

Public Works (1896) Department.

SERIAL

No. 45

G.O., No. 939 R.

DATED 3. Nov. 1896

733 R. 31.8.96.

[Despatch Abstract.]

Charges for the carriage of military baggage:
to be paid to the Govt of India Copy of letter from the Agent
General Madras by declining to accept the inter-
pretation of the Rules regarding the — by troops extra
and by ordinary passenger trains as from a date
prior to 1st July last.

BACK PAPERS.

G.O.	No.	Department	Date	G.O.	No.	Department	Date
733	2	31-8-76					008

FURTHER PAPERS.

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

No. 235 R. T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

To

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

THE SECRETARY TO THE GOVERNMENT OF BOMBAY, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

THE SECRETARY TO THE GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT.

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, LUCKNOW, AND ASSAM.

Calcutta, the 24th March 1896

SIR,

With reference to rules 19, 20 and 27 of the rules for the transport of troops and their baggage by railway which formed an enclosure to the Government of India Circular No. XXVI Railway, dated the 18th September 1884, and with reference also to para. 5 of the observations and para. 4 of the resolution embodied in the Government of India No. 939 R. T., dated the 24th December 1890, I am directed to forward herewith, for information and guidance, and for communication to the administrations of the railways under the control of the Government of Bombay, copy of letter from the Government of India in the Military Department, No. 2582 C., dated the 8th December 1894, regarding the charges which should be made for the carriage of baggage by troop extra and by ordinary passenger trains, and to express the hope that the interpretation therein conveyed of the rules in question will be generally accepted by railway administrations with effect from the date of that letter.

I have the honour to be,

SIR,

Your most obedient Servant,

E. A. Anderson

Offg. Under Secretary

Document accompanying

Letter from the Government of India in the
Military Department, No. 2582 C., dated the
8th December 1894.

To The Jt Secy: to the Govt of Madras.
Public Works Dept.
Railway Branch.

G. I. C. P. O.—No. 2053 P. W. D.—20.8.90.—230.—T. C. 8

with 50 copies of each (all 100)

Enclosure to P. W. Dept. letter No. 235 R. T., dated 24th March 1896.

No. 2582 C., dated 8th December 1894.

From—Colonel P. J. MARRIAGE, Deputy Secy. to the Govt. of India, Mily. Dept.,

To—The Quarter Master General in India.

Transport.
Railway.

I am directed to acknowledge the receipt of your letter No. 3600 A., dated the 18th June 1892, submitting, for the consideration of the Government of India, a departmental office note on the subject of payment for military baggage conveyed by troop extra and ordinary passenger trains, together with a draft of corrections to Army Regulations, India, Vol. X, Part II.

2. It is stated that the decisions of the Government of India, conveyed in the Military Department letters noted in the margin, do not appear to be in accordance with the letter and intention of the rules published in Public Works Department circular No. XXVI of 1884 on this subject, and that His Excellency the Commander-in-Chief in India therefore desires that the question may be reconsidered in the light of the remarks contained in the note with which His Excellency agrees. It is further stated that, if Government adhere to their decisions above referred to, an unnecessary increase to the military estimates is inevitable.

3. The two main questions for settlement are—

- (i) the scale of payment to be made for baggage carried by troop extra trains; and
- (ii) the rate of payment for the baggage of small parties of troops travelling by ordinary passenger trains.

4. As regards (i), it is contended that under Public Works Department circular No. XXVI of 1884, rules 20 and 27, payment should be made for such baggage at 8 pie per maund per mile, less free allowance; that the railway should supply covered vehicles for the baggage calculated on half their carrying capacity, and when, owing to defective loading, etc., by the troops, these vehicles are found insufficient and an extra wagon has to be supplied, then the minimum charge for the extra wagon should be for half its carrying capacity. As regards (ii), it is considered that the charge should, in all cases, be levied at public rates on the actual weight carried, less free allowance.

5. In reply, I am directed to state, for the information of His Excellency the Commander-in-Chief, that these questions have been carefully considered by the Government of India, and I am now directed to convey the following decision on the subject.

6. As regards (i), I am to state that baggage by troop extra trains should be charged on the actual weight carried, less free allowance. This rule assumes that the wagons are loaded on an average to at least half their carrying capacity; that is, the charge will ordinarily be for the actual weight carried, less free allowance, but will, in no case, be less than half the aggregate carrying capacity of the wagons actually used, less the free allowance to which the number of troops travelling are entitled.

