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CONFIDENTIAL

REPORT

ON

RATING AND ROUTING OF TRAFFIC

ON THE

GREAT INDIAN PENINSULA RAILWAY

BY

D. S. BURN,

CHIEF TRAFFIC MANAGER.

Bombay :

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1926.

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A map of the G.I.P. Railway and its connexions, and a commodity map of the G.I.P. Railway are in the pocket at the end of the report.

APPENDIX "A".
GREAT INDIAN PENINSULA RAILWAY.

STATEMENTS SHOWING WORKING RESULTS FROM THE YEAR 1905 to 1924.

	CALENDAR YEARS.							
	1905	1906	1907	1908	1909	1910	1911	1912
GOODS.								
Total tonnage carried (<i>in thousands</i>)	5,616	5,789	5,819	5,536	6,357	6,647	7,295	8,308
Earnings (<i>in thousands</i>) Ra.	4,45,98	4,42,98	4,73,61	3,98,24	4,50,19	4,98,15	5,17,65	6,07,69
Average goods receipts per train mile ..	5.56	5.39	5.12	4.80	5.40	5.31	5.00	5.30
Average sum received for carrying one ton one mile ..	6.77	6.39	5.84	5.66	5.65	5.16	5.03	5.04
Net ton miles (<i>in thousands</i>) ..	1,264,748	1,331,814	1,556,035	1,351,682	1,530,649	1,852,730	1,975,360	2,315,345
Average haul per ton ..	225.21	230.04	267.42	244.17	240.79	278.75	270.80	278.69
COACHING.								
1. Number of passengers carried (including season tickets) (<i>in thousands</i>)—								
1st class No.	117	119	121	108	107	90	102	93
2nd "	908	929	956	897	863	711	742	733
Inter .. .. "	..	..	..	..	..	..	..	77
3rd mail "	989	1,065	966	918	822	923	1,065	931
3rd Ordinary "	23,076	25,058	27,234	27,172	27,036	29,477	30,846	33,247
2. Earnings from passengers carried (<i>in thousands</i>)—								
1st class Ra.	9,30	9,79	10,54	10,11	10,63	12,70	14,56	12,02
2nd "	13,98	14,64	14,67	13,76	13,19	14,38	15,14	13,53
Inter .. .. "	..	..	..	..	..	..	..	2,02
3rd mail "	18,31	19,05	18,85	17,44	15,78	17,16	20,71	16,62
3rd Ordinary "	1,02,96	1,14,05	1,25,75	1,21,53	1,25,55	1,42,94	1,49,08	1,59,69
3. Suburban traffic (including season tickets) also included under items 1 & 2 above. (<i>in thousands</i>)								
No.	10,337	10,652	11,329	11,170	11,066	10,947	11,694	11,931
Earnings (<i>in thousands</i>) Ra.	7,95	8,11	8,51	8,48	8,41	8,45	9,01	9,15
4. Average coaching receipts per train mile .. Ra.								
	2.47	2.54	2.39	2.23	2.16	2.41	2.53	2.51
5. Average sum received for carrying one unit one mile—								
1st class Pies.	11.15	10.85	10.87	10.83	10.85	14.00	13.49	12.87
2nd "	4.45	4.41	4.51	4.53	5.17	6.36	6.30	6.10
Inter .. .. "	..	..	..	..	..	..	..	4.40
3rd mail "	2.98	2.97	3.03	2.96	2.96	2.96	2.98	2.97
3rd Ordinary "	2.15	2.16	2.15	2.16	2.13	1.98	2.32	2.32
Average for all classes "	2.49	2.48	2.46	2.46	2.43	2.60	2.68	2.61
Other coaching traffic per ton per mile								
	35.32	35.80	36.20	35.71	35.71	35.76	34.77	34.04
6. Average distance travelled by passengers (excluding season ticket holders).								
1st class Miles.	192	177	180	193	202	223	222	214
2nd "	155	152	120	122	106	127	125	119
Inter .. .. "	..	..	..	..	..	..	..	123
3rd mail "	127	117	123	123	124	120	125	115
3rd Ordinary "	53	52	49	47	50	49	47	47

GREAT INDIAN PENINSULA RAILWAY.

STATEMENTS SHOWING WORKING RESULTS FROM THE YEAR 1905 to 1924.

	Quarter ending 31st March 1913.	FINANCIAL YEARS.					
		1913-14	1914-15	1915-16	1916-17	1917-18	1918-19
GOODS.							
Total tonnage carried (<i>in thousands</i>) ..	2,244	9,944	9,290	10,895	11,014	11,004	11,257
Earnings (<i>in thousands</i>) Rs.	1,82,73	6,35,02	5,44,79	6,83,16	6,90,41	7,24,59	8,06,30
Average goods receipts per train mile ..	5.99	5.57	5.24	5.51	5.03	5.24	5.87
Average sum received for carrying } one ton one mile) Pies.	5.62	4.76	4.89	4.51	4.07	4.37	4.54
Net ton miles (<i>in thousands</i>)	624,369	2,559,660	2,137,885	2,908,791	3,254,361	3,179,974	3,400,678
Average haul per ton	278.27	257.41	230.12	266.99	295.46	288.98	302.64
COACHING.							
1. Number of passengers carried (including season tickets) (<i>in thousands</i>)—							
1st class No.	25	94	88	87	109	128	167
2nd "	187	723	694	800	1,033	982	1,236
Inter "	36	146	152	166	181	188	239
3rd mail "	224	981	907	961	1,145	1,740	2,106
3rd Ordinary "	9,051	35,714	32,826	33,738	36,425	33,752	36,167
2. Earnings from passengers carried (<i>in thousands</i>)—							
1st class Rs.	8,70	13,30	11,86	10,95	14,62	20,69	23,44
2nd "	8,62	14,45	14,98	20,77	32,85	28,42	31,40
Inter "	76	3,63	3,81	4,30	5,01	7,43	8,24
3rd mail "	3,95	16,90	15,28	16,46	23,62	41,55	56,26
3rd Ordinary "	43,77	1,77,77	1,65,11	1,60,80	1,83,66	1,98,06	2,26,32
3. Suburban traffic (including season tickets) also included under items 1 & 2 above. No. (<i>in thousands</i>) ..							
Earnings (<i>in thousands</i>) Rs.	2,33	9,21	8,72	9,53	10,15	11,76	13,55
4. Average coaching receipts per train mile Rs.							
	2.73	3.62	2.55	2.71	3.25	4.24	5.04
5. Average sum received for carrying one unit one mile—							
1st class Pies.	14.50	13.29	12.51	12.30	11.40	16.61	11.70
2nd "	6.72	6.18	5.93	3.90	3.63	5.57	6.70
Inter "	4.48	4.54	4.58	4.42	4.55	4.45	4.48
3rd mail "	3.00	2.93	2.98	2.99	3.00	3.53	3.48
3rd Ordinary "	2.36	2.32	2.28	2.26	2.34	2.80	2.87
Average for all classes	2.68	2.61	2.58	2.55	2.65	3.27	3.34
Other coaching traffic per ton per mile	33.78	35.47	31.17	33.42	33.02	33.13	33.93
6. Average distance travelled by passengers (excluding season ticket holders).							
1st class Miles.	214	216	220	205	236	173	247
2nd "	106	118	130	217	263	172	124
Inter "	95	109	109	107	120	173	149
3rd mail "	113	112	108	110	131	130	141
3rd Ordinary "	45	49	51	48	60	50	52

GREAT INDIAN PENINSULA RAILWAY.

STATEMENTS SHOWING WORKING RESULTS FROM THE YEAR 1905 to 1924.

