

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 208R

DATED 4th April

[Despatch Abstract.]

Rates for the Carriage of Coal for the general public, and of Railway materials & stores, including coal, whether for state or other Railways. — Copy of addendum to the Govt. of India Circular no 17, Railways, dated 30th October 1891, regarding, forwarded to the agents, Madras & South Indian Railways.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

**SCHEDULE B TO PUBLIC WORKS DEPARTMENT CIRCULAR NO. 17 RAILWAY,
DATED 30TH OCTOBER 1891.**

Rates and Conditions for the carriage of Coal for the General Public.

1. The following will be the scale of charges for the carriage of coal, including coke and patent fuel, and shall be applicable alike to local and through traffic on the general public. The rates are to be calculated on the whole lead, and not on the distance run over any one railway alone. When, however, this traffic is booked over railways whose administrations have not adopted these rates, the through rates with such railways will be the sum of the local rates, such local rates of the railways parties to this arrangement being the charge to or from the junction stations according to this tariff :—

Add the following as clause (g) to paragraph 1 (i) of schedule A and to paragraph 1 of schedule B:—

"The minimum distance for charge on all coal traffic is 25 miles, no terminal being charged when this minimum distance charge is applied. In applying this rule to traffic exchanged with a foreign line, the distance for which the despatching railway will charge, and on which it will share if a through rate be quoted, shall not be less than 25 miles, the rate per mile being determined in all respects by this tariff, according as the foreign line may have accepted these rules or not."

For distances over 400 miles—	...	...	...	0.165 "
For first 400 miles	...	...	...	0.11 "
For the distance in excess of 400 miles	...	...	...	0.11 "

(c) For consignments of 3,000 maunds and over—
Freight charges up to 400 miles inclusive

For distances over 400 miles—	...	...	...	0'15 "
For first 400 miles	...	...	...	0'10 "
For the distance in excess of 400 miles	...	...	...	0'10 "

(d) *Rebate on single consignments.*—The charges under (c) are subject to rebate in the case of a consignment exceeding 50,000 maunds made at one time on account of any one firm or person for delivery at one place to one consignee. A rebate will be given at the rate of 2½ per cent. on the quantity in excess of 50,000 maunds up to and including 200,000 maunds. Thus on a consignment of 200,000 maunds a refund will be given of the freight on 2½ per cent. of 150,000 maunds, or the freight paid for 3,750 maunds. In the case of consignments exceeding 200,000 maunds rebates will be given as follows :—

	Maunds.	Maunds.	Rebate.
On quantities in excess of ...	200,000 up to	400,000 ...	5 per cent.
" " "	400,000 "	600,000 ...	7½ "
" " "	600,000 "	800,000 ...	10 "
" " "	800,000 ...	...	15 "

(e) *Rebate on aggregate of consignments.*—At the end of any half-year, a consignee whose aggregate consignments to one station during the half-year shall have exceeded 50,000 maunds, may similarly claim a refund in respect of the payments made in accordance with the following scale. If, however, the claim is not made within two months after the expiry of the half-year, it will not be admitted :—

On quantities in excess of	Maunds.	Maunds.	Quantity on which refund is claimable.
...	50,000 up to 200,000	...	2½ per cent.
"	200,000	400,000	5 "
"	400,000	600,000	7½ "
"	600,000	800,000	10 "
"	800,000	...	15 "

EXAMPLE.

Consignments.	REBATE.		
	Rate.	Quantity on which calculated.	Amount.
1st 40,000	—	—	—
2nd 120,000	2½	70,000	1,750
3rd 300,000	7½	100,000	7,500
	5	200,000	10,000
	2½	150,000	3,750
		Total	23,000
Total quantity—			
400,000 maunds	10	50,000	5,000
	7½	200,000	15,000
	5	200,000	10,000
	2½	150,000	3,750
Total			33,750
Deduct amount on which rebate has already been allowed, as above			10,750
Quantity for refund at the average rate charged			23,000

Before making this refund, any rebate made under (d) will first be deducted. (See example in margin).

