

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 569 R

DATED 7th September 1895

[Despatch Abstract.]

Carriage of Coal, Railway Materials and Stores
Letter to the Govt of India stating that the Agent, Madras Railway, does not think it advisable to accept the revised rates and conditions for the —, proposed by the Govt, and that the Agent, South Indian Railway, has referred the matter to his Board of Directors

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	645 R		4-12-94				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1583	13	31 8 05				

SERIAL

No. 26

[General Distribution.]

Circular No. 8 Railway.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Simla, the 4th May 1895.

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

Read—

Government of India circular No. 17 Railway, dated the 30th October 1891, and its enclosures, as modified by the corrigenda slips dated respectively the 14th September 1893, 13th March 1894 and 29th August 1894, and the addendum slip dated the 9th March 1894.

Despatch to the Secretary of State for India, No. 34 Railway, dated the 16th March 1892.

Despatch from the Secretary of State for India, No. 121 Railway, dated the 22nd December 1892, and its enclosure.

Despatch to the Secretary of State for India, No. 22 Railway, dated the 11th April 1894.

Despatch from the Secretary of State for India, No. 55 Railway, dated the 19th July 1894, and its enclosure.

Read also—

Government of India letter No. 505-R.T., dated the 17th September 1894, to the Local Governments and Administrations and officers controlling railways, and the replies received thereto.

Letter from the Consulting Engineer to the Government of India for railways, Calcutta, No. 2242, dated the 27th September 1894, and its enclosure.

Government of India memorandum No. 630-R.T., dated the 6th November 1894, to the Local Governments and Administrations and officers controlling railways and its enclosures.

Government of India letter No. 705-R.T., dated the 10th December 1894, to the Consulting Engineer to the Government of India for railways, Calcutta.

Memorandum from the Consulting Engineer to the Government of India for railways, Calcutta, No. 3065, dated the 22nd December 1894, and its enclosure.

Government of India letter No. 1-R.T., dated the 2nd January 1895, to the Consulting Engineer to the Government of India for railways, Calcutta.

Memorandum from the Consulting Engineer to the Government of India for railways, Calcutta, No. 3074, dated the 22nd December 1894, and its enclosures.

OBSERVATIONS.—With circular No. 17 Railway, dated the 30th October 1891, the Government of India promulgated, for adoption on all state railways worked by Government and on the East Indian railway, schedules of rates and conditions for the carriage (i) of railway materials and stores, including coal, whether for state or other railways, and (ii) of coal for the general public. Further, in order to secure uniformity, it was requested that the administrations of all other railways might be moved to adopt the same rates and conditions.

2. Complete uniformity in the charges for this description of traffic was not, however, secured; and the matter continued to receive the attention of the Government of India in respect to the removal of the chief objections which were considered to exist. By the terms of the circular of October 1891 the rules became subject to revision at the end of 1894, and the opportunity has been taken to draw up, in consultation with the administration of the East Indian railway, schedules revised with a view to better serve the various interests involved.

RESOLUTION.—The Governor General in Council is accordingly pleased to rule, in supersession of all previous orders on the subject, that, until further orders, the charges and conditions embodied in the accompanying schedules, A, B and C, for the carriage respectively of (i) coal for the general public, (ii) coal for foreign lines, and (iii) foreign railway materials and stores (excluding coal), shall be adopted on all state railways which are directly administered by Government and on the East Indian railway.

2 These orders shall have effect in the case of railway materials and stores, including coal, from 1st January 1895, and in the case of coal carried for the general public from such date, not later than 1st July 1895, as may be notified by each railway.

3. In order to secure, on the several railways, uniformity in the charges for

South Indian.
Bombay, Baroda and Central
India, including the Rajputana-
Malwa.
Southern Mahratta, including
the Mysore section.
Bengal Central.

Bengal and North-Western, in-
cluding Tirhoot.
Lucknow-Bareilly section of the
Rohilkhand-Kumaon.
Bengal-Nagpur.
Indian Midland.
Assam-Bengal.

these services, the Governor General in Council desires that the administrations of the railways mentioned in the margin, over which the Secretary of State has reserved

control in such matters, may be moved to accept the revised rates and conditions shown in the accompanying schedules in place of the rates which have previously been approved for this description of traffic under the provisions of the several contracts, and that the administrations of all other railways which are not specially referred to may likewise be moved to adopt the same.