	FINANCIAL YEARS.						
	1919-20	1920-21	1921-22	1922-23	1923-24	1924-25	1925-26
GOODS.							
Total tonnage carried (<i>in thousands</i>) ..	10,647	10,147	10,653	9,380	9,604	10,143	10,511
Earnings (<i>in thousands</i>) Rs	7,98.84	8,05.51	8,29.54	9,22.83	9,12.45	98,194	9,26.29
Average goods receipts per train mile ..	6.36	6.62	7.67	8.98	8.98	11.7	10.7
Average sum received for carrying } one ton one mile } Pies	5.05	5.20	6.01	6.78	6.93	6.47	6.65
Net ton miles (<i>in thousands</i>)	3,039,922	2,975,335	2,649,467	2,613,794	2,529,539	2,911,778	2,674,135
Average haul per ton	285.51	293.23	248.71	278.65	263.37	287.1	254.4
COACHING.							
1. Number of passengers carried (including season tickets) (<i>in thousands</i>)—							
1st class No.	195	211	191	160	141	139	146
2nd "	1,465	1,856	1,640	1,530	1,424	1,538	1,733
Inter "	275	229	135	131	122	104	111
3rd mail "	2,416	2,479	2,311	1,905	1,818	1,859	1,548
3rd Ordinary "	40,615	45,551	48,353	49,341	49,918	52,737	55,901
2. Earnings from passengers carried (<i>in thousands</i>)—							
1st class Rs.	28.42	27.42	30.93	28.58	26.80	25.90	25.17
2nd "	40.71	40.02	42.96	39.06	33.58	32.76	31.62
Inter "	11.11	10.88	9.63	9.33	8.41	7.77	8.08
3rd mail "	65.78	71.00	67.20	64.41	58.19	62.57	51.94
3rd Ordinary "	2,80.89	2,78.29	2,61.46	3,09.94	3,20.05	32,381	3,31.51
3. Suburban traffic (including season tickets) also included under items 1 & 2 above. No. (<i>in thousands</i>)							
Earnings (<i>in thousands</i>) .. Rs.	16,439	21,245	23,366	25,051	25,012	25,606	28,253
4. Average coaching receipts per train mile Rs.							
	5.14	4.90	4.66	4.99	5.01	5.02	4.63
5. Average sum received for carrying one unit one mile :—							
1st class Pies	13.30	14.69	22.22	24.85	23.03	22.8	20.6
2nd "	6.48	6.76	8.78	15.79	11.06	9.57	8.71
Inter "	4.32	4.68	5.03	7.06	7.10	7.09	6.84
3rd mail "	3.43	3.78	3.34	4.94	4.60	4.60	4.65
3rd Ordinary "	2.73	2.74	2.68	3.69	3.69	3.68	3.69
Average for all classes	3.20	3.28	3.27	4.43	4.26	4.22	4.19
Other coaching traffic per ton per mile "	32.78	33.51	33.61	33.89	34.02	34.04	34.1
6. Average distance travelled by passengers (excluding season ticket holders).							
1st class Miles.	235	203	179	190	228	224	230
2nd "	139	110	124	71	110	115	106
Inter "	180	196	273	195	187	202	205
3rd mail "	152	145	167	131	134	140	138
3rd Ordinary "	57	51	46	39	41	40	39

APPENDIX "B".

**STATEMENT SHOWING THE PRINCIPAL COMMODITIES OF MERCHANDISE TRAFFIC CONVEYED OVER THE G. I. P. RAILWAY SYSTEM
DURING THE FINANCIAL YEARS 1913-14 TO 1925-26.**

COMMODITIES.	1913-1914.		1914-1915.		1915-1916.		1916-1917.		1917-1918.		1918-1919.		1919-1920.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
1. Coal and Coke	894,680	28,53,255	1,012,386	42,68,002	1,640,267	76,42,566	2,067,194	1,10,02,472	1,781,153	97,23,653	2,075,576	1,12,16,934	1,913,926	99,38,905
2. Cotton Raw	451,576	98,55,830	375,356	85,75,130	501,726	1,13,09,868	350,248	79,54,072	300,821	65,15,980	309,738	73,68,028	488,094	1,27,26,492
3. Twist & Yarn, Indian or European.	..	..	..	..	21,646	3,36,892	..	..	13,393	2,88,448	42,952	8,88,055	1,100	26,472
4. Piece Goods	33,705	7,97,708	51,475	12,24,239	98,867	21,37,161	83,567	18,24,677	..	..	65,656	15,89,736	87,856	25,55,439
5. Fodder	121,176	8,01,469	149,090	11,53,014	81,253	10,10,038	142,794	16,14,740	265,598	27,14,168	334,745	25,51,619	223,738	19,34,642
6. Rice	142,277	9,66,662	64,534	4,19,859	109,674	7,62,783	197,626	13,65,112	287,972	25,87,825	573,546	61,48,170	416,600	35,28,105
7. Wheat	500,709	58,18,370	231,251	19,15,375	237,562	21,58,865	284,943	30,48,423	434,624	49,20,775	339,841	30,95,223	335,120	32,13,783
8. Other Grains	525,938	50,51,949	710,019	64,85,645	967,640	87,24,622	737,136	67,26,506	679,425	66,31,846	830,140	91,23,998	702,585	71,51,462
9. Marble Stone .. ..	..	..	..	..	..	..	..	..	..	..	280,924	10,98,198	128,603	4,63,907
10. Iron, steel and other metals.	85,166	11,47,507	46,982	6,13,494	43,110	5,70,052	..	..	52,990	7,26,760	..	..	110,779	14,74,504
11. Manganese Ore	565,462	41,83,076	316,098	23,48,229	388,985	28,49,354	336,691	24,94,647	199,175	14,60,465	107,567	8,05,014	182,555	13,83,186
12. Castor Seed .. ..	..	..	30,656	2,12,736	96,189	2,52,581	..	..	72,131	6,37,772	8,049	77,119	6,994	59,583
13. Cotton Seed	220,930	23,17,550	222,262	21,25,103	266,343	26,74,843	103,591	10,21,363	19,323	1,71,358	98,872	11,27,084	270,175	32,53,925
14. Linseed	205,730	24,78,778	71,161	7,79,704	118,908	13,44,053	237,396	27,64,444	96,650	11,89,508	189,028	22,77,044	67,538	8,07,371
15. Rape and Mustard Seed ..	44,168	4,43,487	8,940	90,023	17,845	2,00,861	..	..	..	..	..	..	..	..
16. Til and Gingelly Seed ..	104,995	10,08,930	34,906	3,16,385	74,674	7,63,569	61,586	6,61,092	16,330	1,51,461	31,651	3,29,767	59,851	6,24,610
17. Kerosine Oil .. ..	..	..	..	..	..	..	..	..	91,074	11,84,259	..	..	109,911	16,15,877
18. Other Oils .. ..	..	..	..	..	..	..	13,593	2,02,830	53,708	8,41,904	49,857	2,84,861	35,611	5,85,272
19. Earth Nuts	52,783	4,67,131	32,674	3,48,140	78,793	8,37,238	59,484	7,55,419	40,988	5,68,665	12,619	1,38,105	31,968	4,50,960
20. Dried fruit and Nuts ..	..	..	..	..	..	..	..	..	..	..	31,839	3,97,755	32,633	4,91,435
21. Ry. Plant and Rolling Stock	..	..	..	..	..	..	74,624	7,53,703	144,655	17,55,040	71,422	7,53,146	36,710	2,31,790
22. Salt .. ..	..	..	267,784	24,20,478	285,325	25,98,207	273,679	24,61,204	270,348	25,54,187	330,315	29,46,067	271,709	25,43,057
23. Sugar, refined and unrefined	209,659	22,14,025	151,249	14,75,279	200,354	19,75,133	157,828	14,31,923	171,787	16,23,852	216,524	22,96,767	193,515	20,99,145
24. Timber unwrought and wood.	..	..	..	..	..	..	98,240	5,36,010	240,621	15,66,200	307,460	21,56,902	238,586	13,16,256
25. Hides .. ..	..	..	..	..	..	..	10,766	2,03,376	..	..	..	..	4,428	67,747
26. Other articles	2,193,794	1,93,00,995	1,848,714	1,55,21,245	1,791,505	1,49,22,773	1,864,855	1,71,03,846	1,710,493	1,70,63,201	1,468,113	1,60,81,372	1,328,049	1,31,44,769
Grand Total	6,352,748	5,97,07,022	5,625,537	5,02,92,080	6,960,666	6,30,71,473	7,155,841	6,39,25,868	6,943,759	6,48,77,327	7,746,434	7,27,50,963	7,278,634	7,16,88,694

