

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 943 R

DATED 13th June

[Despatch Abstract.]

Railway Conference of 1893. — Letter from the
Secretary, Railway Conference, forwarding
certain papers relating to the —, recorded.

Indexed.

BACK PAPERS.

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FURTHER PAPERS.

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

RAILWAY CONFERENCE OF 1893.

*Papers circulated in the case of Williams, Phillips & the Conference
having any reference to the trial of the said Williams
thereon.*

No. 6.

RECOVERY OF AUDIT DEBITS FROM BOOKING AND GOODS
CLERKS.

RECOVERY OF AUDIT DEBITS FROM BOOKING AND GOODS CLERKS.

No. 6944-35 T. R., dated Rangoon, the 7th September 1892.

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

In continuation of my letter No. 6461-35 T. R. of 22nd August 1892, with reference to a Railway Conference in 1893, and the subjects to be proposed for discussion thereat, I have the honour to enclose copy of a letter from our Examiner of Accounts, No. 1857-112 T. A. of 9th August 1892, with respect to the recovery of audit debits from booking and goods clerks.

2. I am not sure whether it is customary to make deductions from salaries of goods clerks upon English or Continental railways for such errors as those referred to; but it is, I believe, usual to hold a booking clerk responsible for his errors, as there is not the same liability in his case to mistake, inasmuch as he has not to deal with a complicated goods tariff.

3. The goods tariffs upon Indian railways are admittedly complicated, and it does seem a heavy liability upon a goods clerk, drawing say Rs. 25 or Rs. 30 a month, that he should have to make good all differences by erroneous charges for which he may be responsible.

4. If the President considers the subject such as might come under discussion at the Conference, I will ask our Examiner of Accounts to write a note fully upon it for submission.

No. 1857-112 T. A., dated Rangoon, the 9th August 1892.

From—The Examiner of Accounts, Burma state railway,
To—The Manager, Burma state railway.

Having now had a good many years' experience of the audit of station accounts, I may say that it is almost impossible for goods and booking clerks to avoid making errors.

In many cases the former, and in all cases the latter, have to make good these amounts either by putting in money from their pockets at once or by having the amounts due cut from their salaries.

This is a serious burden to even the best men and is a certain inducement to dishonesty.

I would propose that each booking or goods clerk should be credited monthly or quarterly or half-yearly with a certain sum of money to meet shortages and errors. Against this account would be debited all amounts due from him and the balance paid to him on his ceasing to be a railway servant.

Any attempt on his part to obtain this money by short remittances or frequent errors would be met by punishment just as other misconduct. I am convinced that before long this would lead to increased care and efficiency of the staff and thus to the good of the railway, and would be glad if you would give the matter your consideration, and bring it forward for discussion at an officers' meeting, or otherwise take the views of the officers of this railway or of Government.

No. 39, dated Simla, the 7th November 1892.

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

I am directed to acknowledge the receipt of your letter No. 6944-35 T. R., dated the 7th September 1892, and enclosure, and in reply to say that the

President will be glad of the note on "Recovery of audit debits from booking and goods clerks" promised in paragraph 4 of your letter under reply.

No. 2492-33 M., dated Rangoon, the 8th April 1893.

From—The Manager, Burma state railway,

To—The Secretary, Railway Conference.

As requested in your letter No. 39, dated the 7th November 1892, I have the honour to forward herewith a copy of a letter No. 1919-112 T. A., dated 6th instant, from our Examiner of Accounts, together with the note (in original) therein referred to on the recovery of audit debits from booking and goods clerks.

No. 1919-112 T. A., dated Rangoon, the 6th April 1893.

From—The Examiner of Accounts, Burma state railway,

To—The Manager, Burma state railway.

In reply to your No. 9148-35 T. R., dated 29th November 1892, and subsequent reminders, I have the honour to forward a note setting forth the details of the proposals to grant a shortage allowance to certain of the station staff.

NOTE BY MR. E. JOHNS, EXAMINER OF ACCOUNTS, BURMA STATE RAILWAY.

PROPOSED SCHEME FOR SHORTAGE ALLOWANCE TO STATION STAFF.

Part I.—Coaching.

1. That the stations on the line be grouped in the following manner:—

	Rs.
(1) Those with average half-yearly outwards traffic under ...	2,500
(2) Do. do. do. do. do. ...	5,000
(3) Do. do. do. do. do. ...	10,000
(4) Do. do. do. do. do. ...	25,000
(5) Do. do. do. do. do. ...	50,000
(6) All others.	