ORDER.—Ordered that this resolution be communicated to the Local Gov-

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 rail-
ways, Calcutta, Lucknow and
Assam.

ernments and Administrations, and to the officers noted in the margin, for information and guidance; also 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.

Ordered also that this resolution, and its enclosures, be published in the Supplement to the *Gazette of India*, for general information.

M. B. Smith

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

Documents accompanying.

1. Schedule A of rates and conditions for the carriage of coal for the general public.
2. Schedule B of rates and conditions for the carriage of coal for foreign railways.
3. Schedule C of rates and conditions for the carriage of foreign railway materials and stores, excluding coal.

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

SCHEDULE A to the Government of India circular No. 8 Railway, dated the 4th May 1895.

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, for the general public:—

(a) *Consignments of less than a wagon load—*

These consignments will be charged for as a full wagon load at the rates shown below, unless the coal is bagged, in which case it will be charged at $\frac{1}{2}$ pie per maund mile on actual weight, subject to the differential rule, and carried at owner's risk.

(b) *Consignments in full wagon loads—*

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

The charge under (b) shall be made on the full carrying capacity, for each class of coal, of the wagons employed.

(c) *Minimum distance for charge—*

The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied.

In calculating the distance for charge for through traffic the minimum distance to be taken for the despatching or for the receiving railways shall not be less than 25 miles unless a shorter minimum distance for charge shall have been adopted by any of the railways concerned, in which case the minimum adopted by that railway shall be taken. The charge shall be calculated on the through distance so arrived at and shall be divided between the railways concerned in the proportion of the actual mileage of each railway when that mileage is not less than the minimum mileage adopted on that railway. Should the actual mileage be less than the minimum mileage adopted by any railway, the minimum mileage adopted by that railway is to be taken in division. Only two minimum distance charges, those of the despatching and receiving railways, shall, however, be included in calculating any through rate.

(d) *Rebate on aggregate of consignments carried a less distance than 500 miles—*

At the end of any calendar half-year, a consignee, whose aggregate consignments to one station or via one junction during the half-year shall have exceeded 50,000 maunds, may claim a refund in respect of the payments made in accordance with the following scale. (For the purposes of these rebates all Calcutta stations to be regarded as one with Howrah)—

On quantities in excess of—

Mds.	Mds.	Rebate.
50,000 up to 200,000	200,000	2½ per cent.
200,000 "	400,000	5 "
400,000 "	600,000	7½ "
600,000 "	800,000	10 "
800,000 "	...	15 "

The rebate under this scale will be limited to 10 per cent. of the total quantity carried.

(e) *Rebate on exported coal—*

An additional rebate to that granted under clause (d) and calculated on the same scale will be allowed on the whole quantity of coal exported by one consignee by sea from Howrah or Calcutta as shown by the bills of lading, but not including bunker coal. This additional rebate will be limited to 10 per cent. of the total quantity exported.

Thus, the maximum rebate claimable on exported coal will be 10 per cent. in accordance with clause (d) and 10 per cent. in accordance with this clause, or 20 per cent. altogether.

(f) *Rebate on aggregate of consignments carried 500 miles and more over the home line—*

At the end of any calendar half-year a consignee, whose aggregate consignments to one station or *via* one junction during the half-year shall have exceeded 50,000 maunds, may claim a refund in respect of the payments made in accordance with the following scale:—

On quantities in excess of—

Mds.	Mds.	Rebate.
50,000 up to	200,000	2½ per cent.
200,000 "	400,000	5 "
400,000 "	600,000	7½ "
600,000 "	...	25 "

The rebate under this scale will be limited to 15 per cent. of the total quantity of coal carried.

(g) *Claim for rebate—*

Any rebate not claimed within two months of the expiry of the calendar half-year in which it accrued will be subject to a discount in accordance with the following scale:—

If claimed after two months, but—

within three months	5 per cent.
" four "	10 "
" five "	15 "
" six "	20 "

No rebate will be paid unless claimed within six months after the expiry of the calendar half-year in which it accrued.