COMMODITIES.	1920-1921.		1921-1922.		1922-1923.		1923-1924.		1924-1925.		1925-1926.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
1. Coal and Coke	1,627,045	85,13,803	1,378,640	74,03,007	1,229,664	67,24,768	956,307	49,68,452	1,115,169	54,21,049	1,134,972	52,61,699
2. Cotton Raw	420,953	1,20,18,227	519,282	1,57,47,034	489,321	1,83,17,594	430,930	1,58,94,557	412,256	1,52,75,493	397,027	1,38,69,188
3. Twist and Yarn, Indian or European	36,846	8,81,211	45,414	11,36,236	..	..	38,830	11,50,983	..	..	..	..
4. Piece Goods	82,356	24,26,137	93,028	30,57,428	83,407	34,03,953	76,663	31,08,989	..	..	155,637	47,51,018
5. Fodder	111,766	8,23,607	134,031	9,50,998	87,407	6,86,889	..	..	91,556	7,37,065	93,349	7,55,146
6. Rice	370,966	33,50,310	358,595	32,41,042	213,131	18,19,170	230,903	20,89,706	212,261	19,66,298	209,048	17,13,574
7. Wheat	307,019	33,06,238	234,322	28,88,214	232,129	31,18,178	305,497	42,44,408	390,510	56,27,930	339,705	44,74,016
8. Other Grains	832,285	1,02,89,613	739,063	92,46,198	622,820	86,59,108	764,644	1,10,02,142	796,729	1,16,75,825	744,619	99,50,292
9. Marble Stones	369,754	14,63,188	344,943	13,60,104	429,428	18,27,068	398,629	15,41,066	..	..	476,653	17,58,791
10. Iron, steel and other metals	125,114	15,79,446	139,024	19,32,688	146,536	24,93,274	281,514	41,80,457	263,099	40,58,026	222,619	36,97,157
11. Manganese Ore	343,861	28,14,870	197,476	15,99,242	350,503	32,72,294	236,078	22,22,685	244,523	23,54,544	268,456	24,84,986
12. Castor Seed .. .. .	..	..	20,074	2,60,989	35,466	5,10,978	48,040	6,95,524	..	..	..	..
13. Cotton Seed	220,457	29,34,907	297,963	39,98,984	344,810	46,79,719	212,879	27,87,426	..	..	..	..
14. Linseed	85,663	11,10,989	66,764	10,00,643	111,829	18,15,424	132,822	20,65,218	692,325	94,78,311	641,226	84,59,052
15. Rape and Mustard Seed	32,170	3,39,417	18,941	2,37,690	38,831	4,01,955	74,016	7,66,010	..	..	..	..
16. Til and Gingelly Seed	32,646	3,92,249	66,456	8,94,659	46,465	6,76,476	39,609	5,29,974	..	..	..	..
17. Kerosine Oil .. .. .	..	..	95,086	19,72,254	..	..	..	..	107,149	24,21,601	109,169	25,14,475
18. Other Oils .. .. .	..	..	32,473	5,36,350	..	..	..	..	..	..	41,545	7,03,509
19. Earth Nuts	25,214	3,15,495	53,576	6,16,462	66,297	7,85,972	49,203	6,37,748	..	..	..	..
20. Dried fruit and Nuts .. .. .	..	..	..	..	..	..	..	..	..	..	..	..
21. Ry. Plant and Rolling Stock .. .. .	..	..	..	..	..	..	26,925	1,59,980	26,739	2,01,594	44,867	2,84,229
22. Salt	224,616	22,26,285	244,736	25,23,638	273,877	32,37,574	186,873	22,01,210	280,223	33,47,290	240,594	28,78,929
23. Sugar, refined and unrefined	39,637	4,97,302	196,676	21,36,226	..	..	72,375	10,76,336	101,330	15,49,819	118,488	17,41,612
24. Timber unwrought and wood	212,616	9,37,824	223,195	10,66,420	241,632	12,57,689	..	..	170,789	9,08,590	159,371	9,30,012
25. Hides	15,512	2,74,720	12,820	2,43,035	25,581	5,86,976	..	..	..	..	..	..
26. Other articles	1,649,346	1,69,83,247	1,432,532	1,32,34,848	1,933,200	2,22,27,030	2,133,764	2,37,18,995	2,361,181	2,64,79,843	1,850,739	1,95,68,872
Grand Total	7,165,842	7,34,79,085	6,945,110	7,72,84,377	7,002,334	8,65,02,087	6,696,501	850,41,766	7,265,839	9,15,01,268	7,248,084	8,57,96,549

APPENDIX "C."

STATEMENT SHOWING THE GROSS EARNINGS OF THE G. I. P. RAILWAY FOR FINANCIAL YEARS 1913-14 TO 1925-26.

Traffic.	1913-14		1914-15		1915-16		1916-17		1917-18	
1. General Merchandise.	5,97,07,022		5,02,92,080		6,30,71,473		6,39,25,868		6,48,77,327	
2. Revenue, Coal and Stores.	37,94,847		41,86,870		52,44,888		51,15,128		75,81,949	
3. Passengers.* ..	2,26,04,965		2,11,05,054		2,13,26,960		2,59,76,002		2,97,05,319	
4. Parcels, etc. ..	46,02,099		65,04,631		65,86,332		84,58,454		98,49,701	
5. Miscellaneous ..	8,86,251		10,47,159		7,85,493		11,72,911		14,97,172	
Total ..	9,15,95,184		8,31,35,794		9,70,15,146		10,46,48,363		11,35,11,468	
* Details of Passenger Traffic.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1st class passengers.	86,768	13,27,672	81,593	11,84,490	82,543	10,93,628	103,574	14,60,163	120,616	20,66,832
2nd " " ..	354,090	14,09,710	354,024½	14,68,093	455,827½	20,45,156	649,544	32,49,603	555,775½	28,02,940
Inter " " ..	139,497	3,62,363	145,141½	3,80,137	158,013	4,28,532	175,480	4,99,823	185,550½	7,43,080
3rd Mail " " ..	980,554½	16,90,167	906,561	15,27,713	961,026½	16,45,978	1,144,830	23,62,496	1,740,407	41,54,620
3rd class Ordinary passengers.	29,029,830½	1,74,59,793	26,538,637½	1,62,15,535	26,816,242	1,57,61,067	28,924,774½	1,80,16,188	25,855,679	1,95,17,948
Season Tickets ..	131,499	3,55,259	126,981½	3,29,086	139,925½	3,52,599	154,408½	3,87,729	162,244	4,19,899
Total ..	30,722,239	2,26,04,964	28,152,939	2,11,05,054	28,613,577½	2,13,26,960	31,152,611	2,59,76,002	28,620,272	2,97,05,319
Traffic.	1918-19		1919-20		1920-21		1921-22			
1. General Merchandise	7,27,50,963		7,16,88,694		7,34,79,085		7,72,84,377			
2. Revenue, Coal and Stores	78,85,327		81,95,050		70,71,589		58,69,417			
3. Passengers *	3,45,65,796		4,26,90,229		4,27,61,048		4,12,17,841			
4. Parcels, etc.	1,10,43,999		1,14,76,040		1,08,81,375		1,12,11,048			
5. Miscellaneous	20,86,994		22,43,051		41,11,796		19,79,308			
Total ..	12,83,33,079		13,62,93,064		13,83,04,893		13,73,61,991			

* Details of Passenger Traffic.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1st class passengers	154,745½	23,41,708	173,950½	28,37,010	175,292½	27,33,761	146,859½	30,80,422
2nd „ „	695,314	30,85,343	837,687½	40,01,430	971,377	39,03,556	6,93,455	41,74,181
Inter. „ „	237,103	8,23,505	273,268	11,10,723	227,833½	10,88,086	134,553½	9,62,781
3rd „ Mail „	2,196,247	56,26,269	2,415,979½	65,78,329	2,478,726½	70,99,874	2,310,944	67,20,077
3rd „ Ordinary „	27,767,710½	2,22,09,168	33,346,750	2,76,40,914	36,592,909	2,72,85,898	38,695,634½	2,54,80,176
Season Tickets	174,651	4,79,803	146,548½	5,21,823	186,012½	6,49,873	206,175	8,00,204
Total ..	31,225,771	3,45,65,796	37,194,184	4,26,90,229	40,632,151	4,27,61,048	42,187,621½	4,12,17,841

Traffic.	1922-23	1923-24	1924-25	1925-26
1. General Merchandise	8,55,02,087	8,50,41,766	9,15,01,268	8,57,96,549
2. Revenue, Coal and Stores	67,81,242	62,02,954	66,92,348	68,32,116
3. Passengers *	4,51,31,849	4,47,03,454	4,52,84,232	4,48,31,732
4. Parcels, etc.	1,09,82,379	1,02,51,698	1,04,40,305	1,01,61,544
5. Miscellaneous	20,92,479	22,41,886	30,09,761	38,49,670
Total ..	15,04,90,036	14,84,41,758	15,69,27,914	15,14,71,611

* Details of Passenger Traffic.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1st class passengers	113,416½	28,42,749	95,607	26,66,314	95,220	25,78,546	96,904	24,32,307
2nd „ „	560,122	37,79,109	456,849	32,37,085	495,122½	31,56,978	657,732	36,79,056
Inter. „ „	130,498	9,33,283	121,456	8,41,462	104,149	7,77,744	107,768½	7,62,630
3rd „ Mail „	1,904,747	64,40,556	1,817,703	58,18,718	1,859,891½	62,57,789	1,546,290	51,81,181
3rd „ Ordinary passengers	37,863,731	3,01,84,641	36,616,079	3,11,07,118	37,853,923½	3,14,78,238	39,707,853½	3,17,00,441
Season Tickets	243,293½	9,51,511	253,994½	10,32,757	256,056	10,34,937	17,322,750	10,76,117
Total ..	40,835,808	4,51,31,849	39,361,688½	4,47,03,454	40,664,362½	4,52,84,232	59,439,298	4,48,31,732

APPENDIX "D"

G. I. P. Ry. Schedule Rates.

The abbreviations or symbols used in this appendix have the following indications :—

- C/270 } C followed by 270 or 300 indicates that the rates apply to consignments of 270 or 300 maunds and over, as the case may be.
C/300. }
- O. R. indicates that the rates apply at owner's risk.
- C.-C. indicates that the rates apply on the carrying capacity of the wagon used.
- D/500. D followed by 500 indicates that the distance in miles to which the rate applies is for distances of 500 miles and over.
- W/300. } W followed by 300, 400 or 450 indicates that the rate applies to loads not exceeding these weights in maunds per wagon.
W/400. }
W/450. } When a greater weight is loaded in the same wagon not exceeding the carrying capacity, it will be charged proportionately.
- W.-R. indicates that the wagon rate is applicable to four-wheeled wagons irrespective of the carrying capacity.
- W.-R./16 tons. W.-R. followed by 16 tons indicates that the rate is a wagon rate applicable to wagons of the capacity specified. When wagons of higher capacity are used, proportionate higher charges must be made.
- L indicates that the loading and unloading must be made by the consignor and consignee.
- N. O. C. indicates "not otherwise classified."
- S. indicates that a special condition for carriage is to be applied.
- p. indicates that prepayment of freight is compulsory.

