M.R.O. 14—13,000—27-9-24.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 2052 Press ~~Mis~~

295. 296

Dated 13 — 8 — ~~19~~1866

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
13th August 1866.

No. 295. Read the following Proceedings of the Madras Government in the Public Works Department :—

Communicating to Consulting Engineer for Railways Proceedings Government of India, recording conclusions on certain questions which have arisen, at various times, in connection with the clause of the contracts with the Guaranteed Railway Companies relating to the Postal Service. } (Here enter 4th August 1866, No. 2,461.)

No. 296. ORDER THEREON, 13th August 1866, No. 2,052.

Miscellaneous.

Communicated to the Board of Revenue.

(True Extract.)

(Signed) J. GROSE,
Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 2,461.

Exd. S. T. Augustin.

No. 88. Read the following Proceedings of the Government of India, Public Works Department (Railway), dated Simla, 6th July 1866, No. 669 R :—

Conclusions on certain questions that have arisen out of the Clause of the Contracts with Guaranteed Railway Companies, relating to the Postal service.

1. RESOLUTION.—The Governor General in Council is pleased to record, for the guidance of the various authorities concerned, the following conclusions on certain questions which have arisen, at various times, in connection with the Clause of the Contracts with the Guaranteed Railway Companies, relating to the Postal service.

2. These points are—

I.—The provision of apparatus for detaching and taking up Mail bags from trains in motion.

II.—The transport of Post Office servants free of charge.

III.—The loading and unloading of Mails at Railway Stations.

IV.—The provision of accommodation for the Post Office in the station buildings.

V.—The provision of extra trains for the Post Office.

VI.—The respective responsibilities of the Post Office and the Railway Companies for Mails in transit.

I.—Apparatus for detaching and taking up Mail bags.

3. The liability of the Railway Companies to provide apparatus of this sort was discussed on a reference from the Director General of Post Offices in 1861,* and on a reference to the Secretary of State, it was ruled† that the Railway Companies were bound to provide the necessary apparatus. The propriety of this decision seems indisputable. It is directly advantageous to the Railway Company that needless stoppages shall not be made by fast trains at small stations, and the contrivances by which the Mail bags can be taken up and delivered at stations without stopping the trains, will frequently be necessary for the economical working of the Railway, the provision for the service of the Post Office which requires that the bags shall be delivered at all or almost all the stations being imperative under the Contract. In short, such contrivances are primarily for the convenience of the Railway Companies rather than the Post Office, and being obviously necessary for the economical working of the trains, the Government may, in fact, under their general powers of supervision under the Contracts, order and direct the Railway Companies to provide and maintain the apparatus.

* Bengal Government letter, No. 735, dated 12th September 1861.
Public Works Department letter to Government of Bengal, No. 3,455, dated 26th September 1861.
[P. W. Cons., 27th September 1861, Nos. 40 and 1.]
Bengal Government letter, No. 955, dated 13th December 1861, and enclosures.
[P. W. Cons., 10th January 1862, Nos. 12 and 13.]

† Letter to Secretary of State (Railway), No. 2, dated 6th January 1862.
Letter from Secretary of State (Railway), No. 18, dated 25th March 1862, paragraph 6.

II.—Transport of Post Office Servants.

4. The Contract is quite explicit on the point of the free carriage of Post Office servants on duty, and the Governor General in Council desires that the rule shall henceforth be strictly conformed to.

5. The practice in the North-Western Provinces of making Post Office servants pay for their tickets and charge them in the Post Office contingent bill, if still in force, should be discontinued.

6. The orders* given by the Bombay Government on a reference from the Agent of the Bombay and Baroda Company, that if the Post Master could not satisfy the Railway Company that fraud would not be committed, his servants must take tickets and pay in the ordinary way, and recover the amount from the Railway Company, are not in conformity with the Contract. Such a system is unnecessary and objectionable, and should be abandoned.

* Letter, No. 594, dated 6th April 1863, from Bombay Government to Government of India. [P. W. D. Pro., April 1863, Table B. No. 20.]

7. The Governor General in Council is of opinion that the simple terms of the Contract should in every case be acted on, and that no payments should be made under any circumstances for such services. The plan which is followed in the case of soldiers going by rail, will perfectly suffice to meet the requirements of this case also. The Post Office should adopt a certain form of pass which, if duly signed by Officers specified for the purpose, should be taken as proof that the person presenting it is a Post Office servant on duty and entitled to free transport.