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.

3. The charge under paragraph 1 (a) and (b) shall be calculated in all cases on the shortest route, and shall be divided among the carrying railways adopting this schedule in proportion to the mileage passed over each: provided that when the consignment is not carried by the shortest route, the mileage rate to be credited in division to the railways carrying the traffic for the actual distance they carry the consignment shall not, for such railways as form part of such portion of the shortest route as may not have been followed and are not consenting parties to the adoption of the route followed, be less than the mileage rate to which they would have been entitled if the consignment had been carried by the shortest route.

Railways that do not form part of the portion of the shortest route not followed shall only receive in division a proportion of the charge by the shortest route in accordance with their mileage by the route followed.

4. When traffic is booked over railways whose administrations have not adopted this schedule, the through rates with such railways shall 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 this schedule.

5. 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.

The loading, unloading and transshipment charges shall belong to the railway doing the work, or if at a joint station shall be credited to the joint account.

6. 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 this tariff, nor in the division of the tariff charges, and all ferry charges, whether calculated at a rate on an additional mileage or otherwise, shall belong to the railway working the ferry.

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.

SCHEDULE B to the Government of India circular No. 8 Railway, dated the 4th May 1895.

Rates and conditions for the carriage of coal for foreign railways.

COAL, COKE, AND PATENT FUEL.

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

(a) *Consignments of less than a wagon load—*

These consignments will be charged for as a full wagon load at the rate shown below, unless the coal is bagged, in which case it will be charged at ½ pie per maund mile on actual weight, subject to the differential rule, and carried at owner's risk.

(b) *Consignments in full wagon loads—*

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

The charge under (b) shall be made on the full carrying capacity, for each class of coal, of the wagons employed.

(c) *Minimum distance for charge—*

The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied.

In calculating the distance for charge for through traffic the minimum distance to be taken for the despatching or for the receiving railways shall not be less than 25 miles unless a shorter minimum distance for charge shall have been adopted by any of the railways concerned, in which case the minimum adopted by that railway shall be taken. The charge shall be calculated on the through distance so arrived at and shall be divided between the railways concerned in the proportion of the actual mileage of each railway when that mileage is not less than the minimum mileage adopted on that railway. Should the actual mileage be less than the minimum mileage adopted by any railway, the minimum mileage adopted by that railway is to be taken in division. Only two minimum distance charges, those of the despatching and receiving railways, shall, however, be included in calculating any through rate.

(d) *Rebate on aggregate of consignments carried a less distance than 500 miles.—*

At the end of any calendar half-year, a railway administration whose aggregate consignments during the half-year shall have exceeded 50,000 maunds may claim in respect of the payments made a refund in accordance with the following scale. (For the purposes of these rebates all Calcutta stations to be regarded as one with Howrah)—

On quantities in excess of—

Mds.	Mds.	Rebate.
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 "

The rebate under this scale will be limited to 10 per cent. of the total quantity carried.

(e) *Rebate on exported coal—*

An additional rebate to that granted under clause (d) and calculated on the same scale will be allowed on the whole quantity of coal exported by one consignee by sea from Howrah or Calcutta as shown by the bills of lading, but not including bunker coal. This additional rebate will be limited to 10 per cent. of the total quantity exported.

Thus the maximum rebate claimable on exported coal will be 10 per cent. in accordance with clause (d) and 10 per cent. in accordance with this clause or 20 per cent. altogether.

(f) *Rebate on aggregate consignments carried 500 miles and more over the home line—*

At the end of any calendar half-year, a railway administration, whose aggregate consignments during the half-year shall have exceeded 50,000 maunds

and each has been carried a distance 500 miles or more over the home line, may claim in respect of the payments made a refund in accordance with the following scale:—

On quantities in excess of—		Rebate.
Mds.	Mds.	
50,000	up to 200,000	2½ per cent.
200,000	" 400,000	5 "
400,000	" 600,000	7½ "
600,000	"	25 "

The rebate under this scale will be limited to 15 per cent. of the total quantity of coal carried.