(f) The rebates under (d) and (e) on 1,425,000 maunds and on all larger quantities will be limited to 10 per cent. on the total quantity carried.

2. Consignments of coal destined for or *via* stations on any foreign railway which is in immediate connection with the despatching railway, shall be booked *via* such junction between the despatching railway and the said foreign railway as the consignor shall elect. Railways between which

there is a transfer of goods shall be deemed to be in immediate connection.

The charge under paragraph 1 (a), (b) and (c) shall, however, be calculated, in all cases, on the shortest route, and it shall be divided among the carrying railways adopting these rates in proportion to the mileage passed over on each.

3. The charge under paragraph 1 (b) and (c) shall be made on the full carrying capacity of the wagons employed.

4. All charges for loading and unloading coal into and from railway wagons, as well as those for transshipment at ferries, or otherwise, shall be at the entire cost of the consignors and consignees, and will be in addition to the rates herein prescribed.

5. When additional charges at ferries, or elsewhere, are reckoned at a rate on an additional mileage, such mileage shall not be taken into account in calculating distances under the tariff, nor in the division of the tariff charges.

6. Subsidiary rules, not at variance with the foregoing rules, may be made in the usual manner, and the customary power of making special arrangements for special consignments may be reserved.

7. In the interpretation of these rules all railways worked by the Undertaking of the East Indian Railway are to be considered parts of that line, excepting the portion of the Delhi-Umballa-Kalka Railway between Umballa Cantonment and Kalka stations, for carriage over which an additional charge may be made subject to the approval of the Government of India.

SCHEDULE A TO PUBLIC WORKS DEPARTMENT CIRCULAR NO. 17 RAILWAY,
DATED 30TH OCTOBER 1891.

Rates and Conditions for the carriage of Railway Materials and Stores, including Coal.

1. The following will be the scale of charges for the carriage of railway materials and stores, including coal, coke and patent fuel, whether consigned for construction, working, or maintenance :—

(i) Coal, Coke and Patent Fuel—

(a) *For consignments of less than 3,000 maunds—*

	Per maund per mile.
For all distances up to 400 miles inclusive	0.165 pie.
For distances over 400 miles—	
For first 400 miles	0.165 "
For the distance in excess of 400 miles	0.11 "

(b) *For consignments of 3,000 maunds and over—*

	Per maund per mile.
For all distances up to 400 miles inclusive	0.15 pie.
For distances over 400 miles—	
For first 400 miles	0.15 "
For the distance in excess of 400 miles	0.10 "

(c) *Rebate on single consignments.*—The charges under (i) (b) are subject to rebate in the case of a consignment exceeding 50,000 maunds made at one time on account of any one railway for delivery at one place. A rebate will be given at the rate of 2½ per cent. on the quantity in excess of 50,000 maunds up to and including 200,000 maunds. Thus on a consignment of 200,000 maunds a refund will be given of the freight on 2½ per cent. of 150,000 maunds, or the freight paid for 3,750 maunds. In the case of consignments exceeding 200,000 maunds rebates will be given as follows :—

	Maunds.	Maunds.	Rebate.
On quantities in excess of	200,000 up to	400,000	5 per cent.
"	400,000	600,000	7½ "
"	600,000	800,000	10 "
"	800,000	...	15 "

(d) *Rebate on aggregate of consignments.*—At the end of any half-year, a railway administration whose aggregate consignments to one station during the half-year shall have exceeded 50,000 maunds, may similarly claim

a refund in respect of the payments made in accordance with the following scale. If, however, the claim is not made within two months after the expiry of the half-year, it will not be admitted:—

On quantities in excess of	Maunds.	Maunds.	Quantity on which refund is claimable.
" " "	50,000 up to 200,000	...	2½ per cent.
" " "	200,000 " 400,000	...	5 "
" " "	400,000 " 600,000	...	7½ "
" " "	600,000 " 800,000	...	10 "
" " "	800,000 ...	...	15 "

EXAMPLE.

