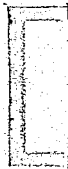


中華國有鐵路第三次運輸會議紀錄



# 中華民國有鐵路第三次運輸會議人名單

主席

王景春 路政司司長

會員

劉景山 路政司營業科科长

吳簡 路政司營業科副科長

胡士熙 路政司營業科科长

鮑錫藩 路政司營業科科长

陳蘭生 路政司營業科科长

黃文恩 鐵路聯運處國內股長

陳清文 鐵路聯運處國際股長

羅赫德 鐵路聯運處清算所會計主任

中華民國有鐵路第三次運輸會議人名單



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中華國有鐵路第三次運輸會議人名單

錢 鏞 京漢路車務處處長

張保榮 京漢路車務處副處長

許鏡清 京漢路運輸課課長

劉文嵩 京漢路檢查課課長

白 良 京漢路綜核課

關葆麟 京綏路車務處處長

譚顯章 京綏路運輸課課長

史梯理 京奉路代理車務處處長

馬 賽 京奉路代理會計處處長

曾廣勳 京奉路車務處副處長

郝 爾 京奉路會計處洋賬員

周善同 津浦路車務處處長

顧烈斐 滬甯路洋總管助理員

林則蒸 滬甯路總稽核

楊先芬 滬杭甬路車務副總管

蕭杞枏 湘鄂路車務處處長

梁永璋 湘鄂路車務段長

陳鳳屏 隨海路業務處工程師

巴 白 道清路車務總管

中川增藏 吉長路營業課課長

任家泗 吉長路課員

築島信司 四洮路車務處處長

譚權宗 四洮路營業課課長

馮應棠 株萍路車務處處長

中華國有鐵路第三次運輸會議人名單

中華民國有鐵路第三次運輸會議人名單

劉承暢 廣九路車務總管

唐慶鈞 漳厦路車務科主任

伯訥 正太路車務處處長

顧問

佛類 聯運處清算所所長

貝克 交通部顧問

何圖 京漢路車務段長

秘書

吳簡 路政司營業科副科長

鮑錫藩 路政司營業科科員

陳蘭生 路政司營業科科員

裘鋈 路政司營業科科員

黃振聲 路政司計核科科員

林 凱 聯運處秘書

朱 沛 聯運處秘書

羅赫德 聯運處清算所會計主任

唐榮滔 京漢鐵路車務處課員

中華民國有鐵路第二次運輸會議人名單

# 中華民國有鐵路第三次運輸會議紀錄

## 第一會

民國十年五月十九日星期四上午九時在北京交通部大客廳開會由劉君景山代理主席列席者如左

劉景山	吳簡	鮑錫藩	胡士熙	陳蘭生	錢鏞	張葆榮
關葆麟	白良	伯訥	譚顯章	史梯理	周善同	顧烈斐
林則蒸	楊先芬	蕭杞楠	梁永璋	巴白	中川增藏	任家泗
築島信司	譚耀宗	劉承暢	唐慶鈞	何圖	貝克	林凱
唐榮滔	裘錯	朱沛				

主席聲言此次議案係根據各路提議及公衆所需求者編訂請諸君逐案討論各抒意見

第一案 統一車務員司薪俸等級并服務條規

楊先芬君解釋滬杭甬路所定車務員司薪俸等級並服務條規與他路不同之點主席謂本部



曾訂定各種員司薪俸等級並服務規則足資統一惟楊君則謂部定規則不適用於下級辦事人員史梯理君謂滬杭甬所定薪俸等級較京奉爲高主席謂此項規章既須得各路局長之許可且減少薪俸每起紛擾而增加薪俸則莫不樂從應請諸君將滬杭甬所定條規加以研究顧烈斐君允將所定薪俸規則送交各會員參考由本會改日另行討論

### 第二案 劃一電訓及冠首字

何圖君聲言各路均有電訓及冠首之字應做照中國電報局辦法以爲劃一標準主席謂聯運處曾訂有中華民國有鐵路員司車輛車站電傳減寫表一種開審查會時可資參考並可根據此書以定劃一辦法何圖君提議可請電報局及聯運處人員加入審查會共同討論史梯理君謂冠首字與鐵路事項有特別關係須仍舊保留於是由巴白君動議顧烈斐君贊助提出議決案如左

