Public Works (1897) Department.

G.O., No. 154 R

DATED 12 March 1897

13/3/97

[Despatch Abstract.]

Carriages provided for high Government Officials:

Govt. of India letter stating that the rate of 6 ans per mile prescribed for the haulage of — covers the fares of any servants carried in the carriage itself but that provision is made in the requisition forms for separate payment being made for servants carried in another carriage or compartment. Comtd. to the Agent & Manager, Madras Ry: & the Exr. E. I. Ry: Accts.

~~10~~

100/4

2 13/3/97

Indexd. 13/3/97

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1012	R B.	3-12-96				

FURTHER PAPERS.

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

RAILWAY.

Government (1897) of Madras.

PUBLIC WORKS.

Recd.	1897.	*Enclosures*
Regd.		*Spare copies*

G.O., No. 154 R., 12th March 1897.

MARCH.

Carriages provided for high Government Officials

Government of India letter stating that the rate of 6 annas per mile prescribed for the haulage of — covers the fares of any servants carried in the carriage itself, but that provision is made in the requisition forms for separate payment being made for servants carried in another carriage or compartment, communicated to the Agent and Manager, Madras Railway, and the Examiner, Guaranteed Railway Accounts.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Calcutta, dated 3rd December 1896, No. 1012 R.

With reference to Government of India Circular letter, No. 751 R.T., dated the 28th December 1894, regarding accommodation reserved for the Consulting Engineer to the Government of India for State Railways, I am directed to inquire whether the rate of 6 annas a mile for the haulage of reserved saloons is intended to cover also the fares of servants who may travel in the third-class compartment of that saloon.

2. The Agent and Manager, Madras Railway, states that there is a difference of opinion on railways as to the correct reading of the rule and declares that the above was not contemplated by the Government of India as indicated in its observations made in the first paragraph of the Circular No. XV, Railway, of 26th October 1895, which the Agent contends is a parallel case.

3. The Examiner of Railway Accounts is, however, of opinion that there is nothing in either circular to support the Agent's contention, but that from the fact that no provision is made in the requisition form circulated with Government of India No. 751 R.T., to show the number of servants to accompany an official in his special or reserved saloon, it is apparent that it is not intended that separate charges should be made for their carriage, unless they are accommodated in a separate third-class compartment. He adds that in the schedule attached to Government of India Circular No. 7, Railway, dated 5th September 1894, which was accepted by the Madras Railway Company, the payment to be made for the haulage of special or reserved carriages has been fixed and it is distinctly stated that the charges leviable are to cover *all charges* inclusive of hire.

4. From the attached correspondence it will be seen that the Agent has been informed by the Consulting Engineer that the claim is untenable, but he requests that the point may be referred to the Government of India for a ruling.

Enclosures.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 22nd November 1895, No. 7148/1035.

With reference to G.O., No. 749 R. of the 8th instant, I have the honour to bring to your notice that the resolution and the form of requisition do not contain information as to the number of seats it is intended should be charged for when accommodation is provided for the servants of the Honourable Members of Council. It is presumed that, when a reserved compartment is not required and servants travel in an ordinary compartment they will be charged ordinary fares and it is inferred that four seats shall be paid for when servants travel in the servants' compartment of a reserved carriage; but as to the seats to be charged for when a third-class compartment is reserved for servants, no mention is made. Will you kindly advise me as to what the intentions of the Government are on these points?

Letter from the Consulting Engineer for Railways, to the Agent and Manager, Madras Railway Company, dated Madras, 10th January 1896, No. 88.

In reply to your letter, No. 7148/1035, dated 22nd October 1895, and subsequent reminder, I have the honour to suggest the question raised therein may well remain in abeyance until the visit of an Honourable Member of the Supreme Council.

From the Acting Agent and Manager, Madras Railway Company, to the Officiating Consulting Engineer for Railways, dated Madras, 21st August 1896, No. 7148/738.

With reference to correspondence ending with your letter, No. 88 of the 10th January last, on the subject of the charges to be levied for accommodation provided for servants of Members of Council, I have the honour to inform you that in March last the Consulting Engineer to the Government of India for State Railways travelled in north-west saloon No. 1 from Madras to Méttupálaiyam with servants in the reserved carriage, and a bill was submitted by our Auditor for the usual charge of 6 annas per mile *plus* four third-class fares.