7. As regards (ii), I am to state that the charge will, in all cases, be levied at public rates on the actual weight carried, less free allowance, and that special wagons should not in future be requisitioned for attachment to passenger trains.

339.7

Obs: 4-4-96

P.H.C. No 3397

SERIAL
No. 29

Cont of India letter
N: 235 RT 9 24 March
1996

No 1096
8.4.96

Copy forwarded for
information & guidance
to the Agent & Manager
Agent S. 7th.

No 1096 dt 18.6.96
to Am.

CM 23/6
received 25/6/96

4.1.1996

for ER
6-4-96

No 1138
11.4.96

Copy to CR
information.

CM 10/4
for ER

HL
7/4

244

No. 444

South Indian Railway Co., Ltd.

AGENT'S OFFICE.

SERIAL
No. 32

TRICHINOPOLY, 25th May 1896.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

Off:

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

With reference to your endorsement
N^o 1096 dated the 8th ultimo, I have the
honor to inform you that this Company
accepts the ~~charge~~ ^{charges} for the carriage of baggage
by troop extra, and by ordinary passenger
trains as laid down in the enclosure to Govern-
ment of India Letter N^o 235 R.T. dated 24th
March 1896.

I have the honor to be,
Sir
Your most obedient servant 396.

M.S.

N. H. Shetty
Agent

Instructions with effect from the date of
that letter.

✓
Pictograph
21/7
C.A. 3397
Soul to A.R.
on 4-11-96

No. 6555

Ans: 21.7.96

Form No.

Railway Department.

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

To
Am.

SERIAL
No. 34

No. 2227 Reply No. , dated

Sir,

I have the honor to request you will be so good
as to let me know when I may expect a reply to my
letter No. 1096 dated 8.4.96

2. A reminder on the subject has been received
from the Govt of India.

Reminders.

Am.

No 2227 7 11.8.96
10/11/96
Issued 12/8/96

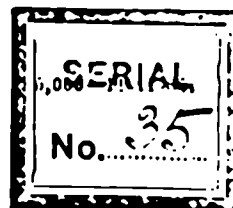
Despatched on 25-7-96

10/11/96

(No. 11.)

No. 726

MADRAS RAILWAY.



AGENT AND MANAGER'S OFFICE,

MADRAS, 17th August 1896

From

Assai 6 2/0
MM 0

The *dy* Agent and Manager,

H. R. Coy.

To

The *offy* Consulting Engineer for Railways,

Madras.

SIR,

With reference to your letter at No. 2227 dated 25th July 1896, I have the honour to inform you that the subject is under correspondence with the Acting Traffic Manager and I hope to be able to reply shortly.

I have the honour to be,

Sir,

Your most obedient servant,

Edmund

Prsby. Agent & Manager.

Recd.

3558

27

00

By Bangalore, 4/8

10/10/1894

10/10/1894

10/10/1894

10/10/1894

No.

Dated

Recd.

To

From

MADRAS RAILWAY.

The Consulting Engineer

for Railways.

The Agent and Manager.

1894

The first copy of the report of the Commission of Enquiry into the management of the Madras Railway, dated 10th April 1894, has been received by the Agent and Manager. The report contains a number of valuable suggestions for the improvement of the railway, and it is hoped that many of these will be adopted.

It is requested that you will be good enough to forward a copy of the report to the Government of India.

Yours faithfully,

The Agent and Manager.

By Bangalore, 4/8

(No. L)
No. 6616
745

5000-16-3-88.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

MADRAS, 28th August 1894.

SERIAL
No. 156

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways.

SIR,

Madras.

With reference to your endorsement of the 8th April last on letter from the Government of India No. 235 R. I. dated 26th March 1894, I have the honor to inform you that I am prepared to accept the interpretation of the rules relating to the charges which should be made for the saving of baggage by troop extra and by passenger ordinary trains, given in the enclosure to the above letter. I am, however, unable to agree to the ruling having effect from the date of the enclosure 8th December 1894. but I am willing to accept it as from the 1st July last and instructions will be issued for the refund to the Government of any excess charge on baggage collected

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- 42 -

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Insolubil.

12:

collected from the Military since that date under
the old interpretation of the rules.

I have the honor to be,
Sir

Yours most obedient servant.

Henry C. Wick
City Agent & Manager.

சென்னை ரயில்வே துறைமுகம்
 கிழக்கு மதுரை ரயில்வே துறைமுகம்

சென்னை ரயில்வே துறைமுகம்

சென்னை ரயில்வே துறைமுகம்

188

for Railways.