(g) *Claim for rebate*—

Any rebate not claimed within two months of the expiry of the calendar half-year in which it accrued will be subject to a discount in accordance with the following scale:—

If claimed after two months, but—		Rebate.
within three months		
" four	"	5 per cent.
" five	"	10 "
" six	"	15 "
"	"	20 "

No rebate will be paid unless claimed within six months after the expiry of the calendar half-year in which it accrued.

2. Consignments of coal destined for 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 charge (under this tariff) by the shortest route to that junction. Railways between which there is a transfer of goods shall be deemed to be in immediate connection.

3. (i) Coal for use on a foreign railway which is not in immediate connection with the despatching railway shall be booked over the despatching and intervening railways to such junction with the said foreign railway as that railway may elect, at the through mileage rate to such junction.

(ii) The charge under paragraph 1 (a) and (b) shall be calculated in all cases on the shortest route, and shall be divided among the carrying railways adopting this schedule in proportion to the mileage passed over each: provided that when the consignment is not carried by the shortest route the mileage rate to be credited in division to the railways carrying the traffic for the actual distance they carry the consignment shall not, for such railways as form part of such portion of the shortest route as may not have been followed and are not consenting parties to the adoption of the route followed, be less than the mileage rate to which they would have been entitled if the consignment had been carried by the shortest route.

Railways that do not form part of the portion of the shortest route not followed shall only receive in division a proportion of the charge by the shortest route in accordance with their mileage by the route followed.

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

5. 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.

The loading, unloading and transshipment charges shall belong to the railway doing the work, or if at a joint station shall be credited to the joint account except in the case of coal consigned to any of the railways forming the junction, in which case such charges are debitable to that railway.

6. 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. And all ferry charges, whether calculated at a rate on an additional mileage or otherwise, shall belong to the railway working the ferry.

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.

SCHEDULE C to the Government of India circular No. 8 Railway, dated the 4th May 1895.

Rates and conditions for the carriage of foreign railway materials and stores (excluding coal).

RAILWAY MATERIALS AND STORES (EXCLUDING COAL).

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

(a) *For consignments of less than 300 maunds, subject to the differential rule*—

	Per maund per mile.
For all distances up to 400 miles inclusive	0.1725 pie.
For distances above 400 miles—	
For the first 400 miles	0.1725 "
For the distance in excess of 400 miles	0.115 "

(b) *For consignments of 300 maunds and over*—

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

2. Railway materials and stores for use on a foreign railway which is in immediate connection with the despatching railway shall be booked over the despatching railway to such junction between the said foreign railway and the despatching railway as the former railway may elect, at the charge (under this tariff) by the shortest route to that junction. Railways between which there is a transfer of goods shall be deemed to be in immediate connection.

3. (i) Railway materials and stores for use on a foreign railway which is not in immediate connection with the despatching railway shall be booked over the despatching and intervening railways to such junction with the said foreign railway as that railway may elect, at the through mileage rate to such junction.

(ii) The charge under paragraph 1 (a) and (b) shall be calculated in all cases on the shortest route, and shall be divided among the carrying railways adopting this schedule in proportion to the mileage passed over each: provided that when the consignment is not carried by the shortest route, the mileage rate to be credited in division to the railways carrying the traffic for the actual distance they carry the consignment shall not, for such railways as form part of such portion of the shortest route as may not have been followed and are not consenting parties to the adoption of the route followed, be less than the mileage rate to which they would have been entitled if the consignment had been carried by the shortest route.

Railways that do not form part of the portion of the shortest route not followed shall only receive in division a proportion of the charge by the shortest route in accordance with their mileage by the route followed.

Schedule C, para. 6.—Substitute the following for clauses (i) and (ii):—

(i) Any articles which, owing to length, breadth, or any other cause, require to be loaded separately in one or more vehicles for their conveyance, and do not admit of such vehicle or vehicles being loaded to the full marked carrying capacity, shall be charged for on actual weight at the rates prescribed in para. 1 (a) or 1 (b), as the case may be, subject to a minimum weight of 200 maunds on standard gauge lines and 100 maunds on metre gauge lines in respect of each vehicle employed, such minimum being charged for on the scale for consignments under 300 maunds, provided that the charge made shall not exceed the charge as for a consignment of 300 maunds at the rates prescribed in para. 1 (b).