Nomenclature, applicability and bases of schedules.	Commodities chargeable.	Conditions.
A. For any distances 074 pie per maund per mile. The terminal and short distance charges are not to be levied. The tolls per maund must be added.	Materials and stores belonging to the G. I. P. Ry. on revenue account.	W/162 per four-wheeled wagon exclusively loaded.
B. For any distances 09 pie per maund per mile. The terminal and short distance charges are not to be levied. The tolls per maund must be added.	Materials and stores belonging to the G. I. P. Ry. on capital account.	Do.

Nomenclature, applicability and bases of schedules.	Commodities chargeable.	Conditions.
<p>C.</p> <p>For any distances 1 pie per maund per mile. The terminal and short distance charges and tolls must be added.</p>	<p>Cotton, full-pressed (Over the G. I. P. section). When booked at O. R. charges will be made over the G. I. P. section 6 pies lower per maund than at the C. schedule rate except where lower station-to-station rates are quoted. Piece goods cotton or woollen, in bales, press-packed and bound with iron bands or packed in boxes or cases (Over the G. I. P. section). Wool, full-pressed. (Over the G. I. P. section)...</p>	<p>S.</p>
<p>C/B C/J (Combined schedule).</p> <p>C/B* For any distances 333 pie per maund per mile.</p> <p>C/J† For the first and up to 150 miles, 380 pie per maund per mile. For extra distances above 150 miles but not exceeding 250 miles to be added to the charge for 150 miles, 333 pie per maund per mile. For extra distances above 250 miles but not exceeding 500 miles to be added to the charge for 250 miles, 200 pie per maund per mile. For extra distances above 500 miles but not exceeding 700 miles to be added to the charge for 500 miles, 130 pie per, maund per mile. For extra distances above 700 miles to be added to the charge for 700 miles, 100 pie per maud per mile. Terminal charges to be levied as follows :— (a) 6 pies per maund at each end in local booking ; (b) 8 pies per maund in through booking short distance charge of 3 pies per maund when the distance over the G. I. P. is less than 75 miles subject to the differential rule.</p>	<p>Agricultural implements (not machinery) packed and unpacked. Alkali (Soda ash) Bicarbonate of soda, when booked from Bombay. Bran. Crushed food. Crystals Soda, when booked from Bombay. Flour Flour mills refraction (waste products from milled wheat). Grain and pulses. Grass, dry. Grass, green Oil cake, Onions, Potatoes } „ sweet } Seeds common Silicate of Soda, when booked from Bombay.</p>	<p>O. R. O. R., C/300, L. O. R., C/300, L. O. R. O. R., C/300, D/500. O. R., C/300, L. O. R. O. R., W/160, L. L. O. R., W/160. L. p. O. R., W/160. L. O. R., C/300. O. R., C/300. O. R., W/300, L.</p>
<p>C/G (in through booking only). For the first and up to 30 miles, 380 pie per maund per mile. For extra distances above 300 miles but not exceeding 400 miles, to be added to the charge for 300 miles, 300 pie per maund per mile. For extra distances above 400 miles but not exceeding 500 miles to be added to the charge for 400 miles, 200 pie per maund per mile.</p>	<p>Bamboo chips, } Bamboos, } S } Bullies } Rafters }</p>	<p>O. R., W/160, L.</p>

* Applies to distances less than 300 miles.

† Applies to distances 300 miles and over.

Nomenclature, applicability and bases of schedules.	Commodities chargeable.	Conditions.
<p>For extra distances above 500 miles but not exceeding 600 miles to be added to the charge for 500 miles, · 125 pie per maud per mile.</p> <p>For extra distances above 600 miles but not exceeding 700 miles to be added to the charge for 600 miles, · 115 pie per maund per mile.</p> <p>For extra distances above 700 miles to be added to the charge for 700 miles, · 100 pie per maund per mile.</p> <p>In addition to the above rate a terminal charge of 2 pies per maund and transshipment and toll charges must be added. The short distance charge is not to be levied. The minimum charge for each wagon is Rs. 10.</p>	<p>Camp equipage, S. Circus kit, p. Furniture, S. Household effects, S. Tents, and tent equipage, S. Theatrical kit, S.</p>	O. R., W/200, L.
<p>C/J (in through booking only). For the first and up to 150 miles, · 380 pie per maund per mile.</p> <p>For extra distances above 150 miles, but not exceeding 250 miles to be added to the charge for 150 miles, · 333 pie per maund per mile.</p> <p>For extra distances above 250 miles, but not exceeding 500 miles to be added to the charge for 250 miles, · 200 pie per maund per mile,</p> <p>For extra distances above 500 miles, but not exceeding 700 miles to be added to the charge for 500 miles, · 130 pie per maund per mile,</p> <p>For extra distances above 700 miles to be added to the charge for 700 miles, · 100 pie per maund per mile.</p> <p>In addition to the above rate, a terminal charge of 1 pie per maund and the transshipment and toll charges should be levied. The short distance charge is not to be added. The minimum charge for each wagon is Rs. 10.</p>	Bones, S. ..	O. R., W/300, L.
<p>C/M.</p> <p>For the first and up to 75 miles, · 380 pie per maud per mile.</p> <p>For extra distances above 75 miles but not exceeding 300 miles to be added to the charge for 75 miles, · 200 pie per maund per mile.</p> <p>For any distances above 300 miles to be added to the charge for 300 miles, · 100 pie per maund per mile.</p> <p>In addition to the above rate, a terminal charge of 8 pies in local and through booking will be levied. The short distance charge is not to be added.</p>	<p>Ballast, L. Bricks, L. Cement, Chalk,</p>	O. R., C-C. O. R., C-C. O. R., C-C L. O. R., C-C L.
<p>C/O. For the first and up to 75 miles, · 300 pie per maund per mile.</p>		

Nomenclature, applicability and bases of schedules.	Commodities chargeable.	Conditions.
For extra distances above 75 miles, not exceeding 400 miles, to be added to the charge for 75 miles,	Chunam (lime) .. ..L. .. Clay, .. ..L.p .. Earths, N. O. C. .. ..L. ..	O. R., C-C. O. R., C-C. O. R., C-C.
170 pie per maund per mile. For extra distances above 400 miles, to be added to the charge for 400 miles,	Iron and steel, Division B. Iron or steel scrap, Lime stone .. ..L. ..	O. R., C-C. L. O. R., C-C. L. O. R., C-C.
100 pie per maund per mile. A terminal charge of two pies per maund in local booking and one pie per maund in through booking must be added.	Myrobalan when booked to Bhopal and from Bhopal to Bombay.	O. R., W/436 L.
The toll charges should also be added.	Rags N. O. C. p. ..	O. R., W/300, L.
The short distance charge is not to be levied.	Sand p. ..	O. R., C-C. L.
The minimum charge for each wagon used is Rs. 10.	Soap stone (steatite) Tanstuffs, N. O. C. i.e., bark, leaves, nuts or fruits used in tanning.	O. R., C-C. L. O. R., C-C. L.
C/P (in through booking only).	Tiles common L. ..	O. R., W/300.
For the first and up to 75 miles, 250 pie per maund per mile.	Ashes L.p.	} O. R., C-C. L.
For extra distances above 75 miles but not exceeding 150 miles to be added to the charge for 75 miles,	Timber, unwrought * .. L. .. Timber, wrought, N. O. C.* ..	
170 pie per maund per mile.		
For extra distances above 150 miles but not exceeding 500 miles to be added to the charge for 150 miles,		
140 pie per maund per mile.		
For extra distances above 500 miles to be added to the charge for 500 miles,		
100 pie per maund per mile. In addition to the above rate a terminal charge of 1 pie per maund and the trans-shipment and toll charges should be levied. The short distance charge is not to be levied.		
C/Q.		
For the first and up to 100 miles, 20 pie per maund per mile.	Manure of all kinds Oil cake,	} O. R., C-C. L.
For extra distances above 100 miles but not exceeding 200 miles to be added to the charge for 100 miles,	Sulphate of Ammonia, Slag	
17 pie per maund per mile.	Charcoal (in through booking only), Firewood, S. ..	O. R., W/300, L. O. R., W/300, L.
For extra distances above 200 miles to be added to the charge for 200 miles, 14 pie per maund per mile.	(in through booking only)	
For extra distances above 500 miles to be added to the charge for 500 miles, 10 pie per maund per mile.		
The terminal charges to be levied are as under :—		
(a) In local booking, 1 pie per maund at the forwarding station and 1 pie per maund at the receiving station ;		
(b) In through booking, 1 pie per maund either at the forwarding or receiving station.		
The short distance charge is not to be added. The minimum charge for each wagon is Rs. 10.		