The Examiner of Accounts, State Railway Stores, has refused to accept the bill on the ground that the haulage charge includes all servants not provided with accommodation outside the saloon.

In support of our claim, Government of India Circular No. XV, Railway, dated Simla, 26th October 1895, was quoted, which has reference to Members of the Viceregal Council, and the Examiner was informed that in the absence of other orders the principle applies to all passengers using reserved saloons.

The Examiner, however, still refuses to accept our charges, and I beg to request that you will kindly address the Government on the subject with the object of instructions being given to the Examiner to accept our bill.

The view taken by our Auditor and Traffic Manager, viz., that third-class fares should be paid for all servants wherever travelling, unless free passes are held, and that the haulage charge is intended to cover the conveyance of the first-class passengers only, would appear to be correct. The charge of 6 annas a mile is less than that levied for ordinary double saloons.

Letter from the Consulting Engineer for Railways, to the Acting Agent and Manager, Madras Railway Company, dated Madras, 3rd September 1896, No. 2729.

With reference to your letter, No. 7148/738, dated 21st August 1896, on the subject of the charges to be levied for accommodation provided for servants of Members of Council, I have the honour to forward, herewith, copy of a note thereon by the Examiner, Railway Accounts, Madras, and to inquire if you still desire that the matter should be referred to the Government of India.

Note by the Examiner, Guaranteed Railway Accounts, dated 27th August 1896.

There is nothing, so far as I can see, in the Circular quoted by the Agent and Manager to support the Company's claim for the fares of the servants.

2. From the fact that no provision is made in the requisition form, circulated with Government of India No. 751 R.T., dated 28th December 1894, to show the number of servants accompanying an official in his special or reserved saloon, it is apparent that it was not intended that a separate charge should be made for their carriage, unless they are accommodated in a separate third-class compartment.

3. In the schedule attached to Government of India Circular, No. 7 R., dated 5th September 1894, the payment to be made for the haulage of special or reserved carriages has been fixed; and it is distinctly stated that "the charges leviable are to cover *all charges*, inclusive of hire."

4. The Company's claim therefore appears inadmissible.

From the Acting Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th November 1896, No. 1016.

Referring to your letter, No. 2729 of the 3rd September last, I have the honour to inform you that our Acting Traffic Manager finds upon enquiry that there is some difference of opinion among the Railways generally as to the correct reading of the rule, and it would appear advisable that the question should be referred for decision to the Government of India as to whether the very low rate of 6 annas a mile for the haulage of reserved saloons is intended to cover also the fares of the servants who may travel in the third-class compartment of that saloon.

The observations made in the first paragraph of the resolution printed in Government of India Circular No. XV, Railway, dated 26th October 1895, are considered to indicate that this was not contemplated by the Government of India.

In compliance with the request contained in Circular No. 7, Railway, dated 5th September 1894, the Madras Railway agreed, for the sake of uniformity, to accept the rates proposed, and as pointed out in my previous letter, we read the proposal in the way we have since applied it.

The Government Examiner's note of the 27th August appears to have been written without considering the position occupied by the Madras Railway and its relation to Government in this matter. The Madras Railway is not one of the Railways upon which the Government has reserved under its contract the right of passing orders on such matters as these.

From the Under Secretary to the Government of India, Public Works Department (Railway Traffic), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 4th March 1897, No. 204 R.T.

I am directed to acknowledge the receipt of your letter No. 1012 R., dated the 3rd December 1896, and in reply to state that the rate of 6 annas per mile prescribed in the schedule to Government of India Circular No. 7, Railway, dated the 5th September 1894, for the haulage of carriages provided for high Government officials covers the fares of any servants carried in the carriage itself, but that provision is made in the requisition forms for separate payment being made for any servants carried in another carriage or compartment.

ORDER—No. 154 R., dated 12th March 1897.

Communicated to the Agent and Manager, Madras Railway, and to the Examiner, Guaranteed Railway Accounts, for information.