Consignment.	Rate.	Quantity on which calculated.	Amount.
1st Maunds. 60,000	P. C.	Maunds.	Maunds.
2nd 120,000	2½	70,000	1,750
3rd 300,000	7½	100,000	7,500
	5	200,000	10,000
	2½	150,000	3,750
		Total	13,000
Total quantity—680,000 maunds.	10	60,000	6,000
	7½	200,000	15,000
	5	300,000	10,000
	2½	150,000	3,750
Total ...			34,750
Deduct amount on which rebate has already been allowed, as above			13,000
Quantity for refund at the average rate charged			11,750

Before making this refund, any rebate made under (i) (c) will first be deducted. (See example in margin.)

(e) The rebates under (i) (c) and (d) on 1,425,000 maunds and on all larger quantities will be limited to 10 per cent. on the total quantity carried.

(f) The charge under (i) (a) and (b) will be made on the full carrying.

Add the following as clause (g) to paragraph 1 (i) of schedule A and to paragraph 1 of schedule B:—

(g) "The minimum distance for charge on all coal traffic is 25 miles, no terminal being charged when this minimum distance charge is applied. In applying this rule to traffic exchanged with a foreign line, the distance for which the despatching railway will charge, and on which it will share if a through rate be quoted, shall not be less than 25 miles, the rate per mile being determined in all respects by this tariff, according as the foreign line may have accepted these rules or not."

For distances over 400 miles—

For first 400 miles

For the distance in excess of 400 miles

(b) For consignments of 300 maunds and over—

For all distances up to 400 miles inclusive

For distances over 400 miles—

For first 400 miles

For the distance in excess of 400 miles

Per maund per mile.

0.1725 "

0.115 "

0.15 "

0.10 "

2. Coal, railway materials and stores for use on a railway in immediate connection with the despatching railway shall be booked to such junction between the said railway and the despatching railway as the former railway may elect, at the mileage rate to that junction. Railways between which there is a transfer of goods shall be deemed to be in immediate connection.

3. Coal, railway materials and stores for use on a railway not in immediate connection with the despatching railway shall be booked over the despatching and intervening railways to such junction with the consignee railway as that railway may elect, at the through mileage rate to such junction; and the charge to the said junction shall be calculated on the shortest route, and be divided between the despatching railway and the said intervening railways in proportion to the mileage passed over on each.

When, however, this traffic is booked over railways whose administrations have not adopted these rates, the through rates with such railways will be the sum of the local rates, the local rates of the railways parties to this arrangement being the charges according to this tariff to or from the junction stations of the railway or railways which have not accepted these rates.

4. For explosives the tariff in force from time to time will apply.

5. For bulky articles requiring one or more entire vehicles or dummy wagons and of which full loads cannot be loaded into single wagons, and for rolling stock, the following scale of charges shall apply, subject to the same conditions that may be applicable to public traffic in respect of minimum charges whether for wagons or for consignments, demurrage, fractions of maunds, loading and unloading, &c., except that when loading and unloading is not performed by the consignor or consignee, but is done by the railway, the charge shall be 3 pies per maund:—

(a) Bulky articles requiring entire trucks or more than one vehicle, whether they are for construction or maintenance.

Rolling-stock.

(b) Locomotives complete, or engines and tenders separately, when running on their own wheels.

(c) Locomotives complete when loaded on other vehicles.

(d) Vehicles of all descriptions running on their own wheels.

(e) Vehicles of all descriptions when loaded on other vehicles.

6. All charges for loading and unloading into and from railway wagons, as well as those for transshipment at ferries, or otherwise, shall be at the entire cost of the consignors and consignees, and will be in addition to the rates herein prescribed.

