and I shall be glad to hear from you early in the matter.

Dated 1st July 1892.

From—

To—The Traffic Superintendent, Oudh and Rohilkhand railway.

I find that in all cases where claims have been made, they have been preferred against your railway. Settlement will, therefore, in terms of the minutes, be in your hands.

2. The correspondence in each case, where necessary with a view to settlement, will now be taken up again.

3. As regards the future, would you agree to a proposal that, in the interests of the claimant, proved claims not exceeding Rs. 100 be paid by the railway against whom the claim is made, and that liability be agreed upon afterwards as between the two railways.

No. 2145-C., dated 7th July 1892.

From—The Traffic Superintendent, Oudh and Rohilkhand railway,

To—

With reference to the first and second paragraphs of your No. 8030-C. of 1st July 1892, I have the honour to inform you that the claims in question are being settled.

2. In regard to your last paragraph, I agree to the proposal, but still think, in order to save correspondence, it would often be advisable to refer to a disinterested party as to how claims should be met. As to this I shall be glad to hear further from you.

Dated 28th July 1892.

From—

To—The Traffic Superintendent, Oudh and Rohilkhand railway.

I note your acceptance of the proposal that in future, in the interests of the claimant, proved claims not exceeding Rs. 100 shall be paid by the railway against which the claim is made, and that liability be agreed upon afterwards as between the two railways.

2. Regarding reference to a disinterested line as to how claims are to be met irrespective of other considerations, I do not see that we can place another management at the trouble of settling our small differences for us, unless it is generally understood that the arrangement will be reciprocal.

3. The establishment of a Claims Arbitration Committee for the railways in Northern India would, in my opinion, be an excellent move. The question will be referred to our Agent with a view to being put forward for consideration at the next Conference.

The proposals, I would offer, are—

- (a) that claims should, after verification, be at once paid by the railway on whom the claim has been made;
- (b) failing settlement of liability promptly between the railways concerned, arbitration by a Claims Committee.

NOTE BY THE GENERAL TRAFFIC MANAGER, EAST INDIAN RAILWAY.

Establishment of a Claims Committee.

1. The object is to expedite the settlement of claims in connection with through traffic. At present owners of goods having a clear title to compensation themselves which is liable, or the extent to which each is liable, where joint liability is admitted.

2. The most recent agreements with Foreign railways, entered into by the East Indian railway, contain the following clause:—

- (I) "Claims for compensation not arising from any act or negligence of the joint station staff shall be settled and paid by the railway in whose custody the loss or damage occurred.

- (II) "When the responsibility for loss or damage cannot be satisfactorily determined, the claim may be debited to the joint station expense account, by mutual consent of the Traffic Managers of the two railways.

- (III) "All damages or deficiencies in goods traffic shall be brought to the notice of the authorities of the two railways, as soon as they are discovered, in such manner as may be agreed upon by the Traffic Managers from time to time."

3. The clause contains no adequate provision where a consignment is conveyed over two or more railways. Although the principles of agreements are extended by the railways, parties to them, to other railways working in connection, the provision as regards debits to joint station expenses would not apply, for an intermediate line would not accept a debit against joint station expenses at both ends. In such cases it is endeavoured to arrive at a settlement in mileage proportion.

4. Where the present provisions for settlement fail to bring about that settlement, the claimant is not unfrequently referred to the contracting line for redress. The claim is not of sufficient importance to warrant arbitration, as at present provided for in working agreements, and the railways concerned do not care to place other managements at the trouble of settling their small differences for them, when they are not likely to have an opportunity of reciprocating.

5. The following suggestions are made with a view to mutual co-operation in the settlement of claims on through traffic, to fix responsibility, and to lessen correspondence in unimportant cases. They are based on English rules.

Liability for loss or damage of through goods or parcels.

- (1) In every case of loss or damage of through goods or parcels or passengers' luggage, which has not been reported by the receiving railway within 24 hours after it has been ascertained, the liability rests exclusively with the railway failing to report.
- (2) All admitted claims for loss or damage of goods, parcels and passengers' luggage are borne by the company in whose charge the goods, parcels or luggage were when the loss or damage occurred.
- (3) Where the question of liability is doubtful, the receiving railway is empowered to settle, without reference to the other lines concerned, all claims of thirty-two rupees and under, where relating to goods or parcels traffic or passengers' luggage. The claims shall be apportioned between the carrying railways in mileage proportion, and monthly lists of all payments made under this clause shall be sent by the receiving railway to the other lines concerned. In the event of one or more of the other lines concerned dissenting from the apportionment, the case shall be referred by the dissenting line or lines to the Claims Arbitration Committee to be appointed in accordance with these rules, and the apportionment by the Claims Arbitration Committee shall be final.
- (4) Where the question of liability is doubtful, and the amount of claim, as preferred, is more than Rs. 32, the receiving line shall make such proposals for apportionment as may seem equitable to it to the other railway or railways concerned. Where the proposals are not unanimously concurred in, and the claim does not exceed Rs. 500, the receiving railway shall settle with the owner and shall forward a plain statement of the facts of the case to the Claims Arbitration Committee to be appointed in accordance with these rules. The Arbitration Committee shall then decide as to apportionment, and the decision of the Committee shall be final.
- (5) Where the question of liability is doubtful, and the amount of the claim is in excess of Rs. 500, proposals for settlement shall be