(True Extract.)

Offg. Under Secretary to Govt.,
Railway Branch.

To the Agent and Manager, Madras Railway.
„ Agent, South Indian Railway.
„ Examiner, Guaranteed Railway Accounts.

Exd T. K. Narayana Aiyangar.

(No. I.) 5000-15-3-88.

No. ~~7148~~
1035

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

2 S. P.

MADRAS, 22d November 1895

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways.
Madras.

SIR,

With reference to G. O. No. 749R of the 8th instant I have the honor to bring to your notice that the resolution and the form of requisition do not contain information as to the number of seats it is intended should be charged for when accommodation is provided for the servants of the Honorable members of Council. It is presumed that when a reserved compartment is not required and servants travel in an ordinary compartment they will be charged ordinary fares and it is inferred that four seats shall be paid for when servants travel in the servants compartment of a reserved carriage but as to the seats to be charged for when a third

8

third class compartment is reserved for servants no mention is made. Will you kindly advise me as to what the intentions of the Government are on these points.

I have the honor to be
Sir,
Your most Obedt. Servant

Agent and Manager.

Encl/nil

ER

Forward to India for ~~favor of~~ orders
HH 2/12

Await visit of next B. M. of Supreme Council
Bell 2/12

Seen HH 2/12

No. 5059
Recd. 23/1/96

Repd in No 88
10/2/96

R. 7148 91 500—18-9-93

From

The Agent and Manager,
Madras Railway Company,
Madras,

To

The Consulting Engineer
for Railways

Dated 8 } January 1896.
Received }

No. 7148/8

The undersigned has the honour to request the favour of an early reply to his letter No. 7148/1035 dated 22 Novr 1895 on the subject of reserved accommodation for high officials of Government.

A. Edwards
for *Agent and Manager.*

File

for ER

C. No. 121
Recd. 9/1/96

Form No. 34.

P. W. D., RAILWAY BRANCH.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAY.

Madras, 10 January 1896.

Print No 88

OFFICE NOTE.

3 7/s.P.

From E. R.

To A.M.

Sir,

in reply to your letter No. 748/1035 d. 22/10/95 and subsequent reminder I have the h. to suggest the question raised therein may well remain in abeyance until the visit of an Honourable Member of the Supreme Council ~~necessitates its being raised~~

10/1

10/1

(A. & M. V. c.)

Enclosures

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
RAYAPURAM TERMINUS,

No. 7143

738

Print

Madras, 21st August 1896.

with 2 cases

JH 24/8

4 S. P.

From

The Ag. Agent & Manager,
Madras Railway Company.

To

The Offg. Consulting Engineer for Railways,
Madras.

Sir,

With reference to correspondence ending with your letter No. 83 of the 10th January last on the subject of the charges to be levied for accommodation provided for servants of Members of Council, I have the honour to inform you that in March last the Consulting Engineer to the Government of India for State Railways travelled in N. W. Saloon No. 1 from Madras to Mettupalaiyam with servants in the reserved carriage and a bill was submitted by our Auditor for the usual charge of 8 annas per mile, plus four third class fares.

The Examiner of Accounts, State Railway Stores, has refused to accept the bill on the ground that the haulage charge includes all servants not provided with accommodation outside the saloon.

In support of our claim, Government of India Circular No. XV Railway dated Simla, 25th October 1895 was quoted, which has reference to Members of the Viceregal Council, and the Examiner was informed that in the absence of other orders the principle applies to all passengers using reserved saloons.

Slip E

The Examiner, however, still refuses to accept our charges and I beg to request that you will kindly address the Government on the subject with the object of instructions being given to the Examiner to accept our bill.

The view taken by our Auditor and Traffic Manager, viz., that third class fares should be paid for all servants wherever travelling, unless free passes are held, and that the haulage charge is intended to cover the conveyance

5

of the first class passengers only, would appear to be correct. The charge of 8 annas a mile is less than that levied for ordinary double saloons.

I have the honour to be,
Sir,
Your most obedient Servant,

pr Ag. Agent & Manager.

3629
24/8/96

FORM No. 21.
500—5-3-96.

