

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 896 R

DATED 19th May

[Despatch Abstract.]

*Railway Conference of 1893. — Letter from the Secretary,
Railway Conference, forwarding further papers
connected with the ensuing —, recorded.*

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

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

No. 13.

TIME TABLES.

NOTICE OF ALTERATION IN TIMING OF TRAINS.

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

NOTICE OF ALTERATIONS IN TIME TABLES.

ISSUES.

- I. Whether a limit of time should be laid down within which notices of alterations in time tables should be notified to connected lines before being introduced.
- II. Whether any time should be definitely fixed for trains to wait for connecting trains at junctions.

NOTE BY THE TRAFFIC SUPERINTENDENT, OUDH AND ROHILKHAND RAILWAY.

Time Table.

Inconvenience to the public and the railway is frequently caused by sudden changes in the timings of passenger trains. If sufficient notice is not given, railways who may have to form connection with the railway making the changes either have to prepare a hurried and often inconvenient time table, or probably make no change and miss a connection at the junction. Time tables are not available to the public before the change is introduced, and often also the different guides which are printed in various parts of India have not sufficient time to publish the change and continue to show the old timings and thus mislead the public.

A slight change on any of the large main lines results probably in a total change being necessary on a line in the position of the Oudh and Rohilkhand railway with its many foreign junctions, and as these many junctions render the preparation of a time table a difficult task under the most favourable circumstances, it is most important that as long notice as possible should be given.

Another matter is that at present although there is no distinct ruling on the subject, it is generally accepted that the smaller line should give way in its timings to the larger line; in other words, that the larger line fixes the timings at the junction and the smaller line either has to form connection or missconnection, and this is frequently the result through sheer inability to do impossibilities.

If more consideration is given to the smaller line, and timings a little here and there altered to suit, it would often be found that better connections could be secured and less complaints received from the public.

I would therefore suggest that the question should be discussed with a view to fixing a certain limit of time for notice in changes of timings just as we now have with changes in rates, and also if possible arriving at some arrangement by which better connection at junctions may be secured, and a little more consideration shown to the smaller lines. It may perhaps be feasible to adopt some such general rules as the following:—

I.—Advice of all changes in time tables affecting the timings at junctions with foreign railways shall be despatched on or before the 20th of each month.

Advice so sent shall become operative two months after the 1st of the month following the date of advice.

II.—That the timings at junction shall be fixed and agreed to by the railways forming the junction, and that these timings shall be so fixed after meeting and discussion. It being generally accepted that the smaller line must suit its timing to that adopted by the larger line, but where possible change in the times of the larger line must be effected in order to suit a smaller line forming a connection.

III.—The decision in any disputed point to be referred to the Director General of Railways for final decision, without which it should not be operative.

While the question is under consideration a decisive ruling as to how long trains are to wait each other at junction might be arrived at. At present by mutual arrangement it is understood that on ordinary days half an hour is the maximum and one hour on mail days, but there have been instances in which a mutual arrangement has not been arrived at.

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

No. 15.

COMMISSION PAYABLE TO RAILWAY COMPANIES FOR THE
COLLECTION OF FARES AND FREIGHT CHARGES DUE TO
FOREIGN LINES ON THROUGH TRAFFIC.

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

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COMMISSION PAYABLE TO RAILWAY COMPANIES FOR THE
COLLECTION OF FARES AND FREIGHT CHARGES DUE TO
FOREIGN LINES ON THROUGH TRAFFIC.

ISSUES.

- (1) Whether a commission should be allowed to a railway for collecting freight charges and fares due to foreign lines.
- (2) The amount of the commission.

No. 13041 T., dated 18th October 1892.

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

To—The Secretary, Railway Conference, Simla.

I have the honour to forward, herewith, copies of letters from the Chief Auditor and the General Traffic Manager of this railway, proposing that a railway collecting freight or fares due to foreign railways on through traffic should be allowed a commission by such foreign railways. The proposal is in accordance with the practice obtaining in England, and I would suggest that the matter may be brought up for discussion at the next Railway Conference in India.

No. 3732-M., dated 20th September 1892.

From—The Chief Auditor and Accountant, Bombay, Baroda and Central India railway,

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

Referring to my No. 2095 T. A., dated 2nd April 1889, I beg to suggest the advisability of placing before the coming conference the question of payment of a suitable commission to railway companies as compensation for the heavy responsibility incurred in collecting the correct freight dues on account of other lines. A reference to the accompanying statement will shew that if a commission of $\frac{1}{2}$ per cent. were allowed, the Bombay, Baroda and Central India railway would have received Rs. 5,487 during the first-half of the current year whilst the Rajputana-Malwa railway would have had to pay Rs. 7,967 to other lines. The total amount collected at stations on the Bombay, Baroda and Central India and Rajputana-Malwa railways on account of goods and coaching traffic was Rs. 1,03,95,190 and Rs. 92,23,972, respectively, whilst the earnings of the former amounted to Rs. 87,56,036 and that of the latter Rs. 1,27,86,725, from these sources.