made by the receiving railway in accordance with rule (4). In the event of these proposals not being accepted, the case shall, before settlement, be referred to the Claims Arbitration Committee, whose decision as to apportionment shall be final. Should it be undesirable to postpone settlement until the next meeting of the Committee, as in the event of a lawsuit being threatened, a plain statement of the case, with the original papers, shall be forwarded by each railway concerned to the Chairman of the Committee, who will circulate the papers for the decision of the Committee, which shall be final.

- (6) The negotiations with the owners of the goods, parcels or passengers' luggage shall be by the receiving railway.

6. The following rules are proposed for regulating the constitution and duties of the Claims Arbitration Committee.

The Committee shall consist of members including a Chairman.

[NOTE.—It is intended to put it to the Conference whether there should be one Committee for all India, or whether the railways should be divided into two sections, say, northern and southern. In the latter event, it is proposed to ask the Conference to allot the railways in each section.

It is also proposed to ask the Conference to nominate the first Committee.]

Members shall retire annually, in the first instance, in alphabetical order, and afterwards by rotation, and shall be ineligible for re-election during the first year after their retirement. The places of the members retiring shall be filled by the railways working under the Committee, whose voting powers shall be as at the Railway Conference of 1893.

Should the number of members be at any time reduced, by resignation or otherwise, the Chairman of the Committee will supply the vacancy, subject to confirmation at the next election.

Not more than one member shall be supplied by any one railway administration or company.

The Committee shall meet half-yearly, when members shall form a quorum.

The settlement of the cases referred to them shall be by the votes of the Committee. The Chairman shall have a casting vote.

No member of the Committee shall vote on any question affecting the interests of the railway in whose service he is, and in cases where it is thought desirable by the Committee, parties interested shall retire during the consultation.

Railways referring cases to the Committee are required to send to the Chairman, at least a fortnight before the meeting, a plain statement of the facts of such cases, together with a sufficient number of copies for supply to all the railways interested, whose duty it is to reply in writing, or to be personally represented at the meeting.

Notice of meetings shall be circulated one month previously. Where members of the Committee are unable to attend, they shall endeavour to give at least one week's notice. Where it is unlikely that there will be a quorum at the meeting, it shall not take place, and the cases to be settled shall be circulated among the members for their decision.

The Committee shall have power to call for the attendance of any parties whose testimony they think would tend to a solution of the case before them.

NOTE BY THE AGENT, GREAT INDIAN PENINSULA RAILWAY, DATED THE
11TH JULY 1893.

Claims—settlement of—which arise out of deficiencies discovered in consignments received from foreign railways, particularly in regard to consignments sent in covered wagons.

Considerable difficulty is frequently experienced in the settlement of claims which arise out of deficiencies discovered in consignments received from foreign railways particularly in regard to those consignments which are received in covered wagons.

These wagons, unless the seals have the appearance of having been tampered with in transit, pass the junction unchecked, and they usually arrive at destination with the seals of the sending station intact. When the deficiency is reported to the foreign line concerned, the reply received is, that the sending station asserts correct loading and despatch, but as the receiving station say that the deficiency existed when the wagon was unloaded, and one statement is as good as the other, we do not get any further in the settlement of the claim.

In the meantime the claimant presses his claim and threatens legal proceedings, and we are obliged to pay it.

Correspondence then ensues which generally ends in our having to accept a mileage settlement, and in the majority of cases this company has to pay the larger share.

In such cases, however, an intermediate railway declines to join in the claim at all, saying that the wagon passed on to and off their line with seals unbroken.

There is no clause in our agreements with the different railways which provides for a settlement of such cases, and there is no conference rule about it.

It is thought a fair rule would be, that the despatching and receiving railway should share the claim in equal proportions.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893, for
decision.*

No. 16.

INTRODUCTION OF A NEW RISK NOTE TO LIMIT THE
LIABILITY, UNDER CERTAIN CIRCUMSTANCES, OF A
RAILWAY ADMINISTRATION AS A CARRIER OF ANIMALS.

(Proposed for discussion by the Agent and Manager, Madras railway.)