2. That the booking clerk, assistant station master, station master or other person or persons declared by the Traffic Superintendent to be responsible for the booking of passenger's luggage, &c., be entitled each or jointly to an allowance as under—

If the station is in group (1) to ...	Rs. 6 per half-year.
Do. do. (2) ...	" 9 do.
Do. do. (3) ...	" 12 do.
Do. do. (4) ...	" 18 do.
Do. do. (5) ...	" 24 do.
Do. do. (6) ...	" 30 do.

3. That all errors except those on account of short remittance of earnings and not exceeding—

if in group (1)	annas 4 in any one day,
Do. (2)	
Do. (3)	
Do. (4)	" 8 "
Do. (5)	Rs. 1 "
Do. (6)	Rs. 2 "

shall, after the first allowance for shortage shall have been granted, be charged against this allowance immediately the reply slip giving the necessary information is received from the station master.

4. That in other cases, or cases of doubt, in which the error appears to be not a *bona fide* error but a wilful error made, as is frequently done, to obtain

temporarily a small sum from the earnings supported by miscalculations of fares or rate, or palpable errors in addition or other means easily detected by the Travelling Inspector of Accounts, the error will be dealt with and recovery of any money due be made as at present.

5. That the shortage allowance account be kept in the books of the provident institution and interest allowed as in the case of the bonus account, and that it shall be within the power of the railway to withhold the whole or any portion of the allowance earned in any half-year for misconduct or the whole or any portion of the total allowance standing at any servant's credit to meet any railway claims against him.

Goods.

1. That the stations of the line be grouped in the following manner:—

(1) Those with an average inwards public traffic of under Rs. ...	5,000
(2) " " " " " ...	10,000
(3) " " " " " ...	25,000
(4) " " " " " ...	50,000
(5) All others.	

2. That the goods clerk, station master, assistant station master or other person or persons declared by the Traffic Superintendent to be responsible for the correct recovery of freight be entitled each or jointly to an allowance as under—

if the station is in group (1) to	Nil
Do. do. (2)	Rs. 6
Do. do. (3)	" 12
Do. do. (4)	" 24
Do. do. (5)	" 36

3. That all errors except short remittance of earnings and not exceeding,

if the station is in group (2)	Rs. 1
Do. do. (3)	Rs. 2
Do. do. (4)	" 3
Do. do. (5)	" 4

shall, after the first allowance of shortage shall have been granted, be charged against this allowance as soon as the reply slip giving the necessary information is received from the station master.

4. That the shortage allowance be kept in the books of the provident fund, &c. &c., just as in the case of coaching traffic.

5. *Goods and Coaching.*—That where one person, singly, is not responsible for the correct recovery of the earnings, the allowance be divided among the staff as decided by the Traffic Superintendent.

6. In the calculation of earnings per half-year, to determine the group, traffic paid by warrants or credit notes to be excluded.

7 Cost of the scheme.

Coaching—

Open for passenger	17 stations in group (1) @ Rs. 6 =	102
	16 Ditto (2) " " 9 =	144
	20 Ditto (3) " " 12 =	240
	29 Ditto (4) " " 18 =	522
	11 Ditto (5) " " 24 =	264
	7 Ditto (6) " " 30 =	210
	100	for half-year total Rs. 1,482

Goods—

Open for passenger	74 stations in group (1) @ Rs. 6 =	72
	12 Ditto (2) " " 12 =	48
	4 Ditto (3) " " 24 =	96
	4 Ditto (4) " " 36 =	324
	9 Ditto (5) " " 36 =	324
	103	for half-year total Rs. 540

Grand total " 1,995

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. 12.

PROPOSED MAXIMA AND MINIMA FOR THE SEVERAL
CLASSES OF GOODS AND COACHING TRAFFIC.

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PROPOSED MAXIMA AND MINIMA FOR THE SEVERAL CLASSES OF GOODS AND COACHING TRAFFIC.

No. 15566 T., dated 16th 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. 33, dated 2nd November 1892, I have the honor to forward, herewith, for discussion at the next Railway Conference, copy of a note by the General Traffic Manager of this railway, regarding the maximum and minimum rates and fares proposed by Government for adoption on certain railways in India.

No. G. 14157, dated 24th November 1892.

From—The General Traffic Manager, Bombay, Baroda and Central India (including Rajputana-Malwa) railway.

To—The Secretary, Railway Conference.