When additional charges at ferries, or elsewhere, are reckoned at a rate on an additional mileage, such mileage shall not be taken into account in calculating distances under the tariff, nor in the division of the tariff charges.

7. Subsidiary rules, not at variance with the foregoing rules, may be made in the usual manner, and the customary power of making special arrangements for special consignments may be reserved.

8. In the interpretation of these rules all railways worked by the Undertaking of the East Indian Railway are to be considered parts of that line, excepting the portion of the Delhi-Umballa-Kalka Railway between Umballa Cantonment and Kalka stations, for carriage over which an additional charge may be made subject to the approval of the Government of India.

9. The rate for railway coal, materials and stores when carried for the Home Line, whether for construction, working, or maintenance, shall be 0.09 pie per maund per mile, except in the case of bulky articles to which the rates in paragraph 5 will apply. Bulky articles of which full loads cannot be loaded into single wagons or requiring one or more entire vehicles or dummy wagons shall be carried at this rate on the full carrying capacity of the vehicles used, irrespective of its actual weight of the consignment. The rate for the haulage of Home line rolling stock, running on its own wheels shall be as laid down in paragraph 5.

SERIAL

No. 1

[General Distribution.]

Circular No. 17 Railway.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Simla, the 30th October 1891.

Rates for the carriage of Coal for the General Public ; and of Railway Materials and Stores, including Coal, whether for State or other Railways.

Read—

Letter from the Director General of Railways, No. 436-T., dated 18th June 1886, to the Government of India in the Public Works Department.

Public Works Department Circular No. XIV Railway, dated 21st July 1886.

Despatch from the Secretary of State for India, No. 84 Railway, dated 19th July 1888, and its enclosure.

Despatch from the Secretary of State for India, No. 142 Railway, dated 6th December 1888, and its enclosure.

Despatch to the Secretary of State for India, No. 71 Railway, dated 23rd May 1889, and its enclosures.

Public Works Department letter No. 0297 R.T., dated 14th March 1890, to the Consulting Engineer to the Government of India for Railways, Calcutta, and the letter to which it is a reply.

Public Works Department letter No. 661 R.T., dated 27th September 1890, to the Consulting Engineer to the Government of India for Railways, Calcutta, and the letter to which it is a reply.

Schedule B of rates for the carriage, over the Bengal and North-Western Railway system, of railway stores and materials, appended to Public Works Department letter No. 742 R.T., dated 18th October 1890, as modified by paragraph 8 of Public Works Department letter No. 421 R.T., dated 29th May 1891, to the Consulting Engineer to the Government of India for Railways, Lucknow.

Despatch to the Secretary of State for India, No. 117 Railway, dated 22nd October 1890, and its enclosures.

Schedule C of rates for the carriage, over the Undertaking worked by the Rohilkhand-Kumaun Railway, of railway stores and materials, appended to Public Works Department letter No. 125 R.T., dated 13th March 1891, as modified by Public Works Department letter No. 350 R.T., dated 9th May 1891, to the Consulting Engineer to the Government of India for Railways, Lucknow.

Schedule C of rates for the carriage, over the Bengal-Nagpur Railway system, of railway stores and materials, appended to Public Works Department letter No. 182 R.T., dated 9th April 1891, to the Consulting Engineer to the Government of India for Railways, Central Division.

Schedule C of rates for the carriage, over the Indian Midland Railway system, of railway stores and materials, appended to Public Works Department letter No. 380 R.T., dated 15th May 1891, to the Consulting Engineer to the Government of India for Railways, Central Division.

Schedule C of rates for the carriage, over the Southern Mahratta Railway system, of railway stores and materials, appended to Public Works Department letter No. 491 R.T., dated 23rd June 1891, to the Government of Bombay.

P.W.
12257/1

Read also—

Despatch from the Secretary of State for India, No. 97 Railway, dated 3rd September 1891, and its enclosures.