議決案一 此案應特設審查會從事研究以謀電訓及冠首字之劃一於下次運輸會議時報告

右議決案一致通過

### 第三案 劃一員司請假規則

顧烈斐君謂關於請假規則須由部派員綜核各處加以研究蓋雖同在一路而各處所行之規則亦各不同也主席謂正惟各處不同故在事人員常多不滿意之事最好由本會呈部統一請假規則以適用於各路俾各處悉歸一律何圖君提議可做照稅務司鹽務署及郵政局現行辦法訂定統一規則於是由錢鏞君動議楊先芬君贊助提出議決案如左

議決案二 關於統一請假規則問題不在本會議權力之內應請由部彙集各路規章以爲根據並參考中國郵政局稅關鹽務署各項規章以訂定統一請假規則俾中國國有鐵路得以通用

右議決案一致通過

### 第四案 防止越軌人之事變

顧烈斐君聲言滬寧滬杭甬路保護安全之第一步即張貼種種圖畫通告以告誡人民俾免越

軌人之事變何圖君謂京漢路此項事變甚多他路或亦相同必須設法防止本會會員意見大致均謂防止之方實以教導訓誡爲唯一辦法而以張貼圖畫告白爲最有效遂請楊先芬君將滬杭甬路所用防止之法呈報本部由部將該項報告通行各路俾倣照通行

#### 第五案 鐵路代客墊付關稅厘金

何圖君謂發達鐵路負責之貨運必先設法代繳稅厘否則運客必需派人隨行仍不啻自行負責顧烈斐君謂轉運公司代客繳納厘稅其率較廉此中蘊有大宗利益倘由鐵路代繳厘稅各公司必以驟失重利起而反對周善同君謂最難問題在厘局常關並無一定之稅則且各省長官隨時增課新稅鐵路實無法代負此責其意鐵路應與釐局先行商訂正當稅則始可按照辦理何圖君謂釐卡每有匿報欸項情事此事勢難辦到史梯理君謂京奉路曾擬就設釐之站每年按所收稅欸求一平允稅率以便包辦並謂此項釐稅往往發現有不正当之需索主席謂貫徹此項計畫本非易事惟商務日趨發達此事殊不容少緩然使置之不辦徒發空言奚補實際鄙見當竭力設法與財政部及各省長官交涉得其襄助并與商業團體共策進行將來必有成

效周善同君提議本會應呈請大部向釐金當局磋商定一正當稅則於是主席指定周善同史梯理錢鏞關葆麟何圖及蕭杞楠君爲審查員審查此案於兩月內報告

#### 第六案 國有鐵路各站代收貨捐

此案併付審查會研究

#### 第七案 貨物分等表內外國 Foreign 字樣改爲進口 Imported 字樣

貨物分等表內貨物有分爲中國外國者 Chinese and Foreign 有分爲進口 Imported 及中國者 Chinese 有分爲土產 Native 及進口者 Imported 查表所用外國 Foreign 字樣意義不一(一)自外洋進口者(二)不問其所造者何地所製者何人而式樣與外洋貨物相同者茲擬定運價當注意兩種問題(一)獎勵本國實業(二)就所值訂定運價此案頗難解決乃議交審查會審查於日後報告

#### 第八案至第十四案丙 修訂貨物等級

右列各案連前第七案均歸審查會審查以周善同君爲主席吳簡錢鏞何圖蕭杞楠關葆麟劉

承暢史梯理梁永璋諸君爲審查員唐榮滔君爲秘書

第十五案及第十八案 設立審訂運價貨等委員會

右列兩案均係關於交通部路政司組織審訂運價貨等委員會一項問題於是提出一併討論史梯理君謂各路車務處長對於運價及貨等各事應於開會以前先用通信方法交換意見既可節省會議時間且能以簡捷之方法得同一之效果至分等表中不妥各點應由各路車務處長特加記載以備將來開會時提出討論主席謂此項委員會之設非特修正此項貨物分等表而已並須具有偉大之規畫以扶助工商事業之進行各路車務處長事務殷繁於此項問題苟非遭外界之責言輒無暇爲建設之思想故當組織一種團體專事考察工商遷變情形以爲修訂運價貨等之標準何圖君謂此項委員會實有贊助統一分等表之利益於是由錢鏞君提出議決案如左