2. In England collecting companies are allowed a commission of $\frac{1}{2}$ per cent. on goods freight collected from other lines, the amounts being adjusted through the monthly balances by the Railway Clearing House.

3. I think that a commission should be allowed to the collecting companies both in goods and coaching traffic.

4. Bearing in mind that generally the receiving company in the case of goods and the booking company in the case of coaching traffic is responsible for the collection of the correct charges, it will, I think, be readily admitted that the collecting line should receive some compensation for the responsibility; for instance, if Lahore were to make an under-charge of say Rs. 100 on a consignment to Carnac bridge, the latter station, and not Lahore would have to account for the correct charge whether he collected it or not and the booking station, Lahore, who actually made the under charge would have no responsibility in the matter.

RAJPUTANA-MALWA RAILWAY.

Statement showing the amounts paid and received by the Rajputana-Malwa railway on account of traffic earnings for the half-year ending June 1892, and the commission that would be payable and receivable by that line on the net balances according to the system in vogue in England.

Railways.		Paid to foreign lines.	Received from foreign lines.	Net Dr. or Cr. for the half-year.		AMOUNT OF COMMISSION AT 1/2 PER CENT. ON THE BALANCES.	
						Rajputana-Malwa railway.	
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Dr.	Cr.
Goods.	East Indian	6,66,408 0 0	4,32,687 0 0	Dr.	2,33,721 0 0	...	584
	Bombay, Baroda and Central India.	4,44,377 0 0	27,69,110 0 0	Cr.	23,24,733 0 0	5,613	
	Great Indian Peninsula ...	4,70,378 0 0	3,51,961 0 0	Dr.	1,18,417 0 0	...	296
	Oudh and Rohilkhand ...	1,25,304 0 0	2,48,324 0 0	Cr.	1,23,020 0 0	307	
	Indian Midland	5,744 0 0	1,10,078 0 0	"	1,04,834 0 0	262	
	North Western	51,892 0 0	1,95,632 0 0	"	1,43,740 0 0	338	
	Jodhpore	37,211 0 0	8,58,810 0 0	"	8,21,599 0 0	2,053	
Coaching.	East Indian	1,20,064 0 0	68,408 0 0	Dr.	51,656 0 0	...	120
	Bombay, Baroda and Central India.	1,04,128 0 0	1,53,635 0 0	Cr.	49,507 0 0	124	
	Great Indian Peninsula ...	68,340 0 0	38,281 0 0	Dr.	30,659 0 0	...	75
	Oudh and Rohilkhand ...	545 0 0	326 0 0	"	219 0 0	...	
	Indian Midland	4,503 0 0	6,134 0 0	Cr.	1,631 0 0	4	
	North Western	27,397 0 0	59,826 0 0	"	30,429 0 0	76	
	Jodhpore	32,816 0 0	54,574 0 0	"	21,758 0 0	54	
		21,60,607 0 0	53,47,786 0 0			9,051	1,084
		...	21,60,607 0 0				
		Net ...	31,87,179 0 0		Net Dr. ...	7,967	

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Statement showing the amounts paid and received by the Bombay, Baroda and Central India railway on account of traffic earnings for the half-year ending June 1892, and the commission that would be payable and recoverable by that line on the net balances according to the system in vogue in England.

Railways.		Paid to foreign lines.	Received from foreign lines.	Net Dr. or Cr. for the half-year.		AMOUNT OF COMMISSION AT 1/2 PER CENT. ON THE BALANCES. Bombay, Baroda and Central India railway.	
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Dr.	Cr.
Goods.	Rajputana-Malwa ...	27,69,109 15 0	4,44,376 8 0	Dr.	23,24,733 7 0	...	5,812
	Bhavnagar-Gondal-Junagarh-Porbandar ...	61,236 11 0	85,205 7 0	Cr.	23,968 12 0	60	
	Morvi ...	18,494 9 0	50,755 15 0	Cr.	32,302 6 0	81	
	Great Indian Peninsula ...	31,772 15 0	1,30,020 1 0	Cr.	98,247 2 0	246	
Coaching.	Rajputana-Malwa ...	1,53,634 15 0	1,04,127 14 0	Dr.	49,507 1 0	...	124
	Bhavnagar-Gondal-Junagarh-Porbandar ...	39,842 2 0	55,952 7 0	Cr.	16,110 5 0	40	
	Morvi ...	7,303 9 0	6,665 10 0	Dr.	6,37 15 0	...	2
	Great Indian Peninsula ...	9,413 1 0	19,015 3 0	Cr.	9,602 2 0	24	
		30,50,807 13 0	8,96,160 1 0			451	5,938
		8,96,160 1 0				...	451
Net Dr.		21,94,647 12 0		Net Cr.		...	5,487

No. 6449, dated 4th October 1892.