* Applies for timber, country only, and not imported timber.

Nomenclature, applicability and bases of schedules.	Commodities chargeable.	Conditions.
<p>D.</p> <p>For the first and up to 200 miles, · 15 pie per maund per mile.</p> <p>For extra distances above 200 miles not exceeding 400 miles, to be added to the charge for 200 miles, · 14 pie per maund per mile.</p> <p>For extra distances above 400 miles not exceeding 600 miles to be added to the charge for 400 miles, · 13 pie per maund per mile.</p> <p>For extra distances above 600 miles, to be added to the charge for 600 miles, · 12 pie per maund per mile.</p> <p>A terminal charge of 2 pies per maund in local booking and 1 pie per maund in through booking must be added.</p> <p>The short distance charge is not to be levied. The toll per maund must also be added.</p> <p>The minimum charge for each wagon used is Rs. 10.</p>	Stone, N. O. C., L.	O. R., C-C.
<p>K.</p> <p>For the first and up to 300 miles, · 35 pie per maund per mile.</p> <p>For extra distances above 300 miles not exceeding 400 miles to be added to the charge for 300 miles, · 30 pie per maund per mile.</p> <p>For extra distances above 400 miles not exceeding 500 miles to be added to the charge for 400 miles, · 25 pie per maund per mile.</p> <p>For extra distances above 500 miles, not exceeding 600 miles, to be added to the charge for 500 miles, · 20 pie per maund per mile.</p> <p>For extra distances above 600 miles, to be added to the charge for 600 miles, · 10 pie per maund per mile.</p> <p>The terminal and short distance charges and tolls must be added.</p>	<p>Fruits, fresh p . .</p> <p>Pipes,</p> <p>Pipes, earthenware, & stoneware Salt, N. O. C.</p> <p>(From Dadar, Wadala (at Dadar rates) via Dadar, Kurla, Ghat Kopar, Bhandup (at the rates from Ghat Kopar) Thana and Khopoli to Lonavla, Igatpuri and stations beyond and via).</p> <p>Salt, N. O. C.</p> <p>(Salt in bulk from Khewra station and Wardha siding to stations on the G. I. P. Ry. and via is charged at the existing station-to-station rates).</p> <p>Stoneware, C.C., B.G., C.C., M.G., L.</p> <p>Vegetables, N. O. C. p . .</p>	<p>O. R., C-C. L.</p> <p>O. R., C/300, L.</p> <p>W/400.</p> <p>O. R., W/450, L.</p> <p>O. R., W/300.</p> <p>O. R., C-C. L.</p>
<p>Q. (in local booking only).</p> <p>For the first and up to 100 miles, 5 annas per wagon per mile.</p> <p>For extra distances above 100 miles, not exceeding 200 miles, to be added to the charge for 100 miles, 4 annas and 6 pies per wagon per mile.</p>	<p>Bamboos and bamboo chips</p> <p>Camp equipage S. L. . .</p> <p>Charcoal, L.</p> <p>except when booked to Bombay.</p>	<p>O. R., W-R/16 tons.</p> <p>O. R., W-R/16 "</p> <p>O. R., W-R/16 "</p>

Nomenclature, applicability and bases of schedules	Commodities chargeable.	Conditions.
<p>For extra distances above 200 miles, not exceeding 300 miles, to be added to the charge for 200 miles, 4 annas per wagon per mile.</p> <p>For extra distances above 300 miles to be added to the charge for 300 miles, 3 annas and 6 pies per wagon per mile.</p> <p>A terminal charge of Rs. 5 on each wagon must be added.</p> <p>The tolls per wagon must be added.</p> <p>The minimum charge for each wagon is Rs. 10.</p>	<p>Circus kit</p> <p>Firewood S. L.</p> <p>**Flour mills refractions</p> <p>Furniture S.</p> <p>Grass dry * L.</p> <p> " green * L. p.</p> <p>Household effects L.</p> <p>Rafters and bullies, S. L.</p> <p>Tents and tent equipage S.</p> <p>Theatrical kit.. .. . S. L.</p>	<p>O. R., W-R/16 tons, L. p.</p> <p>O. R., W-R/16 tons.</p> <p>O. R., W-R/16 "</p> <p>O. R., W-R/16 "</p> <p>O. R., W-R.</p> <p>O. R., W-R.</p> <p>O. R., W-R/16 tons.</p> <p>O. R., W-R/16 "</p> <p>O. R., W-R/16 "</p> <p>O. R., W-R/16 "</p>
<p>R. (in local booking only).</p> <p>For the first and up to 100 miles, 8 annas per wagon per mile.</p> <p>For extra distances above 100 miles, not exceeding 200 miles, to be added to the charge for 100 miles, 7 annas per wagon per mile.</p> <p>For extra distances above 200 miles, not exceeding 300 miles to be added to the charge for 200 miles, 5 annas per wagon per mile.</p> <p>For extra distances above 300 miles to be added to the charge for 300 miles, 4½ annas per wagon per mile.</p> <p>A terminal charge of Rs. 5 on each wagon must be added.</p> <p>The tolls per wagon must be added.</p> <p>The minimum charge for each wagon used is Rs. 10.</p>	<p>Ashes, L.p.</p> <p>Timber, † unwrought, N. O. C.</p> <p>Timber, wrought, † N. O. C., L.</p>	<p>O. R., W-R/16 tons.</p> <p>O. R., W-R/16 "</p> <p>O. R., W-R/16 "</p>

* Cannot be booked to and from Agra Fort.

† For timber, country only and not for imported timber.

G. I. P. Railway Special Rates for Live Stock.

Applicability and bases of schedules.	Commodities chargeable.	Conditions.
<p style="text-align: center;">I</p> <p>When sent in cattle wagons by goods or mixed trains :— Re. 0-5-0 per vehicle per mile.</p>	<p>Low-priced horses, ponies, mules, donkeys, horned cattle and other animals (except pigs, sheep, goats, wild animals, camels or elephants).</p>	<p>At owner's risk. The number of animals in a vehicle is not to exceed 8 horses or 10 ponies or mules.</p>
<p style="text-align: center;">II</p> <p>In local booking and also in through booking from the G. I. P. Ry. :— Re. 0-0-5 per head per mile.</p>	<p>Pigs</p>	<p>Subject to a minimum charge as for 5 animals. In local booking prepayment of freight is optional.</p>
<p style="text-align: center;">III</p> <p>In through booking from a foreign railway:— The rates of the forwarding railway apply through to destination.</p>	<p>Pigs</p>	<p>Conditions of the forwarding railway apply through to destination.</p>
<p style="text-align: center;">IV</p> <p>In local booking and also in through booking from the G. I. P. Ry. :—</p> <p style="text-align: right;">At O.R. Per 4-wheeled vehicle per mile. Rs. a. p.</p> <p>For through booking between broadgauge lines, 0 4 0</p> <p>For through booking between metre or narrow gauge lines, 0 3 6 per mile.</p> <p>For through booking between rail- ways of different gauges, 50 animals or less, 0 4 0</p> <p>For every additional 10 animals or less loaded in the same vehicle, 0 1 0</p> <p>The charge at R. R. is 20 per cent. above O.R. rates.</p> <p>The charge to be made on the through distance and divided in mileage proportion.</p> <p>Any number found in excess of 75 in the same wagon should be charged 5 pies per head, per mile</p> <p>This rate applies also over each foreign railway (of any gauge) to destination, and is chargeable on the distance from sending station to destination and the total rate is divided in mileage proportion between the railways forming the route.</p>	<p>Sheep and goats</p>	<p>In wagon loads when carried in vehicles other than horse boxes, by goods or mixed trains conveyed together for the same sender and consignee.</p> <p>The number of animals to be loaded is not more than 75 in each wagon.</p> <p>In local booking prepayment of freight is optional.</p> <p>Risk note form B. or H. must be executed.</p>
<p style="text-align: center;">V</p> <p>In through booking from a foreign railway :— The rates of the forwarding railway apply through to destination.</p>	<p>Sheep and goats</p>	<p>The Conditions of the foreign railway apply through to destination.</p>

§ Low-priced cattle may be booked "To pay" by goods train in local booking only.