EXAMINER, … RAILWAY ACCOUNTS, MADRAS
No. 1220
25 AUG. 96
Enclosures

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 25th August 1896.

No. 2614.

[illegible] 25/8

OFFICE NOTE.

Letter from the Agent, Manager, Madras Railway, No. 7148/738 dated 21st August 1896, forwarded to the Examiner of Railway Accounts, for favour of remarks.

CMM 25/8
for E. R.

Note

EXAMINER'S REPLY.

by Examiner [illegible] 27/8/96

Print

There is nothing so far as I can see, in the Circular quoted by the Agent and Manager to support the Company's claim for the fares of the servants.

28.8.

2. From the fact that no provision is made in the requisition form, circulated with Government of India No 751 R.T. dated 28th December 1894, to shew the number of servants accompanying an official in his special or reserved saloon, it is apparent that it was not intended that a separate charge should be made for their carriage, unless

they are accommodated in a separate 3rd class compartment.

3. In the schedule attached to Government of India circular No 7R dated 5th September 1894 the payment to be made for the haulage of special or reserved carriages has been fixed; and it is distinctly stated that "the charges leviable are to cover all charges, inclusive of hire"

4. The Companys claim therefore appears inadmissible.

copy to AM & ask if he still wishes the matter referred to India JWB 1/9

E Wallace

C.R.
27.8.96.

Form No. 10.

Railway Department.

Office of the Consulting Engineer for Railways,
Madras, 3d Septr 1896.

To
AM

Print

No. 2729 Reply No. 1016, dated 14.11.96

5 S.P.

Sir.

With reference to your letter No. 7148/738 of 21st August 1896, on the subject of the charges to be levied for accommodation provided for servants of members of council, I have the honor to forward herewith copy of a note thereon by the Examiner Railway Accounts Madras and to inquire if ~~If~~ you still desire that the matter should be referred to the Govt of India. ~~I will do so~~

JWB
2/9

Reminders.

Despatched 3-9-96

P.B. 2/9

(No. I.) 5000-15-3-88.

No. 1016

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 14th November , 1896. 188

From Agent

6 S.P.

The Ag *Agent and Manager,*
Madras Railway Company,

To

The Consulting Engineer for Railways.
Madras.

SIR,

Referring to your letter No.2729 of the 3rd September last I have the honor to inform you that our Acting Traffic Manager finds upon enquiry that there is some difference of opinion among the Railways generally as to the correct reading of the rule, and it would appear advisable that the question should be referred for decision to the Government of India as to whether the very low rate of 6 annas a mile for the haulage of reserved saloons is intended to cover also the fares of the servants who may travel in the IIIrd class Compartment of that Saloon.

The Observations made in the first para of the resolution printed in Government of India Circular No.XV Railway dated 28th October 1895 are considered to indicate that this was not contemplated by the Government of India.

In compliance with the request contained in Circular No.7 Railway dated 5th September 1894 the Madras Railway agreed for the sake of uniformity to accept the rates proposed and as pointed out in my previous letter we read the proposal in the way we have since applied it.

The Government Examiner's note of the 27th August appears to have been written without considering the position occupied by the Madras Railway and its relation to Government in this matter. The Madras Railway is not one of the Railways upon which the Government has reserved under its

contract

f 1/2

contract the right of passing orders on such matters as these.

I have the honor to be,

Sir,

Your most Obedient Servant,

Henry West

Ag: Agent and Manager.

3

6 K
18.11.96

C. No. 5010
Recd. 16-11-96

MADRAS RAILWAY.

From
The Agent and Manager,
M. R. Co.,

To
The Consulting Engineer
for Railways.

Dated 188
Recd.
No.

FORM No. 21.
500—5-3-96.

154R

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 17th ~~16th~~ November 1896.

EXAMINER, RAILWAY ACCOUNTS, MADRAS.
Regn. No. 556
17 NOV. 96
Enclosures

17/11

No. 3635

OFFICE NOTE.

Letter from the Agent, + Manager, Madras Railway, No. 1016, dated 14th November 1896 forwarded to the Examiner of Railway Accounts, for favour of remarks.

H Fowler

for E. R.