8. At the same time a check, somewhat in the form desired by the Railway Company, might, without sensible trouble, be obtained by requiring the Post Masters who issue passes to send a return in an abstract form, showing the number of passes given, to the Post Master-General, who, finding that the power seemed not to have been abused, might forward it to the Railway Agent for comparison.

9. In case of fraud no responsibility could be admitted by the Government, though, of course, all proper aid would be given to the Railway Company in obtaining its own remedy at law.

10. Regular Guards or Travelling Clerks might be granted a special pass, which they would always have upon them when in charge of the Mail bags with a train.

III.—The loading and unloading of Mails at Railway Stations.

11. The Governor General in Council is of opinion that the arrangements for loading and unloading Mail bags at stations should be left to the Post Office authorities, who might either hire their own men, or pay the Railway Company a reasonable sum for performing this service. Although the Railway Company would, no doubt, be bound to take the Mails from the platforms and to place them in the Railway carriages, and *vice versa*, yet the Government will always require the means of taking the Mails between the platforms and the vehicles that bring them to the station. A fair distribution of the duty and charge may, therefore, best be left to special agreement as above directed.

IV.—The provision of Post Office accommodation at Railway Stations.

12. The Governor General in Council is of opinion that it will be objectionable, as a rule, to set apart a portion of the Railway Stations for the use of the Post Office. The Post Offices should be in separate buildings provided by the Government.

Proceedings of the Madras Government, Public Works Department, 4th August 1866.

V.—Provision of extra Trains.

13. It appears to the Governor General in Council that the question of special Postal trains should be settled on the basis lately adopted as regards special trains for troops. In this last matter the Government affirmed its power to order trains when they were required, and still only to pay at the ordinary tariff rates. To prevent misconception it was declared that such additional trains should be called *extra*—not *special*; and the Government rejected *in toto* the right of the Company to charge special rates for such trains. This position seems exactly to meet the question of how Postal special trains shall be provided, and the Government of India directs that it shall be adopted as regards them also.

14. As, however, it would be improper to cause a *loss* to the Company by running such trains, the Governor General in Council will agree that the *actual expense* of the mileage, not allowing for any profit, should be paid by the Post Office to the Railway Company for all such extra trains. The rates might be fixed periodically by the Consulting Engineers, the Government of India being informed what they were.

15. At the same time it will obviously always be right to resist the application for Postal extra trains, excepting under unusual circumstances. Trains running at irregular times on a single line create great confusion in the ordinary traffic, and should not be allowed, except for an important object. The Governor General in Council is of opinion that the only occasions on which such trains are at all likely to be required will be for the despatch of the English Mails to or from Bombay.

VI.—Responsibility for the Mails in transit.

16. The Railway Companies will not be held responsible for the safety of the Mails in transit. The Mails always travel in charge of Post Office servants. The Railway Companies' Officers will not interfere with them or their arrangements, further than may be necessary for the proper working of the trains, and the entire responsibility for the safety of the Mails will rest with the Postal Officers in charge. The Officers of the Post Office will also be held strictly responsible that no irregular advantage is taken of the rights of the Government under the Contract to carry persons or parcels free of charge not properly entitled to be so carried. But the Railway Companies will be responsible for the transit through, of the Mails, so that, in the case of a Mail Train meeting with an accident, it will be the duty of the Company to use all reasonable means for carrying on the Mails, just as for carrying on passengers and goods. An accident to a train is a Railway contingency, for which the Company and not the Post Office is responsible.

ORDER.—Ordered that this Resolution be forwarded to all Governments and Administrations, for information and guidance; to the Home Department for information and communication to the Director General of the Post Office; and to all other Departments of the Government of India for information.

(Signed) C. H. DICKENS, Lieut-Colonel, R. A.,
Secretary to the Government of India.

Proceedings of the Madras Government, Public Works Department,
4th August 1866.

No. 89. ORDER THEREON, 4th August 1866, No. 2,461.

RAILWAY, No 12.

Communicated to the Consulting Engineer for Railways for information and guidance.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Public, &c., Departments.
,, Military Department.
,, Revenue Department,

Ed. T. Cartledge.

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Rev = 1866. Dept.
Pro of Govt. for August
No. 2628.

Proceedings of the
Madras Govt. in
the P. W. Dept.

Dated 4th Aug.
Received 7th 1866.
No. 2661.

Communicating
to Consulting Engrs for Rail-
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No. 2052.
Communica-
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of Revenue
13th Aug. 1866.

No. 295 & 296
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Copies to the P.G. of Railways