The Consulting Engineer

To

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

From

MADRAS RAILWAY.

B. Form No. 12

No. 733.2

Government of Madras.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH No. 37

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Siula

31st August 1896.

Sir,

With reference to para of P.W.D. Circular letter No. 235 R.I. dated 24.3.96 I am directed to state that both the Madras and S.I. R. accept the interpretation of the rules relating to the charges which should be made for the carriage of baggage by train extra and by passenger or mail train given in the enclosure to the above letter.

2. The Agent of Madras States that he accepts the charges from 1st July 1896, and not from the 8th December 1894 the date of the enclosure, and that instructions will be issued for the refund to Government of any excess charges collected on baggage from the Military since that date under the old interpretation of the rules.

Document accompanying

- Nil -

31.8.96
 27/8

File

File

Public Works (1896) Department



CURRENT No. 8471

Order 163 of 26 Sept 96

Copy forwarded to
Capt & Mrs. R. R. for information
with reference to his letter
No. 6616 C of 26 Aug 1896.
Also to Capt S. R. R.
for information with reference
to his letter No. 441 of 25 Aug 96.

From
The Govt of India

No. 716 R.

Dated 14. 9. 96
Received 21. 9. 96
Enclosures
Spare copies

24/9
SR

SUBJECT.

Charges to be levied for
the carriage of military
baggage by troop trains
& by ordinary passenger
trains

Inviting attention to
the rules laid down in
Gov India Circular No. XXV
of 1884 re the — and
trusting that the Agent
& Manager M. R. will see
the interpretation of the
rules given therein with
effect from 8th Decr '96

Despatched on 26/9/96

Bf No 733 dated 31.8.96

2/11 7/9

[illegible][illegible]

By A.M. & A.
MAY 21/5

521

"Rule 20.- The minimum allowance of military baggage to be loaded in any breakeven or wagon will be fixed at one-half its marked carrying capacity. The railway will supply breakevens and wagons to carry the total quantity of baggage (including free allowance) in this proportion. It will be left to the troops, under the direction of the despatching officer, to load the wagons; but no baggage will be placed in a vehicle in excess of its carrying capacity, and when, owing to breakevens or wagons not being loaded up in this proportion, an extra wagon has to be run, the minimum payment on account of such extra wagon will be as for half its carrying capacity."

3. These conditions were agreed to by all railways, but in 1892, on a reference from the Agent, East Indian railway, the Government of India in Public Works Department letter No. 445 R.T., dated 2nd August 1892, decided that the minimum charge for wagons specially requisitioned, both on troop extra and ordinary trains, was to be calculated on half the carrying capacity of the wagons, and that in no case should any deduction be made when this minimum was applied in consequence of a full load not having been obtained; in other words, the railway would in all cases be paid for not less than half the carrying capacity of the wagon used, calculated at the rate in force for the conveyance of baggage.

4. The Military authorities having pointed out that the effect of this ruling was that Railway Companies could apparently claim payment on the minimum of half the carrying capacity used without deduction of the free allowance to which the troops were entitled under 1 (c) of Public Works Department Circular No. XXVI Railway of 1884 above referred to and also having intimated that it had been decided in future to discontinue the requisition of special wagons on ordinary

ordinary passenger trains, the question was further considered.

In the course of discussion it was pointed out that the conveyance of the so-called free allowance of baggage was actually part of the service for which fares were paid and, therefore, that in calculating the quantity of baggage (based on a minimum of the total carrying capacity of the vehicles used) on which, in the case of troop extra trains payment was to be made, the free allowance for which payment had already been made in the fares charged, should be deducted.

5. Orders were accordingly issued in Military Department letter No. 2582 C., dated 8th December 1894, to the Quarter Master General in India that -

(i) the charge for baggage on troop extra trains would ordinarily be for the actual weight carried, less free allowance, but would in no case be less than half the carrying capacity of the wagons used, less free allowance,

(ii) that the charge for baggage on ordinary trains would, in all cases, be levied at public rates on the actual weight carried, less free allowance, and that special wagons should not in future be requisitioned for attachment to passenger trains.

These orders were in supersession of those contained in Public Works Department letter No. 445 R.T., dated 2nd August 1892, and the rules in Army Regulations, India, Volume X, Part II, were modified accordingly.