Public Works Department letter No. 794 R.T., dated 5th October 1891, to the Consulting Engineer to the Government of India for Railways, Calcutta.

Public Works Department letter No. 795 R.T., dated 5th October 1891, to the Government of Bengal and the Director General of Railways.

OBSERVATIONS.—With Public Works Department Circular No. XIV Railway, dated 21st July 1886, the Government of India promulgated a statement showing the rates charged on Indian Railways for the carriage of stores and materials for State Railways, and, in order to secure uniformity in regard to classification and system of charge, requested that the rates and classification for this traffic obtaining on the North Western Railway might be applied to all standard and metre-gauge State Railways, including the East Indian Railway. It was also requested that the Agents or Managers of the several Railway Companies might be moved to adopt the same classification and, if possible, the same rates.

2. Complete uniformity in the charges for this description of traffic was not at that time secured, but the matter continued to receive the attention of the Government of India in connection with a subsequent proposal to revise the rates for the carriage, over the East Indian Railway, of coal and maintenance stores required for State Railways. The Government of India considered that it would be desirable, in dealing with this proposal, to secure uniform rates for all consignments of this commodity carried for railways whether worked by the State or Guaranteed or Private Companies. It was found impossible, however, to dispose of the matter on this basis in this country, and consequently the whole question was referred to the Secretary of State for final settlement.

3. This reference has resulted in a joint memorandum being drawn up in England by the Chairman of the East Indian Railway Company and the Deputy Government Director of Indian Guaranteed Railways, proposing certain revised rates for the carriage over the East Indian Railway of railway materials and stores, including coal, intended for use on foreign lines, provided similar rates for such traffic are adopted on State Railways and on other lines on which the Secretary of State has, under the several contracts, reserved control in such matters.

In this memorandum it was also proposed to apply, on the same conditions, similar rates to the carriage of coal for the general public.

The terms embodied in this memorandum having received the approval of the Secretary of State, it is necessary to take steps for their general introduction as far as this may be possible on the railways referred to above.

RESOLUTION.—The Governor General in Council is accordingly pleased to rule that—

- (a) The scale of charges and the conditions shewn in the accompanying Schedule A shall, in supersession of all previous orders on the subject, be adopted on the East Indian Railway and on all State Railways worked by Government for materials and stores, including coal, carried for foreign railways.
- (b) The scale of charges and conditions shewn in the accompanying Schedule B shall be adopted on the East Indian Railway and on all State Railways which are directly administered by Government, for the carriage of coal for the general public.
2. The past claims of the East Indian Railway Company against the State Railways worked by the Government on account of the carriage over that line of coal, railway materials and stores required for revenue purposes on those State Railways, shall be adjusted in accordance with the scale of charges above set forth with effect from the 1st January 1889.
3. The Local Governments and Administrations, and Officers controlling the railways referred to in paragraph 1 of this Resolution should arrange in communication with the Administrations of those railways for the introduction as early

as practicable of the revised rates, and report, for the information of the Government of India, the date on which they may be introduced.

4. These rates shall remain in force until the 31st December 1894, subject to any modification that may be ordered hereafter.

5. In order to secure uniformity on the several railways in the charges for the carriage both of railway materials and stores, and of coal for the public, the Governor General in Council desires that:—

(a) The Administrations of the railways mentioned in the margin may

South Indian Railway. Bombay, Baroda and Central India, includ- ing the Rajputana- Malwa Railway. Southern Mahratta Rail- way, including the Mysore Section. Bengal Central Railway Tirhoot Railway.	Bengal and North-West- ern Railway. Delhi-Umballa Section of the Delhi-Umballa- Kalka Railway. Lucknow-Bareilly Sec- tion of the Rohilkhand- Kumaun Railway. Bengal Nagpur Railway. Indian Midland Railway.
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be moved to accept the revised rates and conditions shewn in the accompanying Schedule A for the carriage of materials and stores, including coal, required for use on State Railways worked by Government,

in place of the rates which have previously been approved for this description of traffic under the provisions of the several contracts.