W. S. G.
7251/93

INTRODUCTION OF A NEW RISK NOTE TO LIMIT THE
LIABILITY, UNDER CERTAIN CIRCUMSTANCES, OF A
RAILWAY ADMINISTRATION AS A CARRIER OF ANIMALS.

ISSUE.

Whether a risk note should be introduced to be used when booking animals which a railway administration is not prepared to convey except at owner's risk, in consequence of (a) the viciousness, violence or fractious disposition of such animals or for other valid reasons, or (b) because the sender desires to load in the same vehicle horses and cattle or other animals of different breeds which may cause injury to each other by violence or fright.

NOTE BY THE AGENT AND MANAGER, MADRAS RAILWAY.

Section 72 of the Indian Railways Act does not permit a railway company to accept animals at the sole risk of the owner even if he should desire to send them under the circumstances mentioned in opposition to the company's rules for the safety of animals. In the absence of a special risk note form, such as the proposed one, approved by the Governor-General in Council, the company cannot limit its general liability as carriers and will be liable to the extent specified in section 73 of the Act if any accident should happen to the animals.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893, for
decision.*

No. 33.

LABELLING OF PASSENGERS' LUGGAGE.

*(Proposed for discussion by the General Manager and Chief Engineer,
Darjeeling Himalayan railway.)*

S. S.
847251/93

LABELLING OF PASSENGERS' LUGGAGE.

ISSUE.

Whether, with a view to reducing clerical labour, it is desirable to introduce on all railways the system adopted by the Darjeeling Himalayan railway for the labelling of passengers' luggage.

No. 1649 G., dated the 6th May 1893.

From—The General Manager and Chief Engineer, Darjeeling Himalayan railway,

To—The Secretary, Railway Conference.

In compliance with your letter No. 14 of the 10th May last, and subsequent reminders, I have the honor to submit the following proposals for discussion at the forthcoming Railway Conference.

* * * * *

Labelling of passengers' luggage.

The system at present in force for the labelling of passengers' luggage differs considerably on most railways, and in many cases involves a deal of clerical labor which would be obviated by the system in force on this railway being generally adopted by other lines in India, where luggage traffic to any particular station is heavy.

The following illustrates the system in force on the Darjeeling-Himalayan railway, and samples of luggage labels in two and three foils are attached herewith for information:—

- (a) To stations, to which luggage traffic is heavy, fully printed luggage ticket books are supplied, *viz.*, with stations "from" and "to" printed (*vide* sample of Darjeeling to Calcutta luggage tickets, enclosure No. 1).
- (b) To stations to which the traffic is slight, luggage ticket books with the station "from" printed, but station "to" left blank, are supplied (*vide* sample of Darjeeling "to" blank stations, foreign luggage ticket, enclosure No. 2).
- (c) It will be noticed that in the case of the Calcutta luggage ticket, two foils are used, *viz.*, one as office foil, and the other as owner's foil, but in the case of foreign blank luggage tickets, three foils are used, *viz.*, first for office, second for guard, and the third for owner. Three foils are used in the latter case, at the request of a Traffic Officer of a foreign line, who wanted a foil for the guard, but this extra foil does not involve any extra labour, as carbonic paper is used which repeats the writing on three at the same time.
- (d) It will be observed that each luggage ticket has attached to it nine labels, corresponding in number to the number of the luggage ticket perforated. All that is necessary is, for the required number of labels to be detached from the luggage ticket and pasted on the packages booked under it, without any clerical labour, as far as the writing of label is concerned. All that is required in the luggage ticket "with stations to" blank, is for the name of station to be written on the labels.

(e) Where the traffic *via* any junction or junctions is heavy, but not to any particular station served *via* those routes, the name of the route may be printed on the luggage ticket and labels.

(f) Should a consignment of luggage exceed nine packages in number: In such cases, the unused labels of the preceding luggage tickets (which are preserved) may be utilized and only the printed number being penned through, and the number of the luggage ticket in connection therewith is written in red and over the penned through printed number.

The following are the advantages of the system in force on this line:—

1st.—It does not involve the amount of clerical labor that the labels at present in use on most railways do.

2nd.—That it altogether does away with the present practice of printing labels separately, as these are supplied under the proposed system attached to the luggage tickets and all unused luggage labels from luggage tickets already issued are kept ready for use, should they be required for the purpose of labelling packages, where the numbers of packages, forming the luggage, exceed the maximum number of 9.

Enclosure No. 1.
FOREIGN.

DARJEELING HIMALAYAN RAILWAY.

No. 2599

LUGGAGE, HORSES, CARRIAGES, DOGS, &c., TICKET.

Train No. _____ Dated _____ 189

DARJEELING TO CALCUTTA.