Memo. from—The General Traffic Manager, Bombay, Baroda and Central India railway,

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

Payment of commission to railway companies as compensation for the responsibility of collecting correct freight on account of other lines.

Your No. 12083 T., dated 22nd September 1892.

The figures furnished by the Audit Department show that, though the proposal, if adopted, would be to the advantage of the broad gauge section, it would be to the disadvantage of the metre gauge, and that taking one section with the other it would be on the whole disadvantageous to the company's undertaking.

2. I am of opinion, however, that the proposal is a fair one, receiving railways do incur heavy responsibilities in collecting freights on "To pay" traffic, and it seems but fair that they should be compensated therefor, and there appears to be no objection to its being laid before the next Railway Conference for discussion.

3. I might mention that Rule 17 of the Clearing House is as follows:—

"Companies by whom balances are due to the Railway Clearing House, on account of goods traffic, are allowed a commission of one quarter per cent. on such balances"

and evidently does not apply to coaching traffic.

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

No. 19.

CHARGE FOR THE SUPPLY OF COACHING AND GOODS TARIFFS
TO FOREIGN LINES.

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

S. 2
092/53

CHARGE FOR THE SUPPLY OF COACHING AND GOODS TARIFFS
TO FOREIGN LINES.

ISSUE.

What charge should be made for extra copies of coaching and goods tariffs supplied to foreign railways.

NOTE BY THE TRAFFIC SUPERINTENDENT, OUDH AND ROHILKHAND
RAILWAY.

Coaching and goods tariffs.

The question as to charges to be made by one railway to another for such copies of the above which are supplied in addition to the free copies is, although perhaps not of large importance, generally one that is of importance to small lines.

In the absence of a general goods tariff for all railways, suggested at the last Conference, certain of the larger lines in India, it will be remembered, print in their tariffs the junction rate lists and rates of the neighbouring foreign railways, while the smaller lines either have no tariff at all or a purely local one.

To enable the latter, therefore, to book to the larger lines, or in fact to act as their forwarding and receiving agents, it is necessary that the stations on the forwarding line should be supplied with the tariffs of the larger lines. It is the charge for these tariffs that requires to be fixed.

A larger railway publishing a tariff with general information has claimed that the rate at which it is sold to the public does not cover the cost of publication, and hence although a certain price may be fixed for sale to the public, a foreign railway desiring to purchase the tariff is not to be treated as the public, but may be charged in some cases six and eight times the cost to the public.

The reasons advanced in support of this contention are:—

That the tariffs are printed principally for the information and guidance of home line stations.

That they are only available at home line stations and that the public are not likely to use them for any other purpose than to obtain information as to rates on a home line.

The price fixed for the public is a nominal charge.

It is advanced against this contention that such price as is charged to the public should be made to all railways—in fact that railways are entitled in this matter to be treated as the public:—

That the public are not questioned as to the use to which they apply a goods tariff.

That the supply of tariffs if not received direct can be obtained through the public.

That the tariffs are also advertisements, and that the cost alone should not be the only consideration in fixing its rates.

That the tariffs are the only means available for a railway to act as forwarding and receiving agents, and that they are used to book traffic to and receive traffic from the railway which issues the tariff.

No. 13.

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 22nd March 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) 13, 15 & 19 of list A referred to, viz.,

- (13) Time Tables, Rules of alteration in times of trains
(15) Commission payable to Railway Companies for the collection of fares &c.
(19) Charge for the supply of Coaching and Goods traffic to foreign lines.

I have the honor to be,

SIR,

Your most obedient servant,

184/ H.P. Burt

Secretary.

Documents accompanying.
(As noted above.)

184/ H.P. Burt

184/ H.P. Burt

MENT No. 3090

No. 14, dated 22nd March 1893

Copy, with copy of papers referred to, forwarded to the Secretary to the Govt. of Madras
for information, with reference to this office No. 47, dated 9th December 1892.

By order,

H. R. Hunt
Secretary.
27/3/93

Encls 3
Recd. 30.3.93

B
No. 896 R of 19th May/93.
W. J. W.
Recorded.

B
No. 896 R of 19th May/93.

Free
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To Mr. E. G. R. C. C. C.
For E. C. R. C. C. C.

26/5/93

DESPATCHED
26 MAY. 93

G. C. Press, Simla. - No. 1536 P. W. D. - 1-3-300.

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