It must be understood, however, that the rates laid down for this service in Public Works Department Circular No. XIV Railway, dated 21st July 1886, must be adopted on those railways mentioned in the margin which do not accept in their entirety the revised rates and conditions shewn in the attached Schedule A.

(b) The Administrations of the several railways enumerated in paragraph 5 (a) of this Resolution may also be moved to adopt the rates and conditions shewn in the accompanying Schedule A for the carriage of materials and stores, including coal, when carried for foreign lines not worked by Government; as well as those shown in Schedule B for the carriage of coal for the general public.

6. The Governor General in Council further desires that the Administrations of all other railways not specially referred to above may also be requested to adopt the foregoing scale of charges, rules and conditions for the carriage both of railway materials and stores, including coal, required for use on foreign lines and of coal for the general public.

ORDER.—Ordered that this Resolution be communicated to the Local Governments, Administrations and Officers noted in the margin, for information and guidance, and to the Governments of the North-Western Provinces and Oudh, and the Punjab, the Chief Commissioner of the Central Provinces, the Agents to the Governor General for Central India and Baluchistan, and the Accountant General, Public Works Department, for information.

The Governments of Madras, Bombay and Bengal.
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.

M. S. Sanyal

Lieut.-Colonel, R. E.,
Deputy Secretary.

Documents accompanying.

1. Schedule A of rates and conditions for the carriage of railway materials and stores, including coal.
2. Schedule B of rates and conditions for the carriage of coal for the general public.

To The Joint Secretary to the Government of Madras (Railway Branch)
Public Works Department
C. Press, Simla.—No. 1086 P. W. D.—31-10-91-1,350.

B

to 2840R of 23rd Nov 91

W. V. C.
10/11/91

Communicated
to the Consulting Engineer
for Railways for information
and guidance with refer-
ence to Prop. No. 625 R
dated 10 August 1886.

B

to 2840R of 23rd Nov 91

No. 625 R of 10-8-86. D R

17/11/91

Res. 12/6 of 10th December 1891

Copy forwarded to W. V. C.
for favor of early report with
reference to para 6 of the Resolution.

(24) W. V. C.
19/11

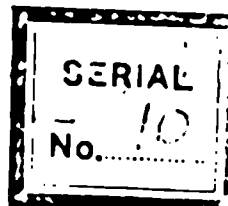
The Commr. Engrs. for Rys
Engrs. Rys. 22/11
20/11/91
17-11-91 R 20-11-91

GOVERNMENT NO. 12087

C.O.S.C.

Encls 2 C.O.S.C.

Recd: 17.11.91



No. 609 D

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE Secy to the Govt of M.

P.W. Department

21st Dec. 1893.

Sir,

With reference to
letter No. 503 R, dated
31. VIII. 92 from the Govt
of India, I am directed
to state that the Agent
& Manager, Madras Ry.
was asked to report
whether, in consideration
of the fact that the
lowest charge for large
quantities of coal carried
long distances had been
shown to work out to
very little below $\frac{1}{9}$ of a
pie per maund per mile,
his Company would accept
the rates proposed in
Circular No. 17 R of 30.10.91.
In reply the
Agent states that the
suggestions of the Govt
of India have had the
fullest consideration,
but the Madras Ry.

or 3 pies per ton per mile

Still
 is unable to adopt the
 rates ~~as~~ sanctioned
 for State Railways.
 A reduction in the rate
 for coal covered over
 distances not less than
 166 miles will, however,
 be made from the
 1st July 1893, viz from
 5 pies per ton per mile
 to 4 pies per ton per mile.

20. R.
 Mm
 5/7
 Mm.
 O.R.
 8/11/93

No 609 Ddy 21-7-93

Send to Ody with
 enclosure

18.11.1.