議決案三 組織審訂運價貨等會會員由部員及各路代表組織之此項代表由各路車務處長推舉經局長之核定

此案未經公決時已及十二時散會

## 第二會

民國十年五月二十日星期五上午九時二十分開會劉景山君請假由關葆麟君暫代主席列席者如左

吳簡	鮑錫藩	陳蘭生	胡士熙	錢鏞	張葆榮	關葆麟
白良	史梯理	譚顯章	周善同	顧烈斐	楊先芬	林則蒸
梁永璋	蕭杞楠	中川增藏	巴白	築島信司	任家泗	陳鳳屏
譚耀宗	劉承暢	唐慶鈞	貝克	何圖	裘錯	林凱
朱沛	郝爾	劉文嵩	馮應棠			

宣讀第一會紀錄略加修正劉景山君到會仍就主席關葆麟君動議何圖君贊同將第一會紀錄認爲修正定稿

昨日未經公決之議決案三復由錢鏞君提出經關葆麟君贊助一致通過

## 第十六案 討論郵件運費

巴白君反對所提議之每次列車有一千立方英尺免費空地以備郵局之用何圖君謂照此辦法郵局所得公務免費利益更較今日爲優周善同君提議擬照外洋辦法以一定期內權取郵件重量按折中重量收取公務運費 *Service Rate* 試行一二年後再權其郵件重量另定運價顧烈斐君謂滬甯滬杭甬兩路收取郵件運費常覺過於低廉關葆麟君謂包件之運送本在鐵路營業範圍以內今以郵局運費較低之故乃多由郵局遞寄是郵局利用鐵路之損失爲己之利益劉景山君謂此項議案含有兩種問題一應否予以免費一應如何收費衆意對於免費問題均不贊成于是提出議決案如左