6. In the meantime certain correspondence had passed regarding the date from which certain earlier orders were to have effect as regards the charge for the baggage of small parties of troops by ordinary passenger train, and in Government of India, Military Department letter No. 868 C., dated 16th April 1894, the Controller of Military Accounts, Bengal, was informed that when a wagon or wagons were specially requisitioned for on ordinary passenger trains,

trains, payment would be made at the troop train rate, viz., on the actual weight carried (less free allowance) subject to a minimum of half the carrying capacity of each of the vehicles used (less free allowance).

7. It was pointed out that these orders were incorrect and in Government of India, Military Department, letter No. 535 C., dated 13th March 1896, it was ordered that the words "less free allowance" should be eliminated from the concluding lines of paragraph 2 (ii) of Military Department No. 808 C., dated 16th April 1894, and that up to the 8th December 1894, the date of issue of Government of India letter No. 2582 C., prohibiting the requisition of special wagons on ordinary passenger trains, such wagons should be paid for on the minimum of half the carrying capacity without any deduction of free allowance.

8. I am, therefore, to request that you will explain to the Agent and Manager, Madras Railway Company, that the orders contained in the Military Department letter of 8th December 1894, are entirely in accord with the rules laid down in Government of India Circular No. XXVI Railway of 1884, which have been accepted by all railways, and that as that letter merely conveys an interpretation of the existing orders on the subject, the Government of India trust the Agent and Manager, Madras railway, will see his way to accepting the interpretation of the rules therein given with effect from 8th December 1894.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. Anderson

Offg. Under Secretary.

J. A. Anderson

Documents accompanying:-

Nil.

M.L.M.

(C. 3.)

500-20-1-93.

Madras Railway Company,

AGENT & MANAGER'S OFFICE,

Madras,

SERIAL

No. 40

From

THE AGENT AND MANAGER,

M. R. Co.

To

*The Consulting Engineer
for Railways,
Madras.*

Dated

Received

17th October 1896.

No. 9555

920

The undersigned has the honor to forward herewith *four copies of the Traffic Circular No. 9861* dated the *1st October 1896* regarding the revised charges for military baggage by Troop Extra and ordinary trains.

Henry C. Welch

Ag. Agent and Manager.

Encd.

encl/4

1. *Chlorophyll*
 2. *Chlorophyll*
 3. *Chlorophyll*

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1. The first part of the document is a list of names and addresses, which appears to be a directory or a list of contacts. The names are written in a cursive script, and the addresses are listed below them.

Form No. 6

SERIAL
No. 44

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 20th October 1906.

To

AGENT AND MANAGER, M. R.

No. ~~3300~~ Reply No. 9.30, dated 2/10

Reminders.

Sir,
I L I h To invite
your attention to
T.Mi circular No 9861
of the 14 Oct. in which
it is notified that the
Revised charges for Military
baggage will take effect
from the 1 July 96.

I have to point out that the Govt of India, in their letter No 716 R T copies of which was forwarded to you with my endorsement No. 160 dated 26 Sept, particularly request that these revised charges may take effect from the ~~1st~~ 8 Dec 1894 and to request that the circular

Despatched on 20/10/96

Subject.

may be revised
accordingly

AM 19/10

(No. 1)

No. 9556

928

CM

7/11 211

SERIAL

No. 42

MADRAS RAILWAY

AGENT AND MANAGERS' OFFICE,

Madras, 20th October 1896.

From

The Agent and Manager,
Madras Railway.

To

The Consulting Engineer for Railways,
Madras.

Sir,

Referring to your endorsement No. 162 of the 26th ultimo on copy of letter No. 716 R. S. dated 14th idem, from the Government of India, I have the honor to inform you that after considering the question with the Chief Auditor, and Ag Traffic Manager I regret I cannot accept the interpretation of the rules with effect from the 8th December 1894.

✓

Circular XXVI Railway of 1884 referred to in para 1 of the above quoted letter, has never been accepted by this Railway in its entirety, but we have adopted it whenever we could do so without incurring serious loss.

3

To give retrospective effect to the latest interpretation of the Orders for charging for military baggage will involve an examination of all the troop train accounts since

1894

2
1894 and an adjustment of accounts which have been finally closed and passed by the Government and Railway Officers.

4 The interpretation of the orders under which the charges have been made has been that held by both the Government and this Company's officials, and the fact that that interpretation has now been altered can hardly affect the correctness of charges made at anterior dates. Any such adjustment would be contrary to the usual practice, and I regret that I cannot accept the new ruling as from a date prior to the 1st July last.