PASSENGER TICKET NUMBERS.										
First class.	Second class.	Intermediate class	Third class.							
Luggage.	No.	Description.	Total weight.		Free allowance.		Weight charged.		Amount.	
			Mds.	S.	Mds.	S.	Mds.	S.	Rs.	A.
Horses; C. D., &c.	...	Horses, ponies, mules, donkeys, &c.								
	...	Carriages [1 in a truck]								
	...	Ditto [2 ditto]								
	...	Palanquins ...								
	...	Dogs ...								
	...	Attendants carried free ...								
	...									

Number of packages wanted at Siliguri

" " " with owner

" " " with guard

Booking Clerk.

This receipt is issued subject to the ordinary rules and regulations of the railway, and must be given up when the luggage is claimed.

See reverse.

LUGGAGE.
DARJEELING TO
2599
CALCUTTA.

LUGGAGE.
DARJEELING TO
2599
CALCUTTA.

LUGGAGE.
DARJEELING TO
2599
CALCUTTA.

LUGGAGE
DARJEELING TO
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CALCUTTA.

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DARJEELING TO
2599
CALCUTTA.

LUGGAGE.
DARJEELING TO
2599
CALCUTTA.

Enclosure No. 1.
FOREIGN.

DARJEELING HIMALAYAN RAILWAY.

No. 2599

LUGGAGE, HORSES, CARRIAGES, DOGS, &c., TICKET.

Train No. _____ Dated _____ 189 .

DARJEELING TO CALCUTTA.

PASSENGER TICKET NUMBERS.

First class.	Second class.	Intermediate class.	Third class.

Luggage.	No.	Description.	Total weight.		Free allowance.		Weight charged.		Amount.	
			Mds.	S.	Mds.	S.	Mds.	S.	Rs.	A.
Horses, C. D., &c.	...	Horses, ponies, mules, donkeys, &c.								
	...	Carriages [1 in a truck]								
	...	Ditto [2 ditto]								
	...	Palanquins ...								
	...	Dogs ...								
	...	Attendants carried free ...								
	...	Total Rs.								

Number of packages wanted at Siliguri
" " " with owner
" " " with guard

This receipt is issued subject to the ordinary rules and regulations of the railway, and must be given up when the luggage is claimed.

Booking Clerk.

Office foil.

1. All luggage of passengers will be subject to weighment. Any quantity in excess of the free allowance will be charged for, in accordance with the rules in the time and fare tables.

2. The railways' responsibility for all luggage will be considered to have terminated when twenty-four hours have expired after arrival at the station to which the luggage is consigned; the luggage will afterwards be at the owner's risk, and in all cases when luggage is warehoused by the railway it will be at the owner's risk.

3. All claims against the railway for loss or damage to luggage must immediately be made to the clerk in charge of the station to which they have been booked, and a written statement of the description and contents of the articles missing, or of the damage received, must be sent forthwith to the General Manager, Darjeeling, otherwise the railway will not hold itself responsible.

4. Passengers travelling by stages and breaking journey are permitted to book their heavy luggage *through* to the station for which they take a ticket, when the luggage may be allowed to remain subject to the rates in force for the left luggage.

5. **LEFT LUGGAGE.**—Passengers may place their luggage in charge of the station master for temporary custody, paying the charges leviable under the rules prescribed in the time and fare tables.

6. A ticket will be given when the luggage is deposited, and the luggage will be delivered on presentation of the ticket, after which the responsibility of the railway ends.

Enclosure No. 2.
FOREIGN.

DARJEELING HIMALAYAN RAILWAY.

No. 0599

LUGGAGE, HORSES, CARRIAGES, DOGS, &c., TICKET.

Train No. _____ Dated _____ 189 .

DARJEELING TO _____

PASSENGER TICKET NUMBERS.

First class.	Second class.	Intermediate class.	Third class.							
Luggage.	No.	Description.	Total weight.		Free allowance.		Weight charged.		Amount.	
			Mds.	S.	Mds.	S.	Mds.	S.	Rs.	A.
Horses, C. D., &c.	...	Horses, ponies, mules, donkeys, &c.								
	...	Carriages [1 in a truck]								
	...	Ditto [2 ditto]								
	...	Palanquins ...								
	...	Dogs ...								
	...	Attendants carried free								
	...									

Number of packages wanted at Siliguri

" " " with owner

" " " with guard

Booking Clerk.

This receipt is issued subject to the ordinary rules and regulations of the railway, and must be given up when the luggage is claimed.

See reverse.

LUGGAGE.

0599

DARJEELING TO

LUGGAGE.

0599

DARJEELING TO

LUGGAGE.

0599

DARJEELING TO

LUGGAGE.