IN Public Works Department Resolution No. 563 R. T., dated Simla, 16th July 1891, the Government of India prescribed for adoption on all railways worked directly by the State a schedule of maxima and minima rates for the carriage of goods as noted below:—

				Pics per maund per mile.	
				Maxima.	Minima.
5th Class	...	...	...	1	1
4th "	...	...	...	1	1
3rd "	...	...	...	1	1
2nd "	...	...	...	1	1
1st "	...	...	...	1	1
Special Class	...	...	...	1	1

This schedule was also subsequently made applicable to all other railways over which the Secretary of State has control in rate matters.

These orders have been interpreted to mean that so long as an article is shown *nominally* under a certain class any rate within the maximum of the class in which the article happens to be and the minimum of the class rates, i.e., $\frac{1}{2}$ pie per maund can be quoted. In other words any article, say, in 5th class, so long as it is called 5th class,—may be charged at 4th or 3rd class rate, or in fact any rate down to $\frac{1}{2}$ th pie. For instance, (1) item No. 153 of the Bengal Nagpur railway's advice No. 8, dated 20th August 1891, "*Piece-goods yarn and cotton twist, &c.*" are classified over the East Indian railway at 2nd class rate at railway risk. The Bengal-Nagpur railway retain this class for consignments booked either at railway or owner's risk, but in the latter case they charge it at 2nd class rate at $\frac{1}{2}$ rd pie per maund per mile (which is really 1st class).

(2). *Spelter* is classified over the East Indian railway generally at 2nd class rate, but the Oudh and Rohilkhand railway charge it at the following rates, although they still call it 2nd class rate:—

When carried for distances of 166 miles or less, $\frac{1}{2}$ pie per maund per mile.	Subject to differential rules in respect of any special condition.
When carried for distances of 167 to 258 miles, $\frac{1}{2}$ pie per maund per mile.	
When carried for distances exceeding 258 miles, $\frac{1}{2}$ th pie per maund per mile.	

(See clause (f) paragraph 3 of Oudh and Rohilkhand railway's advice No. 8, dated 20th August 1891.)

(3) Items Nos. 4 and 5 of the East Indian railway's Rate Circular No. 8, dated 20th August 1892. *Carriages in pieces* and *Carriages packed in wooden cases* are classified as 2nd class, but charged at the following rates:—

Carriages packed—At 4th pie per cubic foot per mile.

Carriages in pieces not packed } Body, 4th pie per cubic foot per mile.
Wheels and shafts at classified rates, viz.,—
Wheels 2nd class, and shafts 4th class.

The North Western and other railways have also notified this in the same way.

The practical result of the system will be to destroy all classification in fact, though not in name, and if the new departure is allowed to continue unnoticed it will cause most serious complications in the general classification of goods and also much inconvenience to the trading community, as the classification will become so confusing that the railway staff will constantly be making overcharges and the public also will find it most difficult to make out on what rates to base their calculations.

Extract from Bengal-Nagpur railway's tariff changes memorandum No. 8 of 20th August 1891.

Articles.	Rates, &c.
153. Piece-goods, yarn and cotton twist in bales pressed and bound, or in boxes at owner's risk.	2nd class at 4 pie per maund per mile with the usual terminal.

Extract from Oudh and Rohilkhand railway's advice of tariff changes No. 8 of 20th August 1891.

Description.	Class rates.	Special condition.	Rates chargeable subject to the differential rule.		
			When carried for distances of 166 miles or less.	When carried for distances of 167 to 268 miles.	When carried for distances exceeding 268 miles.
Spelter.	and	Nil.	4 pie per maund per mile.	4th pie per maund per mile.	4th pie per maund per mile.

Extract from East Indian railway's rate circular No. 8 of 20th August 1892.

Articles.	Rates, &c.
4. Carriages in pieces*	... 2nd class.
5. Carriages packed in wooden cases	... 2nd class.

* These entries do not cancel any lower rates already in existence.

No. 35.

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, CHIERRA-COMPANYGUNJ, JODHPUR-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-DUVANZAIK 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 19th May 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) 6 & 12 of list B—referred to, viz.,

6B. Recovery of audit debits from Booting and Goods Clerks.
12B. Proposed maxima and minima for the several classes of Goods and Coaching Traffic.

I have the honor to be,

SIR,

Your most obedient servant,

Sd/ H. Burt

Secretary.

Three copies of } Documents accompanying.
each question. } (As noted above.)

5/5

No. ²36 dated the 19th May 1893

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

By order,

N. P. Hunt

Secretary.

Documents accompanying
five copies of each question
noted on leaf.

Enclosed (45.c)

Order: 25.5.93

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No. 943 R 9/13 June 1893.

B
No. 943 R 9/13 June 1893.

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