(ii) Girders, rails, long timber and other material requiring the protective use of dummy wagons shall be charged at the rates prescribed in para. 1 (a) or 1 (b), as the case may be, calculated as under—

For each vehicle under load—

Actual weight of load, subject to a minimum of 200 maunds on standard gauge lines and 100 maunds on metre gauge lines, such minimum being charged for on the scale for consignments under 300 maunds: provided that the charge made shall not exceed the charge as for a consignment of 300 maunds at the rates prescribed in para. 1 (b).

For each dummy wagon—

A fixed minimum charge for each vehicle employed as for 100 maunds on standard gauge lines and 100 maunds on metre gauge lines, based upon the scale for consignments over 300 maunds.

adopted this the local his tariff to a schedule. ject to the

to be loaded b vehicle or tual weight a minimum charged for e shall not paragraph

e of dummy case may be,

such mini- under 300

Substituted vide Govt of India circular No. 8 of 1895

maunds: provided that the charge made shall not exceed the charge as for a consignment of 300 maunds at the rates prescribed in paragraph 1 (b).

For each dummy wagon—

A fixed minimum charge for each vehicle employed as for 200 maunds, based upon the scale for consignments over 300 maunds.

(iii) For rolling stock the following scale of charges will apply:—

Locomotives complete, or engines and tenders separately, when running on their own wheels—12 annas per mile each.

Locomotives complete when loaded on other vehicles—1 anna per mile per wheel of the vehicle used.

Vehicles of all descriptions running on their own wheels—3 annas per mile per vehicle.

Vehicles of all descriptions when loaded on other vehicles—1 anna per mile per wheel of the vehicle used.

7. All consignments shall, unless otherwise specially agreed to, be subject to the same conditions as may be applicable to public traffic in respect of demurrage, loading and unloading, etc., provided that, when loading or unloading is done by the railway, the charge shall be 3 pies per maund for each operation.

8. In all cases where loading is performed by senders, or their agents, and not by the Traffic Department of the forwarding railway, the following scale of charges shall apply:—

(a) Full wagon loads* These will be charged for on actual weight at the rates prescribed in paragraph 1 (b).

(b) Consignments of less than full wagon loads.*

(c) The balance of a consignment over full wagon loads.

(d) Articles falling under paragraph 6 (i).

(e) Articles falling under paragraph

6 (ii)

These will be charged for in accordance with paragraph 6 (i).

These will be charged for in accordance with paragraph 6 (ii).

9. 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.

The loading, unloading and transshipment charges shall belong to the railway doing the work, or if at a joint station, shall be credited to the joint accounts, except in the case of railway materials and stores consigned to any of the railways forming the junction, in which case such charges are debitable to that railway.

10. 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, and all ferry charges, whether calculated at a rate on an additional mileage or otherwise, shall belong to the railway working the ferry.

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

12. 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 double charges may be made.

* Full wagon loads are defined to be loads of not less than within half a ton of the marked carrying capacity of the vehicles used.

P. W. C. No. 3837

SERIAL

No. 27

Govt. of India Circular

S. No. 265 N. S. Railway 27/4 May 1895.

No 1678
27.5-95

Copy forwarded
to the Agents Madras
South Indian Railway
for favor of early report
with reference to para 3
of the Resolution. Also to
C.R. for information.

M. E. R.

No 1678 : 26-6-95 L.A.

No 1678 : 23-7-95 L.A.

No 1678 : 2-8-95

to A. M. L.

C. M. 7/8
issued 5/8

(A. & M. I.)

No 4052^a
558

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE,

Madras, 25th June 1898

SERIAL
28
No.

From

The offg Agent and Manager. C.R.C.

To

The Consulting Engineer for Railways.

Sir,

Received 26/6/98
C.R.C.