0599

DARJEELING TO

LUGGAGE.

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DARJEELING TO

LUGGAGE.

0599

DARJEELING TO

LUGGAGE.

0599

DARJEELING TO

LUGGAGE, HORSES, CARRIAGES, DOGS, &c, TICKET.

DARJEELING TO _____

First class.		Second class.		Intermediate class.		Third class.	

Luggage.	No.	Description.	Total weight.		Free allowance.		Weight charged.		Amount.	
			Mds.	S.	Mds.	S.	Mds.	S.	Rs.	A.
Horses, C. D., &c.	...	Horses, ponies, mules, donkeys, &c.								
	...	Carriages [1 in a truck]								
	...	Ditto [2 ditto]								
	...	Palanquins ...								
	...	Dogs ...								
	...	Attendants carried free ...								
	...	Total Rs.								

Number of packages wanted at Siliguri	
„ „ „ with owner	
„ „ „ with guard	

This receipt is issued subject to the ordinary rules and regulations of the railway, and must be given up when the luggage is claimed.

For Guard.

DARJEELING HIMALAYAN RAILWAY.

No. 0599

LUGGAGE, HORSES, CARRIAGES, DOGS, &c., TICKET.

Train No. _____ Dated _____ 189 .

DARJEELING TO _____

PASSENGER TICKET NUMBERS.

First class.	Second class.	Intermediate class.	Third class.

Luggage.	No.	Description.	Total weight.		Free allowance.		Weight charged.		Amount.	
			Mds.	S.	Mds.	S.	Mds.	S.	Rs.	A.

Horses, C. D., &c.	...	Horses, ponies, mules, donkeys, &c.	...	
	...	Carriages [1 in a truck]	...	...
	...	Ditto. [2 Ditto]	...	...
	...	Palanquins ...	...	...
	...	Dogs ...	...	...
	...	Attendants carried free ...	...	...
	...	Total Rs.	...	

Number of packages wanted at Siliguri	
" " " with owner	
" " " with guard	

Booking Clerk.

This receipt is issued subject to the ordinary rules and regulations of the railway, and must be given up when the luggage is claimed.

Office foil.

A

*Questions to be placed before the Railway Conference of 1893, for
decision.*

No. 36.

DELIVERY OF TRAFFIC IN TOWNS IN WHICH TWO OR MORE
RAILWAYS HAVE STATIONS.

(Proposed for discussion by the Agent and Manager, Madras railway.)

8-4
P.L. 7251/93

DELIVERY OF TRAFFIC IN TOWNS IN WHICH TWO OR MORE
RAILWAYS HAVE STATIONS.

ISSUE.

Whether a rule should be introduced to provide that where two or more railways have stations in the same town, one railway may decline to accept from another such railway for delivery in the same town, traffic which has not travelled by its own route.

No. ⁷⁸¹²₄₄₈₂, dated the 6th June 1893.

From—The Agent and Manager, Madras railway,

To—The Secretary, Railway Conference.

I have the honour to propose that the following rule be submitted for discussion at the next Conference, *viz.* :—

“Where two or more railways have stations in the same town, one railway can decline to accept from another such railway *for delivery in the same town*, traffic which has not travelled by its own route.”

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893, for
decision.*

No. ^{E. I.}
7251/93

No. 37.

CARRIAGE BY RAIL OF PREPARATIONS FROM HEMP (GANJA,
CHARAS, BHANG, MAJUN, &c.)

(Proposed for discussion by the Agent, East Indian railway.)

CARRIAGE BY RAIL OF PREPARATIONS FROM HEMP (GANJA
CHARAS, BHANG, MAJUN, &c.)

ISSUE.

Whether, with reference to the provisions of section 75 of the Indian Railways Act, IX of 1890, ganja and charas, and other preparations from hemp should be added to the list of articles mentioned in the second schedule to the Act.

No. 75 R. T., dated 9th February 1893.

From—The Secretary to the Government of India, Public Works Department.

To—The Consulting Engineer for Railways, Calcutta.

I am directed to acknowledge the receipt of your letter No. 53,* dated the 9th January 1893, together with copy of a letter No. 7-G.,* dated the 5th January 1893, and enclosure, from the Agent, East Indian railway.

2. In reply, I am to sanction, as therein recommended, the transfer of preparations from hemp from the 3rd to the 5th class.

3. As regards the proposal to include such preparations in the list of excepted articles, I am to suggest that as there are obvious objections to increasing the number of excepted articles included in the 2nd schedule of Act IX of 1890, the Agent, East Indian railway, should take steps to have the question fully discussed at the ensuing Railway Conference. Any resolution on the subject which may be recorded by the Conference will be duly considered by the Government of India.