Conference Schedules.

Applicability, and bases of schedules.	Commodities chargeable.	Conditions.												
<p style="text-align: center;">I</p> <p>For the first and up to 400 miles, • 2001 pie per maund per mile. For extra distances above 400 miles, to be added to the charge for 400 miles, • 1334 pie per maund per mile. In booking from or to Bombay a terminal of 2 pies per maund must be charged. The tolls per maund must be added. The minimum charge is 8 annas,</p>	<p style="text-align: center;">..</p> <p>Materials and stores belonging to a foreign railway in through booking.</p>	<p>O. R.</p>												
<p style="text-align: center;">II.</p> <p>For the first and up to 100 miles, • 1740 pie per maund per mile. For extra distances above 100 miles, not exceeding 200 miles, to be added to the charge for 100 miles, • 1392 pie per maund per mile. For extra distances above 200 miles, to be added to the charge for 200 miles, • 1160 pie per maund per mile. In the case of bookings to and from Bombay a terminal of 2 pies per maund must be added. The tolls per maund are also to be added.</p>	<p style="text-align: center;">Do.</p>	<p>.. W/270 ; - O. R.</p>												
<p style="text-align: center;">III</p> <p style="text-align: right;">At O.R. Per 4-wheeled vehicle per mile.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="text-align: center;">Rs. a. p.</th> </tr> </thead> <tbody> <tr> <td>For through booking between broad-gauge lines,</td> <td style="text-align: center;">0 4 0</td> </tr> <tr> <td>For through booking between metre or narrow gauge lines,</td> <td style="text-align: center;">0 3 6</td> </tr> <tr> <td colspan="2" style="text-align: right;">per mile.</td> </tr> <tr> <td>For through booking between railways of different gauges, 50 animals or less.</td> <td style="text-align: center;">0 4 0</td> </tr> <tr> <td>For every additional 10 animals or less loaded in the same vehicle,</td> <td style="text-align: center;">0 1 0</td> </tr> </tbody> </table> <p>The charge at R.R. is 20 per cent. above O.R. rates.</p> <p>The charge to be made on the through distance and divided in mileage proportion.</p>		Rs. a. p.	For through booking between broad-gauge lines,	0 4 0	For through booking between metre or narrow gauge lines,	0 3 6	per mile.		For through booking between railways of different gauges, 50 animals or less.	0 4 0	For every additional 10 animals or less loaded in the same vehicle,	0 1 0	<p style="text-align: center;">Figs, sheep and goats</p> <p style="text-align: center;">.. ..</p>	<p>In wagon loads when carried in vehicles other than horse boxes, by goods or mixed trains conveyed together for the same sender and consignee. Risk note form B or H must be executed.</p>
	Rs. a. p.													
For through booking between broad-gauge lines,	0 4 0													
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For every additional 10 animals or less loaded in the same vehicle,	0 1 0													

Conference Schedules.)

Applicability, and bases of schedules	Commodities chargeable	Conditions.
<p style="text-align: center;">At O.R. Per 4-wheeled vehicle per mile.</p> <p style="text-align: center;">Rs. a. p.</p> <p>For through booking between broad-gauge lines, 0 5 0</p> <p>For through booking between metre or narrow gauge lines, 0 3 6</p> <p>For through booking from a broad gauge railway to a metre or narrow-gauge railway, 0 5 0</p> <p>For through booking from a metre or narrow gauge railway to a broad gauge railway, 0 3 6</p> <p>The charge to be made on the through dis- tance and divided in mileage proportion. The charge at railway risk is 20 per cent. above the owner's risk rates.</p>	<p>Low-priced horses, ponies, mules, donkeys, horned cattle, and other animals (except pigs, sheep, goats, wild animals, camels or elephants.)</p>	<p>When carried in vehi- cles other than horse boxes by goods or mix- ed trains conveyed together for the same sender and consignee. Risk note form B or H must be executed.</p>

APPENDIX "E".

TERMINAL CHARGES.

There must be express authority to charge terminals : see 3 Railway and Canal Traffic Cases 253. Express power to do so is conferred upon Railway administrations in India by s. 45 of the Indian Railways Act. Section 3 (14) of that Act defines terminals as including charges in respect of stations, sidings, wharfs, depôts, warehouses, cranes and other similar matters and of any services rendered thereat. What services are so chargeable in any particular case it is for the Railway Commissioners to decide. In Hall 15 Q. B. D., p. 505, it was held that station accommodation, the use of sidings, weighing, checking, clerkage, watching, and labelling, provided and performed by the Company in respect of goods traffic, may be, and prima facie are, the subject of terminal charges for services incidental to the duty or business of a carrier. That decision was followed by the Bombay High Court in 15 Bom. p. 537 ; at p. 541 confirmed on appeal. Under s. 46 (2) of the Indian Railways Act the Commissioners in deciding disputes as to terminal charges are to have regard only to the expenditure reasonably necessary to provide the accommodation in respect of which the charges are made. This involves interpretation of the word 'accommodation.' It would appear that it must be interpreted in terms of the definition in s. 3 (14) above quoted ; or else alternatively that the prohibition or restriction in s. 45 (2) is limited to land and buildings, railways, platforms and other accommodation in that sense of the word. It does not seem that the restriction can rightly be read to deprive the Company of the right to terminal charges (for services rendered) under sections 45 and 3 (14) of the Act read in the light of the decisions above quoted. Sir Frederick Peel in *Cowan v. the North British Railway Company*, 10 Railway and Canal at p. 175, held that while the station terminal is mainly given by way of remuneration for the accommodation a station affords in receiving and unloading goods, yet anything that remains to be done after loading and before departure in the nature of marshalling trucks and making them up into trains is one of the duties included in that terminal. This is a definite decision extending terminal charges beyond a charge merely for station accommodation in the restricted meaning of the word accommodation.

In the Report of the Rates Advisory Committee to the Minister for Transport the following occurs :—“ Terminals have up to the present been divided into station terminals, i.e., the accommodation provided at goods stations, and service terminals, i.e., the services rendered in loading or unloading and in covering and uncovering trucks. Prima facie, marshalling (i.e., putting wagons in station order) is incidental to conveyance and covered by the conveyance rate ; on the other hand sorting of wagons even at a station may be a service rendered at or in connexion with a private siding or may form part of the station terminal.”

Ackworth describes terminal services as including accounting, checking, weighing, invoicing, marshalling and unloading.

In view of the foregoing I am of opinion that the services which are covered by the terminal charge consist of :—

- (a) Station terminals for the accommodation provided at goods stations, and

- (b) Service terminals for the services rendered in loading and unloading, covering and uncovering wagons, weighing, checking, clerkage, watching and labelling.

Further, there is the authority of Sir Frederick Peel in *Cowan v. the North British Railway Company* quoted above for marshalling being included in the service terminals, and of the Rates Advisory Committee, for sorting being included in some instances.

It is probable that still further services are properly included under service terminals.

It is clear that if the terminals are to be arrived at statistically, if the interest is to be calculated on the capital expended on accommodation at goods stations, and the costs calculated for services in loading, unloading, covering and uncovering wagons, weighing, checking, clerkage, watching and labelling, terminals which were the same for all railways could not be reasonable in every instance. Not only does the cost of the services rendered in exchange for terminal charges vary railway by railway, but station by station, and as matter of actual fact it is impossible to arrive at their amount, which moreover is continually fluctuating with the state of the money market, the price of labour and materials.

APPENDIX "F."

Levy of terminals on traffic to and from Private Sidings.

1. The Secretary, Indian Railway Conference Association, forwards us a letter from the Chief Commercial Superintendent, S. I. Railway, suggesting that the Commercial Committee for Interchange discuss the above question at the meeting in July next, as he says that "it is contended that, where no work is performed by the railway—a terminal charge should not by right be levied. For example, a wagon load of goods is booked to a firm who has its own godown or factory on a private siding for which a shunting charge is paid; the wagon is shunted on to this private siding, and the contents are unloaded by the consignee. Should a terminal be levied in such a case?"

2. The Secretary, Indian Railway Conference Association, says that the subject will be discussed at the July meeting, and adds that, in the meanwhile, he will be glad to have our views on the subject.

3. The question is bound up with the problem of disintegrating exceptional, or lump sum, rates (which we usually call station to station rates), because until we know what proportion of a rate to or from a private siding is to be considered as a charge for terminal accommodation and services, it is, obviously, impossible to determine what rebate is to be made on a corresponding rate quoted to the adjacent station.

4. As regards class and schedule rates, the terminals charged are shown separately in our tariffs, but station to station rates, being quoted as lump sum rates inclusive of terminals, must be disintegrated, in order to arrive at the amount of the terminal charge included in the rate. Having arrived at the amounts charged as terminals for all description of rates, we shall have to consider how much of these amounts are to be charged for traffic to or from private sidings. The problem does not, of course, arise in connection with a rate which is quoted only to a private siding, as such a rate is not susceptible of comparison with a corresponding rate to a station, and is quoted as an inclusive lump sum rate based on the usual rating considerations and the circumstances of that particular siding.