S/1012R

EXAMINER'S REPLY.

I am still of opinion that the claim is not in accordance with the terms of Circular No 7R, dated 5 September '94, which was accepted by the Company, but as the Acting Traffic Manager states that there is a difference of opinion on Railways as to the correct reading of the rule, and as the Agent and Manager desires a reference to the Govt: of India, that Govt: might be addressed on the subject, if the Local Govt: approves.

19.11
Dft to India.
HF
19/11

EHWallis

C.R.
18.11.96

154 R-12 Ma

R. Form No. 12.

18/

10

No. 1012 R

Print

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.
Calcutta.

Madras the 3rd December 1896.

Sir,

With reference to Government of India Circular letter No. 751 R.T., dated the 28th December 1894 regarding accommodation reserved for the Consulting Engineer to the Government of India for State Railways, I am directed to inquire whether the rate of 6 annas a mile for the haulage of reserved saloons is intended to cover also the fares of servants who may travel in the 3rd class compartment of that saloon.

2. The Agent and Manager Madras Railway states that there is a difference of opinion on railways as to the correct reading of the rules and declares that the above was not contemplated by the Government of India as indicated in its observations made in the first para of

the

the Circular No. XV Railway of 26th October 1895 which the Agent contends is a parallel case.

3. The Examiner of Railway Accounts is however of opinion that there is nothing in either circular to support the Agents contention, but that from the fact that no provision is made in the requisition form circulated with Government of India No. 751 R.T., to show the number of servants to accompany an official in his special or reserved saloon, it is apparent that it is not intended that separate charges should be made for their carriage, unless they are accommodated in a separate 3rd class compartment. He adds that in the schedule attached to Government of India Circular No. 7 Railway dated 5th September 1894, which was accepted by the Madras Railway Company, the payment to be made for the haulage of special or reserved carriages has been fixed and it is distinctly stated that the charges leviable are to cover all charges inclusive of hire.

4. From the attached correspondence it will be seen that the Agent has been informed by the Consulting Engineer that the claim is untenable but he requests that the point may be referred to the Government of India for a ruling.

CM 20/11

R.

Documents accompanying:-

3.12.96

(1) Letter from A.M. No. $\frac{7148}{1035}$ d/22/11/95
(2) ---do---to--do- No. 88 d/10-1-96
(3) ---do---from-do- No. $\frac{7148}{738}$ d/21-8-96
(4) ---do----to--do--No. 2729 d/3-9-96
(5) ---do---from--do-No. 1016 d/ 14-11-96

Public Works (1897) Department.

CURRENT No. 2505

Order

From
The Govt. of India
P.W.D.

No. 204 R.T.

Dated 4th March 1897.
Received 9.3.97
Enclosures
Spare copies

SUBJECT.

Rate for the haulage of carriages provided for high govt. officials.

Stating that the rate of 6 annas per mile covers the fares of any servants carried in the carriage itself.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

All communications should be addressed to the Secretary.

No. 204 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Traffic.

Print

7 P

To

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

Calcutta, the 4th March 1897.

Sir,

I am directed to acknowledge the receipt of your letter No.1012 R., dated the 3rd December 1896, and in reply to state that the rate of six annas per mile prescribed in the schedule to Government of India Circular No.7 Railway, dated the 5th September 1894, for the haulage of carriages provided for high Government officials covers the fares of any servants carried in the carriage itself, but that provision is made in the requisition forms for separate payment being made for any servants carried in another carriage or compartment.

I have the honour to be,
Sir,
Your most obedient servant,

G A Anderson

Under Secretary.

Documents accompanying:-
Nil.

13

B.C.

(R.) Form No. 3.

A A/-

No. 154 R, dated 12.3.97

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter to the Govt: of India with enclosures } H.E. No. 1012 R of 3rd Decr 1896 Print

Letter from do " " 2010 R.T. of 4th March 97 Print

8P

Communicated to the Agent & Manager Madras Railway & to the Examiner Guaranteed Ry. Accounts for information.-

11/3/97

To the Agent & Man., M. Ry } Desp'd 12/3/97
– " – Agent S. I. Ry
– " – Exr G. Ry. Accts.

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