No. 4596, dated 10th June 1893.

From—The Agent, East Indian railway,

To—The Secretary, Railway Conference.

With reference to your letter No. 38,* dated 2nd November 1892, and subsequent reminders, I have the honour to submit herewith brief notes upon the subjects noted in the margin for discussion at the forthcoming railway conference.

II.—Classification of ganja, charas, &c.,

* Not printed.

* * * * *

NOTE BY THE GENERAL TRAFFIC MANAGER, EAST INDIAN RAILWAY.

It is desired that the conference may pass a resolution recommending to Government that ganja and charas may be added to the list of excepted commodities, under section 75 of the Railway Act IX of 1890.

Copies of the following correspondence are put up—

Letter No. 8918 of the 15th December 1892, from the General Traffic Manager, to the Agent, East Indian railway.

Letter No. 9248 of the 29th December 1892, from the General Traffic Manager, to the Agent, East Indian railway, and enclosures.

No 8918 of 15th December 1892.

From—The General Traffic Manager, East Indian railway,
To—The Agent, East Indian railway.

Ganja, charas, &c.

The value of these narcotics including duty is as follows :—

Ganja from	...	Rs. 17 to Rs. 30 per seer.
Charas "	...	" 20 to " 22 "

2. Opium, which is treated as an excepted article and charged at 4th class, is worth only Rs. 16 per seer including duty, and the majority of foreign railways, whom I have consulted, agree that charge should be made at 5th class for ganja and charas, and that an application should be made to Government to treat them as excepted articles.

3. They are despatched in bundles, and are subject to difference in weight, according to the state of the weather, and we have to adopt precautions against pilferage not warranted by the freight we receive.

4. I beg, therefore, to recommend that application be made to Government to declare "ganja and charas and other preparations from hemp, such as bhang, majun, &c.," as excepted articles, and to place them in the 5th class.

No. 9248 of the 29th December 1892.

From—The General Traffic Manager, East Indian railway,
To—The Agent, East Indian railway.

Ganja, charas, &c.

Your No. 11292 of 16th instant.

I beg to enclose copies of correspondence noted below as requested.

This office circular letter, dated 16th August 1892 to all foreign railways.

Extract from Port Trust railway No. 3177 of 17th August 1892.

" " E. B. railway " F. 793-3 of 2nd August 1892.

" " B. N. railway " 41 ¹³¹/₂₆₅₆₅ of 23rd August 1892.

" " I. M. railway " 5328 of 23rd August 1892.

" " O. & R. railway " 2678-B of 31st August 1892.

" " R. & K. railway " 155 R 13114 of 1st September 1892.

" " S. M. railway " 28854-24 of 29th August 1892.

" " B. & N. W. railway, No. 972R-24839 of 2nd September 1892.

" " N. W. railway No. 4285-632 of 7th September 1892.

" " Nizam's railway No. A 22-12211 of 6th September 1892.

" " D. H. railway, No. T. A. 92 ³³⁶/₇₅₁₆ of 13th September 1892.

Letter " B. B. & C. I. railway, No. G. 10334 of 25th August 1892.

" " B. G. J. P. railway " R. 97-18221 of 31st August 1892.

This office letter, dated 4th October 1892, to D. H., Nizam's B. & N. W. railway.

" " " dated 5th October 1892, to B. G. J. P., & B. B. & C. I. railways.

Extract from B. & N. W. railway letter, dated 13th October 1892, No. 972 R-29066.

" " O. & R. railway letter, dated 22nd October 1892, No. 3171-B.

" " I. M. railway letter, dated 8th November 1892, No. 6946.

Letter from R. & K. railway, dated 9th November 1892, No. 155-R. 17004.

Extract " E. B. railway, dated 18th November 1892, No. F. 793-9.

Letter " G. I. P. railway, dated 22nd November 1892, No. 34861.

This office circular letter to all railways, dated 16th December 1892.

Dated 16th August 1892.

From—The General Traffic Manager, East Indian railway,

To—All foreign railways.

Despatch of ganja.

This is an expensive drug, its value sometimes being as much as Rs. 30 a seer, and it appears to me that extra precautions are necessary to ensure accurate weighment and check at stations. It should further, I consider, be charged at a higher rate than third class at which it is now carried.

I would therefore propose its being classified at 5th class rate and charged as an excepted article; and shall be glad to have an early expression of your opinion on the subject, with a view to the matter being placed before Government by all railways.

Extracts from letters.