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

Hecey Allen
Ag Agent & Manager.

Encl. nil.

recd

4607
21/10/96

From
MADRAS RAILWAY.
To
The Agent and Manager.
The Consulting Engineer
for Railways.
Dated
1896
No.

(No. 11.)
No. 9555
930

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 21st October 1896.

From

To

SIR,

The Agent and Manager,
Madras Railway Coy.

The Consulting Engineer for Railways,
Madras.

In reply to your letter No. 3300
of the 20th instant, I have the honour to
refer you to my letter No. 9555/928 of yesterday's
date.

I have the honour to be,
Sir,
Your most obedt. servant,

Severey Cloesh

Ag. Agent & Manager.

Respectfully,
A.B.

SERIAL
No. 44

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 23rd October 1896.



No. 3362

OFFICE NOTE.

Letter from the Agent & Manager Madras Railway, No. 9555,
dated 20th October 1896, forwarded to the Examiner of Railway
Accounts, for favour of remarks.

W. H. Under
for E. R.

EXAMINER'S REPLY.

27/10 The Agent and Manager's letter should be submitted to the Government of India for orders

The Agent and Manager states that the rule contained in circular xxvi of 1884 have never been accepted in their entirety by the Company

This is a new phase of the question, had the ruleings been accepted, the Company would have been bound to adopt the revised practice as the interpretation now given is the correct one and does not involve a change of rule

J. L. Heaven
offg. E. R.
27/10/96

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

1896

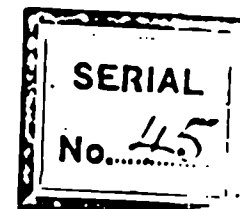
Recd.

No.

B. No 939 Raj 3. 11-76

2

Indic



Pi

with ref to 7 of 9

PW deft letter No 7/6

RT dated the 14th Sept 96

I am directed to
forward by a letter No 9553 of 24.10.96
under your order. The

AM, ^{in which he} state that he
regrets his inability to

accept the rule ruling
regarding the charges for

for the carriage of
Passenger baggage as from

a date prior to the 1st
July last. He writes

as follows:

para 2, 3, 4 of above
letter

CM. 27/10

Documents accompanying:

Copy of letter from Am

No 9533 of 20.10.96.

928

ER. 27/10

Despatched on 3. 11. 96

A72

I presume the 1st
was concerned
6 Miles then they
a second of this
being available?

7/19 2/12

ER
R Circular XXVI of 1884
was communicated to A.M. -
(vide Flag C). The Madrid
Railway did not accept
some of the rules which
are contrary to the terms
of their contract with the
Spanish State. Please see 400

931 of 27 August 1889 + 1875 R
A.R.
of 9 July 1891.

12/10 CIL 29/10 6/11
7/11 28/11

S.R.

The A. V. M. letter
should be forwarded
to the Govt of India &
from the correspondence,
I don't think the Govt
can be compelled to
accept any of the new
interpretation from
a date prior to that
from which they are
willing to pass.

new draft to India 4/23/10
J.H. x/2
S.R.

T.L.

Wald

The Govt has asked
that effect should be
given from 8.12.54.

Am. has not replied
to our $\frac{160}{0}$ of 26/9/56

Jul
19
X

CIRCULAR No. 9861
AG 93442

MADRAS RAILWAY,
TRAFFIC MANAGER'S OFFICE,
MADRAS, 1st October 1896.

Revised charges for Military baggage by Troop Extra
and Ordinary trains.

(Insert at pages 21, 54 and 57 of the book of Compendium of
Orders for the movement of troops.)

It is hereby notified that, on and after 1st July 1896, Military baggage by troop extra trains should be charged on the actual weight carried, less free allowance, at 9 pios per maund per mile. This rule assumes that the wagons, including brake-vans, are loaded on an average to at least half their carrying capacity; that is, the charge should ordinarily be for the actual weight carried less free allowance, but will, in no case, be less than half the aggregate carrying capacity of the vehicles actually used, less the free allowance to which the number of troops travelling are entitled.

2. Baggage by ordinary trains should in all cases be charged at public rates on the actual weight carried, less free allowance and special wagons should not in future be requisitioned for by passenger trains.

(G. of I Orders Nos. 235 R. T. dated 24-3-96, and 264 R. T. dated 16-4-96).

D. ROSS-JOHNSON,
Aj. Traffic Manager.

Enc. L 1778 4573-106
1778 920 of 17-12-71
H. L.