Corrigendum to Schedule A. to the Government of India circular
 No. 17 Railway, dated the 30th October 1891.

Rules and conditions for the carriage of railway materials and stores
 including coal.

Exchange the words "minimum charges whether for wagons or for consign-
 ments," and the words "fractions of maunds," from the 4th and 5th lines of
 paragraph 5, page 3, of the schedule quoted above.

By order,
 J. S. B. B. B.
 Under Secretary.
 GOVERNMENT OF INDIA,
 PUBLIC WORKS DEPARTMENT,
 24th September 1893.

To
 The Joint-Secretary to the Govt. of Madras,
 Public Works Department, Railway
 G. C. Press, Secy. - N. 97 P. W. D. - 11-2-93 - 1, 17.

SERIAL
 No. 11

Corrigendum to Schedule A. to the Government of India circular
No. 17 Railway, dated the 30th October 1891.

*Rules and conditions for the carriage of railway materials and stores
including coal.*

*Expunge the words "minimum charges whether for wagons or for consign-
ments," and the words "fractions of maunds," from the 4th and 5th lines of
paragraph 5, page 3, of the schedule quoted above.*

By order,

GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT;

Simla 14th September 1893.

Under Secretary.

To

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

G. G. Press, Simla, - No. 97 P. W. D. - 11293 - 1, 102.

SERIAL
No. 11

21-7-93

Corrigendum to schedule A to the Government of India circular
No. 17 Railway, dated the 30th October 1891.

*Rules and conditions for the carriage of railway materials and stores including
coal.*

On page 3 of schedule A to the Government of India circular No. 17 Railway, dated the
30th October 1891, expunge from the 3rd and 4th lines of paragraph 9 the words "except in
the case of bulky articles to which the rates in paragraph 5 will apply", and add the following
at the end of that paragraph :—

"Bulky articles of which full loads cannot be loaded into single wagons or requiring one
or more entire vehicles or dummy wagons shall be charged at this rate on the full carrying
capacity of the vehicles used irrespective of the actual weight of the consignment. The rate
for the haulage of Home line rolling stock running on its own wheels shall be as laid down in
paragraph 5."

GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT;

Simla, the 13th March 1894.

By order,

}

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

SERIAL
No. 12

2- The Agent & acc. to Ry. and
- the Agent & Ry. 3 ER
- the Ry. & acc. to Ry. 16/4

22.5.54

7-7-11

P. H. ... No. 2441

504.28402
Addendum to the Government of India, circular No. 17 Railway dated the 30th October 1891.

Rates for the carriage of coal for the general public; and of railway materials and stores, including coal, whether for state or other railways.

4.4.4 the following as clause (g) to paragraph 1 (i) of schedule A and to paragraph 1 of schedule B:—

“The minimum distance for charge on all coal traffic is 25 miles, no terminal being charged when this minimum distance charge is applied. In applying this rule to traffic exchanged with a foreign line, the distance for which the despatching railway will charge, and on which it will share if a through rate be quoted, shall not be less than 25 miles, the rate per mile being determined in all respects by this tariff, according as the foreign line may have accepted these rules or not.”

GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT:

Simla, the 9th March 1894.

Sir, the 9th March 1894.

I beg to acknowledge the receipt of your letter of the 6th inst. in relation to the above matter.

I am, Sir, very respectfully,
Yours truly,
J. H. W. D. O'Connell.

Dr. Wm. D. Dig. Bch.

By order,
T.C.
J. T. T. T. T.
Under Secretary.

SERIAL
No. 13

2257

Feb 20 - 3 - 74.

B
No 208 R 24 April 1894.

Copy forwarded to
the Agents Indian and
South Indian Railways
with reference to Progs
No. 2840 R 25th Nov 91

1-7-93

Stb. G. Shuley, R

To the Agent Indian Rly & Co.
- Agent Indian Rly & Co.
- Ex. G. R. & Co.

1.6/14

2-11-7