From Port Trust railway, No. 3177 of 17th August 1892.	} "I concur with your proposal."
From Eastern Bengal state railway, No. F ⁷⁹³ / ₃ of 22nd August 1892.	} "I agree to your proposal."
From Bengal-Nagpur railway, No. 41 ¹³¹ / ₂₆₅₆₅ of 23rd August 1892.	} "I agree with you in this matter."
From Indian Midland railway, No. 5328 of 23rd August 1892.	} "I agree with the views contained in your letter."
From Oudh and Rohilkhand railway, No. 2678-B. of 31st August 1892.	} "I agree with you."
From Rohilkund and Kumaon railway, No. ¹⁵⁵ / ₁₃₁₁₄ of 1st September 1892.	} "I agree to your proposals."
From Southern Mahratta railway, No. ^{29854-R} / ₂₄ of 29th August 1892.	} "I shall be prepared to support your proposal."
From Bengal and North-Western railway, No. ^{92 R} / ₂₄₈₅₉ of 2nd September 1892.	} "I agree to your proposal."
From North Western railway, No. ⁴²⁸⁵ / ₆₃₂ of 7th September 1892.	} "I agree with you."
From Nizam's railway, No. A22-12211 of 6th September 1892.	} "I quite agree with you."
From Darjeeling-Himalayan railway, No. T. A. 92 ³³⁶ / ₇₅₁₆ of 13th September 1892.	} "I agree to your proposal."

No. G. 10334 of 25th August 1892.

From—The General Traffic Manager, Bombay, Baroda and Central India railway.

Your No. 350 of 16th instant.

I think both ganja and charas should be classified at 5th class rates. There does not, however, appear to be any necessity for their being treated as excepted articles.

No. R. 97—18221 of 31st August 1892.

From—The Traffic Superintendent, Bhavnagar-Gondal-Junagarh-Porbandar railway.

Your No. 355 of 16th August 1892.

I agree to 5th class rate for both ganja and charas. I do not think we need make them excepted articles.

Letter dated 4th October 1892.

From—The General Traffic Manager, East Indian railway,

To—Darjeeling Himalayan, Nizam's state, Bengal and North Western, Indian Midland, Southern Mahratta, Rohilkund and Kumaon, Oudh and Rohilkhand, and Eastern Bengal state railways.

It is also proposed to include charas in the arrangement, the price being from Rs. 20 to Rs. 22 per seer.

2. Charas is the resinous substance of the same plant found on the leaves, twigs, bark and fruit.

No. 2881 of 5th October 1892.

From—The General Traffic Manager, East Indian railway,

To—The General Traffic Manager, Bombay, Baroda and Central India
The Traffic Superintendent, Bhavnagar-Gondal-Junagarh-Porbandar railway.

The following railways have agreed entirely—

Darjeeling-Himalayan, Nizam's state, Bengal and North Western, Indian Midland, Southern Mahratta, Rohilkund and Kumaon, Oudh and Rohilkhand, and Eastern Bengal state railways,

and yours and the ^{Bhavnagar Gondal} ~~Bombay, Baroda and Central India~~ railways are the only lines which do not agree as to making ganja an excepted article, and I shall be glad if you can see your way to join us.

2. It is also proposed to include charas in the arrangement, the price being from Rs. 20 to Rs. 22 per seer.

From Bengal and North Western railway, No. ^{971-R} ~~29066~~ of 13th October 1892.

"I agree to your proposal."

From Oudh and Rohilkhand Railway, No. 3171-B. of 22nd October 1892.

"I have no objection."

From Indian Midland railway, No. 6946 of 8th November 1892.

"I agree with the proposal."

From Rohilkund and Kumaon railway No. ^{15-R} ~~17004~~ of 9th November 1892.

"I beg to refer you to our rate circular No. 10 of 20th October 1892."

From Eastern Bengal state railway, No. F. ²²³ ~~9~~ of 18th November 1892.

"I agree to your proposal."

No. 34861 of 22nd November 1892.

From—The General Traffic Manager, Great Indian Peninsula railway.

With reference to your letter No. 2884,* dated the 5th October, and your wire 485 A.,* dated the 16th instant, as to the classification of ganja and charas, do you not think

* Not printed.

that in dealing with the rate for these drugs we should not overlook other drugs, etc., which are manufactured out of the Indian hemp, such as bhang, charas and majun.

2. Charas is a more expensive preparation of hemp than ganja, and is shewn at *third class* rate over all the railways.

3. Both ganja and charas are used for smoking.

4. Bhang when mixed with water is used as a drink, and is also charged third class. It is however only worth Rs. 1-12-0 per Bengal seer.

5. Majun is a sweetmeat prepared with ganja, and is not shewn in the classification.

6. It would ordinarily be classified as sweetmeat, and charged at fourth class rate.

7. There is very little traffic in these articles on this side.

8. I agree with you that they might be charged at the fifth class rate, and be treated as excepted articles, but in that case Government would have to be asked to include them in that schedule. Do you think that is necessary?