5. The matter was dealt with at some length by the English Rates Advisory Committee, who did not come to any definite conclusion as to how lump sum rates were to be accurately disintegrated, but they recommended the lines on which the Rates Tribunal should proceed, when the problem came before that body, and they laid down how lump sum rates should, in the meantime, be disintegrated, until the Rates Tribunal have pronounced on the matter.

6. As this is a matter which is likely to come before the Indian Advisory Rates Committee, who will, most probably, follow the lead of the English Rates Advisory Committee and the Rates Tribunal, it will, I think, be useful to review the situation in Great Britain bearing on the subject.

7. The Railway Act 1921 authorises the railways to charge for all services, at or in connexion with private sidings which are not incidental to conveyance. Such services would, for instance, include labelling and supervising, or assisting in, the loading and unloading of wagons. On the other hand, there would appear to be no obligation on the railway company

to do any shunting, solely for the convenience of the trader and not arising from any negligence on the part of the company, either at, or before reaching the siding, or to hold wagons pending acceptance by the trader. The railway company however, has no alternative but to accommodate the wagons until the consignee is able to accept them. The duties of the company, in fact, are apparently confined for inward traffic, to the uncoupling of the wagon or wagons, at the junction with the private siding and the depositing of them inside, clear of the points, and for outward traffic, to the attaching of the engine to rakes of wagons previously marshalled by the siding owner.

8. It has been customary for the siding owner to pay for any shunting of haulage performed by the railway company on his own property, or for the accommodation occupied by wagons conveying his traffic which may be held up pending acceptance in his sidings. By reason, however, of the RAILWAY ORDER CONFIRMATION ACTS 1891-92, railway companies are not entitled to charge the trader for station and service terminals in respect of traffic dealt with at private sidings; they are entitled only to charge for actual conveyance to or from the siding, and a certain amount of haulage or marshalling on the siding or sidings may be incidental to conveyance and, therefore, not subject to extra payment by the siding owner. As "a give and take" arrangement, it has, in the past, been agreed that the siding owner shall pay the ordinary station rates without rebate in consideration of the services and accommodation the companies are called upon to provide in respect of the siding traffic.

9. As regards traffic passing to and from private sidings at rates which cover services which are not actually performed by the railway company, the trader is, of course, entitled to a rebate in respect of such services. Provision was made in the Railway and Canal Traffic Acts, 1894, for settling disputes on such points between railways and siding owners.

10. In order that the siding owner may estimate the exact amount to which he is entitled by way of rebate for the services he performs, it is obviously necessary that he should know the amount allocated to such services in the rate. The Railway and Canal Traffic Act of 1888 provides that the Railway Company shall make this necessary disintegration of the rate.

11. It has always been a grievance on the part of the siding owners that these amounts have been fixed arbitrarily by the railway companies. It is often asserted that the applicant for such disintegration rarely receives a proper and reasonable analysis of the rate, but a statement wherein the whole amount, or the greater portion of it, is allocated to conveyance, and little or nothing to station or service terminals.

12. It has been established in the Railway and Canal Commission Board that, where a rate charged to a private siding is equal in amount to the rate to a neighbouring station and the company provide at the station accommodation and services, the rate does actually include a charge for such services. In the well-known case of *Pidcock vs. Manchester, Sheffield and Lincolnshire Railway Company*, this charge was fixed in the same ratio as the actual rate charged bears to the maximum rate.

13. It is hoped that the Railway Act, 1921, will have the effect of simplifying the thorny question of disintegration of rates. It provides that the amounts included in each of the Standard rates shall be apportioned amongst the following services:—

- (a) Conveyance,
- (b) Station terminals and
- (c) Service terminals, i.e., loading, unloading, covering and uncovering.

Application may also be made to the Rates Tribunal for a similar disintegration of exceptional rates, including accommodation provided and services rendered at or in connection with a private siding. The Act also transfers to the Railway Rates Tribunal the powers, in connection with private siding rebates, formerly exercised by the Railway and Canal Commission. Finally it also makes provision for the regulation of agreements between the siding owner and the railway company.

14. I cannot here do better than quote from the Report of the English Rates Advisory Committee:—

- (1) "There has long been a persistent demand on the part of the trader for the disintegration of these rates and for the publication of particulars of the component parts, which they justify by a claim that the trader should not pay for a service which is not rendered and that if a consignor does not avail himself of the use of the station, as in the case of an owner of a private siding, he should not pay the station terminal, and if his goods are not loaded or unloaded, covered or uncovered or collected or delivered by the railway company, no payment should be made for the service not performed. If the maximum rate is charged, there is no difficulty in apportioning the charge for conveyance and for the terminals and the balance (if any) is obviously for collection and delivery. But where a special or an exceptional rate is charged, the trader does not know how to disintegrate the rate, or what rebate he may claim in respect of services not rendered; and the division of the rate made by the Company is often disputed as not showing the real proportion in which the rate should be divided and the Railway and the Canal Commissioners have refused to be bound by the Company's allocation of the respective portions of the rate."
- (2) "The railways say that, when they quote an exceptional rate from station to station, they fix an inclusive rate which they consider to be what the traffic will bear and sufficiently remunerative to themselves in all the circumstances and that it by no means follows that a rate reduced by the exclusion of various sums for terminals would be a remunerative of fair conveyance rate. Their stations are there and their servants are ready to render the services so that it may well be worth their while to quote an exceptional rate which will attract traffic without adding to their terminal costs, but it may not be remunerative to carry goods at a rate reduced by the exclusion of the computed terminal charges when, in fact, the omission to render the services has not reduced their costs."
- (3) "The claim of the trader is mainly on behalf of the owners of private sidings, who not only do not use the station, but also load and unload their own goods, and other traders (in particular, farmers) also claim that they load and unload their own goods and urge that the railway companies' staff at the smaller stations is often insufficient to render the services and that if the companies were compelled to do the work they must increase their staffs."

- (4) "The Railway companies are willing to concede that if standard rates and tariffs are fixed by an independent authority the rates and tariffs so fixed should show the amounts to be charged for conveyance and for terminal accommodation and services separately."

15. The Rates Advisory Committee were of opinion that there is to some extent justice in the claim of the trader, but that the counter arguments of the railway companies ought not to be ignored, and it recommended that the following alterations in the law should be made :—

- (1) "In the standard rates to be fixed by the tribunal the conveyance rate and terminals should be separately specified, and, when the tribunal is called upon to fix an exceptional rate, it should equally specify how much of the exceptional rate is for conveyance and how much for each terminal. When an exceptional rate is agreed between a railway company and a trader, the company should be at liberty when first placing the rate upon its rate book to apportion the total rate between conveyance and each item of terminal charges and if it does so this disintegration of the rate should be conclusive provided the sum shown for terminal charges is not illusory. If, however, the railway company does not at the time of first putting a rate upon its books make this disintegration, the rate, if it is station to station, should be deemed to be composed of conveyance rate station terminal and service terminals in the same proportions as in the case of standard rates fixed by the tribunal for similar goods carried to or from the same station, or if the rate is to or from a private siding, the company should be under the same obligation as now to deliver an account showing the division of the rate, but the division so made should not be held to be conclusive if challenged by a trader. A railway company, when disintegrating a rate, should be at liberty instead of setting out separately the actual figures of the component parts of the rates to indicate the amounts charged for terminals by reference to a number of scales set out in its books or by adopting the scale applicable to one of the standard classes fixed by the tribunal."
- (2) "Further, it should be laid down as a principle that, when a question of undue preference is under consideration, the mere fact that in an exceptional rate the terminal charges are of a particular amount should not of itself be a ground for claiming that other terminal charges should be of a similar amount. The question should depend on the whole of the circumstances in relation to the exceptional rate and the rate with which it is to be compared; and in comparing a rate to a station with a rate to a private siding account should be taken of the fact that the private siding has the benefit of some of the services rendered at the station, such as clerkage, supervision and in some cases sorting trucks in the goods yard, and that in some cases services are rendered in respect of traffic to or from the siding which are not rendered in respect of traffic to or from the station. In our opinion it would not be right in comparing a station rate with a siding rate either entirely to exclude terminals

“ or to include the whole of the terminals ; each case should be decided upon its merits.”