11/11/98

In reply to your en-
dorsement of 1678 of 27th May 1898
on P.W.D. Circular of 8th Railway dated
Simla 4th May 1898, I have the honor
to point out that with reference to
Schedule A the rates for coal on the
East Indian Railway are framed
to suit a line on which coal is pro-
duced, and, in the event of coal being
discovered in the vicinity of the Madras
Railway, this Company would no doubt be
disposed to adopt rates which would
tend to develop a large traffic in con-
nection with other lines. But as matters
stand, the position of the Madras
Railway

Railway is an entirely different one; it is known that a certain quantity of coal is received at certain points for a certain purpose, and it is the policy of the Company to obtain the highest reasonable rates for such traffic, and this end appears to be attained by the rates which are at present in force.

2. In regard to schedule B & C it is urged that, although uniformity is in certain cases desirable, it would not be advantageous for this Company to limit its freedom of action and accept rates which in many instances are quite unremunerative to the line. For example, as the Traffic Manager points out, it was recently found expedient to quote a rate of 3 pice per ton per mile for a large consignment of Burmah sleepers to be conveyed for a foreign Railway from Chadda to Guntakal and Bangalore City. If the Company had been bound by the terms of schedule C the rate would have been higher and the sleepers would have been shipped to another port.

3. In consideration therefore of the peculiar circumstances in which

the Madras Railway is placed, and in view of the competition with which it has to contend, this Company does not think it advisable to accept the revised rates and conditions entered in the schedule A.B.C. embodied in the Resolution of the Government of India.

I have the honour to be,
Sir,
Your most Obedt Servt

Henry West.

Offg Agent & Manager

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

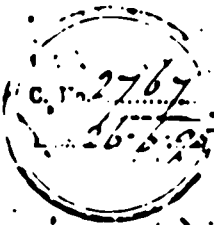
No.

Recd.

Dated

From

To



MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

South Indian Railway
Extract from the Acting Agents' letter
No. 444 of 27 August 1895 to the
Managing Director in London.

RATES AND CONDITIONS FOR THE CARRIAGE OF COAL
AND RAILWAY MATERIALS.

With my letter No. 425 of the 4th June last, I sent you a copy of Government of India Circular No. 8, Railway, dated 4th May, 1895, in which, in supersession of previous orders, revised charges and conditions are prescribed for the carriage on the East Indian, and all State, railways, of:—

- (i) Coal for the general public.
- (ii) Coal for foreign lines.
- (iii) Foreign railway materials and stores, excluding coal.

and other Railway administrations are asked to accept these revised rates and conditions in place of those previously approved.

The rates now in force on this Railway for the above mentioned traffic are those shewn on pages 148, 149, and 150 of the Guide for the current quarter, and were approved by the Board of Directors in 1892, vide your letter No. 55 dated 4th March, 1892, and on calling upon the Acting Traffic Manager to report on the new rates, he writes as follows:—

"Taking the rates and conditions for the carriage of coal for the general public, I observe that the words 'consignments of less than 300 maunds' have been altered to 'consignments of less than a wagon load' and the note which follows is a variation of the condition now obtaining, with this alteration that 'Owner's risk' is substituted for 'Company's risk'".

"As to consignments in full wagon loads, we have now a rate of 3 annas per 6 tons truck per mile at owner's risk, owner to load and unload. In the

"new schedule this rate has been altered as follows:—

Per maund per mile.

" For all distances up to 400 miles inclusive	...	0.15 pie
" For distances above 400 miles:—		
" For the first 400 miles	...	0.15 pie
" For the distance in excess of 400 miles	...	0.10 pie

"In clause (e) regarding the minimum distance to be charged in the new schedule, the second para is in the same terms as para (g) on page 150 of our Guide, but is more fully stated.

"Clause (d). 'Rebates on single consignments,' on page 149 of the current Guide; this condition is eliminated.

"(e). Rebate on exported coal in the new schedule is an addition and does not concern us.

"(f) Rebate on aggregate of consignments carried 500 miles and more over the home line. This is new matter, as is also (g) 'claim for rebate'.

"I see no objection to the adoption of these clauses.

"The next para in the new schedule under 3 is an addition which may be adopted.

"The second rule under 5 which reads as follows:—

"The loading, unloading and transhipment charges shall belong to the Railway doing the work, or if at a joint station shall be credited to the joint account."