Dated 16th December 1892.

From—The General Traffic Manager, East Indian railway,

To—All foreign railways.

Ganja, charas, &c.

I beg to inform you that I am recommending to our Agent an application to Government to declare ganja, charas and other preparations from hemp, such as bhang, majun, etc., as excepted articles, and to place them in the fifth class.

RAILWAY CONFERENCE, 1893.

A

*Questions to be placed before the Railway Conference of 1893, for
decision.*

*pw 8.3
7257/83*

No. 38.

COLLECTION BY RECEIVING STATIONS OF UNDERCHARGES
ON GOODS AND PARCELS INADVERTENTLY BOOKED "TO PAY."

(Proposed for discussion by the Manager, Oudh and Rohilkhand railway.)

COLLECTION BY RECEIVING STATIONS OF UNDERCHARGES
ON GOODS AND PARCELS INADVERTENTLY BOOKED "TO PAY."

ISSUE.

Whether it is desirable to introduce a rule to provide that when goods and parcels which ought to have been booked "paid" have inadvertently been booked "to pay," the receiving station shall collect any undercharges in connection with the consignment.

NOTE BY THE TRAFFIC SUPERINTENDENT, OUDH AND ROHILKHAND
RAILWAY.

Add under Chapter III, section I, General, of the Conference Regulations of 1888—

"In all cases when goods and parcels, which under rules of forwarding railway ought to have been booked "paid," have inadvertently been booked "to pay," the receiving station collecting the freight shall also collect any undercharges in connection, being the only party which can possibly do so in most cases, or be held responsible for them, the irregularity in booking being taken up with the forwarding station departmentally."

No. 94

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893,

June
21/8

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA,
EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, AND INDIAN MIDLAND
RAILWAYS.
THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH WESTERN, ROHIL-
KUND AND KUMAON, AND BENGAL-NAGPUR RAILWAYS.
THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARAN-
TEED STATE RAILWAYS.
THE MANAGERS, NORTH WESTERN, EASTERN BENGAL STATE, OUDH AND ROHIL-
KHAND, BURMA STATE, AND JODHPORE-BICKANEER RAILWAYS.
THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBAN-
DAR RAILWAY.
THE AGENT AND GENERAL MANAGER, DARJEELING-HIMALAYAN RAILWAY.
THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

Simla, the 4th August 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892,
forwarding lists A and B of the subjects to be placed before the Railway
Conference of 1893, I am directed to forward a copy of the papers relat-
ing to question (s) No. (s) ³⁶14, 14, 16, 33, 37, 38 of list 1 referred to, viz.,

no. 11 A - Procedure re.

no. 14 A - Establishment re.

no. 16 A - Introduction re.

no. 33 A. Labelling re. no. 36 A - Delivery of papers in form re.

no. 37 A - Carriage by rail re. no. 38 A Collection re.

I have the honor to be,

SIR,

Your most obedient Servant,

53 H. P. Smith
Secretary.

14/8/93

Documents accompanying.

(As noted above.)

Three copies of each question.

8.2
Plw 72.51/53

No. 95, dated the ²~~14~~th August, 1893.

Copy, with copy of papers referred to, forwarded, for information, to the Secretary to the Government of India, Public Works Department; the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch); the Secretary to the Government of Bombay, Public Works Department (Railway Branch); the Secretary to the Government of Bengal, Public Works Department; the Secretaries to the Chief Commissioners of Burma and Assam, Public Works Department; the Secretary to the Resident at Hyderabad, Public Works Department; the Secretary to the Agent to the Governor-General for Rajputana, Public Works Department; the Consulting Engineers for Railways, Bombay and Madras; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam; the Agent, West of India Portuguese railway; the Agents and Chief Engineers, Assam-Bengal, and Bengal Central railways; the Managers, Cherra-Companyganj, and Jorhat railways; the Agent and General Manager, Dibrusydia railway; the Manager and Executive Engineer, Morvi railway; the Managing Agents, Deoghur, and Thaton-Duyanazik railways; the Secretary and Agent, Nilgiri railway; and the Engineers-in-Chief, Mushkaf-Bolan, Mari-Attock, East Coast, Bhopal-Ujjain, and Bina-Guna railways.

By order,

H. P. Hunt
Secretary.
12/8/93

Documents accompanying
(As noted overleaf.)

Five copies of each question.

*The Joint Secretary to the Government
of Madras, P. M. & Ry. Branch, Madras.*

Recd: 21. 8. 53
Encls 7 (4 s.c.)

P

to 1174 R & 31 Aug 1953

Communicated to
the Examiners (Railway)
Accounts.

Immunized

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C.R.

J.C. 6.14