16. When the Rates Advisory Committee made their Report, the state of the law was that a private siding owner paid conveyance rate but ~~he was~~ free from any general obligation to pay the terminal charges quoted for the station. He was liable, however, to pay a reasonable sum for any services rendered by the company at or in connection with his siding. The Railway Rates Advisory Committee saw no reason for the alteration of the state of the law except that the duty of determining any difference should be placed upon the Rates Tribunal. They also recommended that, where there was an existing agreement between a company and a siding owner for the payment of terminals, that agreement should continue to operate for the period fixed by the agreement, until either a new agreement was made, or the amount of the reasonable charge was fixed by the Rates Tribunal ; also that, where there was no actual agreement but the siding owner had in fact paid station terminals and service terminals, the siding owner should continue such payments until the amounts were determined by agreement or fixed by the Rates Tribunal ; also that, where a new private siding is put in, the amount payable for service rendered at or in connection with such new siding shall be the amounts of the station and service terminals then in force, until an agreement is made or the charges fixed by the Rates Tribunal.

17. The Rates Advisory Committee further recommended that such charges, when fixed by the Rates Tribunal, should be determined solely upon the consideration of what sum is reasonable in all the circumstances.

18. A controversy was raised before the Rates Advisory Committee as to whether the charge to be made to a siding owner should be by way of addition to the bare conveyance rate charged to the nearest station, or should be by way of rebate off the station to station rate, *i.e.*, the rate which includes both conveyance and terminals. They have expressed the opinion that the correct amount can be arrived at by either method and that the companies should be allowed to continue the rebate practice.

19. The Rates Advisory Committee state that it is convenient to divide the services rendered by railways into (a) Conveyance and (b) Terminal services, making a special heading for services rendered at or in connection with private sidings. Under Conveyance they include the use of the line and of wagons or trucks, haulage and signalling on the running lines. Further, they state that terminals up to the present have been divided into station terminals, *i.e.*, the accommodation provided at goods stations, and service terminals, *i.e.*, the services rendered in loading and unloading and in covering or uncovering trucks ; also that, *prima facie*, marshalling (*i.e.*, putting wagons in station order) is incidental to conveyance and is covered by the conveyance rate ; on the other hand, sorting of wagons even at a station may be a service rendered at or in connection with a private siding or may form part of the station terminals.

20. In England terminals are composed of two parts, *viz.*, (1) Station Terminals and (2) Service Terminals. I give below a list of terminal charges which the British railways have proposed to the Rates Tribunal should be charged for the 21 new classes. It will be noticed that the charges vary for the different classes and that Service Terminals are subdivided under four heads.

Scale of charges in respect of Goods and Minerals, except Coal, Coke and Patent Fuel, by Merchandise train.

Class in respect of Merchandise to which charges are applicable.	Station Terminal at each end.	Service Terminals.			
		Loading.	Un-loading.	Covering.	Un-covering.
	Per ton.	Per ton.	Per ton.	Per ton.	Per ton.
	s. d.	s. d.	s. d.	d.	d.
1. In owner's Wagons	0 3	..	..	..	..
2. " " " "	0 5	..	..	..	..
3. " " " "	0 6	..	..	..	..
4. " " " "	0 10	..	..	..	..
5. " " " "	0 6	..	..	..	..
6. " " " "	0 10	..	..	..	..
7. " " " "	1 0	..	..	1·25	1·25
8. " " " "	1 2	..	..	1·25	1·25
9. In Railway Company's wagons.	1 4	..	..	1·50	1·50
10. " " " "	1 7	..	..	1·50	1·50
11. " " " "	2 0	0 6	0 6	2·50	2·50
12. " " " "	2 5	0 8	0 8	2·50	2·50
13. " " " "	2 5	0 8	0 8	2·50	2·50
14. " " " "	2 5	0 10	0 10	3·00	3·00
15. " " " "	2 5	0 11	0 11	3·00	3·00
16. " " " "	2 5	1 1	1 1	3·00	3·00
17. " " " "	2 5	1 4	1 4	3·00	3·00
18. " " " "	2 5	1 7	1 7	3·00	3·00
19. " " " "	2 5	2 2	2 2	5·00	5·00
20. " " " "	2 5	2 8	2 8	6·00	6·00
21. " " " "	3 7	4 0	4 0	9·00	9·00

Acworth describes terminal services as consisting of accounting, checking, weighing, invoicing, loading, marshalling and unloading.

21. I give below an extract from the Summary of the Rates Advisory Committee's Report:—

“ All rates fixed by the Tribunal should show separately the amount included for conveyance and terminals respectively. In the case of exceptional rates not so fixed, the railway company

“ should be authorised to determine and show separately how much
 “ of the rate is for conveyance and how much for terminals respec-
 “ tively, or, in the case of rates to or from private sidings, how
 “ much is for conveyance and how much for services rendered at
 “ or in connection with the private siding ; but where the company
 “ has failed at the time of first placing the rates on its books so to
 “ distinguish the amounts included for conveyance and terminals,
 “ the rate in the case of station to station rate should be deemed to
 “ be composed of conveyance rate and terminal charges in proportion
 “ to the amounts included in the standard rates fixed for similar
 “ goods to and from the same station and in the case of rates to and
 “ from a private siding, the railway company should be under the
 “ same obligation as now to render an account showing the division
 “ of the rate, but such division should not be conclusive. It should
 “ be declared that the inclusion, in an exceptional rate, of an amount
 “ less than the standard charge for terminals should not, of itself,
 “ be a ground for treating the charge as an undue preference in res-
 “ pect of terminal charges.”

22. Authority in this country for charging terminals is based on the Indian Railways Act, and Section 45 of the Act authorises railways to levy “ reasonable terminals ” and the standard commentary on this section in the edition by Sanjiva Row states “ a ‘ terminal charge ’ means the charge for the use of the goods, station and ‘ for the various duties ’ which the Company performs in connection with the goods consigned to them for carriage. Terminal charges are usually levied on account of the carrying of the goods to and from the wagon, loading and unloading them, and for the use of the Company’s premises where the goods frequently remain for some time before they are taken away.”

23. Section 46 of the Railways Act deals with disputes as to what is a “ reasonable terminal ” and lays down that in deciding the question of dispute, the Commissioners shall have regard only to the expenditure reasonably necessary to provide the accommodation in respect of which the terminals are charged.

24. On this railway, and on other railways in this country, terminal charges are levied on all goods traffic except “ cross traffic ”, i.e., traffic which passes over a railway to and from stations on foreign railways. As regards station to station lump sum rates, it is understood that the terminals are included therein but the amount of the terminal in each case is not determined. It could, therefore, be said that at present there is no rate except the “ cross ” rate to which no terminal is applied.

25. The present maximum terminal permissible over the G. I. P. Railway is 12 pies per maund. At present the following terminals are levied over the G. I. P. Railway :—

Maund Terminals.

In local booking .. 6 pies per maund at forwarding station
 and 6 pies per maund at receiving
 station.

In through booking .. 8 pies per maund.

The terminal charges for schedule rate “ D ” and “ G ” are as shown below :—

In local booking .. 1 pie per maund at forwarding station and
 1 pie per maund at receiving station.

In through booking and for Schedule "CM"	..	1 pie per maund.
In local booking	..	4 pies per maund at forwarding station and 4 pies per maund at receiving station.
In through booking	..	8 pies per maund.

WAGON TERMINALS.

The wagon terminals are as under :—

In local booking	..	Rs. 5 per wagon.
In through booking	..	Rs. 3 per wagon.

In the case of cross traffic, no terminal is levied.

When the distance over the G. I. P. Railway is less than 75 miles, except in the case of cross traffic, a short distance charge of 3 pies per maund is levied, subject to the differential rule as to distance, in addition to the terminals specified above. If, however, the terminals and the short distance charge aggregate more than 12 pies, only 12 pies are charged.

26. It can be concluded from the foregoing :—

(1) that railways are entitled to charge for the following services performed at or in connection with private sidings, which are not incidental to conveyance, namely,

- (a) Supervising, or assisting in, the loading and unloading of wagons.
- (b) Covering or uncovering.
- (c) Labelling.
- (d) Shunting performed for the convenience of the trader.
- (e) Sorting trucks in the goods yard.
- (f) Holding wagons pending acceptance by the trader.
- (g) Clerkage.
- (h) Accounting.
- (j) Checking.
- (k) Weighing.
- (l) Invoicing.

(2) that, where a rate charged to a private siding is equal in amount to the rate to a neighbouring station and the railway provide at the station accommodation and services, the rate should be disintegrated, and on traffic to or from the private siding (a) that a rebate should be allowed in respect of those services which are not performed by the railway, or (b) that the amount allocated to terminals should not be charged, and a charge for the services actually performed should be made.

27. The British railways contended that all exceptional rates were inclusive rates fixed according to what the traffic could bear, that terminal facilities are provided at the station, which traders are able to use, if they wish, without adding to the terminal costs, and that it by no means follows that a rate reduced by the exclusion of various sums for terminals would be a remunerative rate, when, in fact, the omission to render the services has not reduced their costs. The traders, on the other hand, claim that no payment should be made for services not performed and that the railway staff is often insufficient to render the services and would have to be increased if the railway were compelled to do the work.