"is new, and may be left as it is, although we have no loading and unloading charges to incur. There might, however, be transshipping charges, and it would be right in that case to credit them to the joint account or to the Railway doing the work.

"Rates and conditions for the carriage of Coal, Coke, and patent Fuel for foreign railways—Consignments of less than a wagon load.— The difference in this case is that instead of our present rate of 0.165 pie per maund per mile for consignments of less than 3,000 maunds up to 400 miles inclusive, and so on, the new schedule provides for wagon loads for distances up to 400 miles inclusive at 0.15 pie, and for distances above 400 miles 0.10 pie, the same as the existing rates for quantities of 3,000 maunds and over.

"Railway Materials and Stores (excluding coal.) There is nothing to comment upon in the new schedule under this head as the rates and conditions agree with what we are now working upon with some slight corrections. The rule, however, in para 6 (ii) provides a minimum of 200 maunds for each vehicle under load. This, I presume, is intended for Broad gauge vehicles. A minimum of 108 maunds is only required in our case.

"I see no reason why the new schedule should not be adopted in extenso with the alteration of the minimum I have just referred to."

I am of opinion that our existing rates are sufficiently low considering the conditions under which the South Indian Railway works — the rates now put forward for consideration in Government of India Circular No. 8 of 4th May, 1895, are to some extent based on East Indian Railway working, where coal is to be had at prices of from eight to ten times less than are paid by us—rates therefore which are fairly remunerative on the Railways in the North close to the sources of coal supply must at least be less remunerative, if they are not the cause of absolute loss to Railways in the South of India.

Will you please let me have the instructions of the Board on this subject.

True extract

Trichinopoly
30th August 1895

J. H. Le Mesurier
for Ag Agent.

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No. 495

South Indian Railway Co.,
AGENTS OFFICE,

SERIAL
No. 29

TRICHINOPOLY, 30th August 1895.

From

Ag.
The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

In reply to your endorsement No. 1678 of the 27th May last, on copy of Government of India Circular No. 8 Railway dated 4th idem, regarding the rates and condition for the Carriage of Coal for the general public and of Coal, Railway Materials and Stores for State, and other, Railways, I have the honor to inform you that as the rates now in force on this Railway for the traffic in question were approved by the Board of Directors, the matter of adopting the revised rates and conditions has been referred to the Board.

Herewith I forward, for information an extract of a paragraph on this subject from my letter No. 444 of the 27th instant to the Managing Director of this Company.

I have the honor to be,

Sir,
Your most obedient servant

J. L. Mesurier
Agent.

One Enclosure
JLS

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2.9.95

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No. 5692



Government of Madras

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Sumla
Calcutta, 7th September 1895.

SIR,

With reference to
Government of India Cir-
cular No. 8 Railway of
4th May 1895, I am doing
to inform you that,
in consideration of the
peculiar circumstances
in which the Madras
Railway is placed in
view of the competition
with which it has to
 contend, the *Superintendent*
does not think it advisable
to accept the revised

rates

Letter to A no 2
2.1.96

rates and conditions
entered in the schedules
A, B & C embodied in
the Circular quoted
above. The Agents of
both the Indian S. I.
Railways aver that
the rates proposed for
coal appear to have
been framed on ^{as unusual} ~~unusual~~ circumstances that obtain in
~~the East Indian Rail.~~

the East Indian Rail.
way, a line on which

coal is produced &
where ^{the rates} ~~the rates~~ ^{for carriage} ~~are much~~ ^{fairly remunerative at}
lower rate than would ~~be~~ ^{would be} remunerative in the
case ~~of the~~ ^{of the} ~~other~~ ^{other} ~~lines~~ ^{lines} ~~by~~ ^{by}

railways in Southern
India..

Bf.

N^o 569. R. dated 7.9.95

2. The Agent South Indian
Railway has ^{referred} ~~referred~~
the matter of adopting
the revised rates & con-
ditions. This Board of
Directors whose reply
will be communicated in
due course -

See 11/16

7/11/16

5/11/16

Fair dealt in R. office on
W.M. 9.9.95 19/9