議決案四 郵局應照路局爲郵件所留用之空地計算按每立方公尺每公里付洋一釐  
右議決案一致通過

## 第十七案 修改人力車及小孩車由客車運送之運價

此案付審查會審查

第十八案 籌設運價研究委員會

此案已於第一會時與第十五案一併議決

第九案 規定貨物運價之標準

此案交審訂運價貨等會討論

第二十案 關於裝卸費等項列表通行各路

此案經衆討論將原案內之米穀立方容積字刪去其餘議決如左

議決案五 裝卸費囤存費碼頭費貨棧貯貨容積及所認定之轉運公司名稱由部編訂通行各路

右議決案一致通過

第二十一案 英噸車換算公斂

此案撤消

第二十二案 混合列車運貨收費問題



此案繼續討論由關葆麟君動議史梯理君贊助提出議決案如左

議決案六 混合列車所載貨物應按貨車運價收費

右議決案一致通過

第二十三案甲 議減豬之起碼運費

史梯理君謂京奉路載豬運價過昂應與羊之運價相同方覺適當擬每豬起碼運費定爲二角五分關葆麟君謂每批起碼運費宜減爲五角此案經衆議決付審查會審查

第二十三案乙 規定小豬運價

此案提出討論後由史梯理君動議關葆麟君贊同提出議決案如左

議決案七 凡小豬(裝以堅固之箱籠便於起卸並足抵內容物力之重量)應按照四等貨收費

右議決案一致通過

第二十三案丙 牲畜車轎起碼運費應行減輕

此案提出討論後僉以牲畜起碼運價過昂且所定起碼里程往往較短路之全綫爲長以致運商嘖有煩言於是由錢鏞君動議周善同君贊同提出議決案如左

議決案八 貨車裝運牲畜最少運費以五十公里計算所收運費至少以二角五分起碼再貨車載運車轎等件最少運費以百公里計算所收運費至少以五角起碼

右議決案一致通過

第二十三案丁 修改牲畜起碼運費

此案付審查會審查

第二十三案戊 訂定水牛運費

此案繼續討論由周善同君動議關葆麟君贊同提出議決案如左

議決案九 水牛運價每頭每公里收運費二分

右議決案一致通過

第二十三案己 改訂牲畜起碼運費

此案已包括於第二十三案丙以內可無庸議

第二十四案甲 修改貨車運輸通則第二十四條乙項

關於貨車運輸通則第二十四條乙項議加修改由史梯理君動議周善同君贊同提出議決案如左

議決案十 本會採用第九次國內聯運會議第十八議決案（第十八議決案貨車運輸規則第二十四條乙項關於貨車載貨問題應行修改如下（乙）凡以公繳計算運費者每批至少應按公繳單位計算若逾一公繳則按一公繳四分之一計算即不及此重量亦按此數核算每批運價至少以現洋一元起碼）

右議決案一致通過

第二十四案乙 改定零噸貨物計算法

此案與上案相同故無庸議

第二十四案丙 修改貨車運輸通則第二十四條

此案所提三項均行撤銷（一）每批運費以一角起碼經衆反對（二）此項已經前案議決（三）與上同

### 第二十五案 修正貨車運輸通則

此案付審查會審查

是日十二時散會

### 第二會

民國十年五月二十一日星期六上午九時十五分開會由關君葆麟代劉景山君主席列席者如左

吳簡	鮑錫藩	陳蘭生	錢鏞	胡士熙	白良	關葆麟
史梯理	譚顯章	周善同	顧烈斐	楊先芬	梁永璋	蕭杞楠
中川增藏	巴白	築島信司	任家泗	陳鳳屏	譚耀宗	劉承暢
唐慶鈞	貝克	何圖	林凱	朱沛	唐榮滔	郝爾

馮應棠

宣讀第二會紀錄略加修正由顧烈斐君動議巴白君贊同將第二會紀錄認爲修正定稿繼續討論議案

第二十六案 修改貨車運輸通則第二十四二十五條

此案甲項查與第二會議決案十相同應無庸議關於乙項劉承暢君提議貨車運輸通則第二十四條(丙)原文應行修改經楊先芬君贊成惟衆會員均主張保存通則原文僉謂一經修改則各路運價表必須重行改算於是此項提議遂行撤銷關於丙項討論貨車運輸通則第三十五條由史梯理君提議(貨車運輸通則第二十五條)該條之末段二百五十公斤等字樣應即刪去惟重量相差在百分之二以內者免費若超過百分之二則按通則第二十四條甲項收費於是史梯理君動議巴白君贊同提出議決案如左

議決案十一 通則第三十五條末段應修改如下

凡重量相差不及百分之二者免費若超過百分之二則按通則第二十四條甲項辦理

右議決案一致通過

第二十七案 訂定客車運輸銅幣運價

周善同君謂此案業經包括於第九次國內聯運會議第三十議決案之內於是由周善同君動議史梯理君贊同提出議決案如左

議決案十二 本會應採用第九次國內聯運會議第三十議決案（第三十議決案客車載運銅元應比照貨車運價加收百分之五十）

右議決案一致通過

第二十八案 增訂載送靈柩運費

此案由周善同君動議史梯理君贊同提出議決案如左

議決案十三 靈柩及空棺由貨車裝運者應按客車裝運之半價收費靈柩之運價以三元爲起碼空棺之運價以一元五角爲起碼如需專用車輛裝運靈柩其應加收之費如左

花車

每公里三角五分

二等或行李車

每公里二角五分

棚車

每公里一角五分

除收以上之車租外並須照付靈樞運費

運送靈樞須有負責之人隨車護送并須照付所乘坐位票價俟抵到達站時將靈樞起卸運送靈樞須預先通知以便布置否則鐵路不担保應由何次列車運送  
右議決案一致通過

第二十九案 修改貨車運輸通則第二十二條

此案付審查會審查

第三十案 訂定貨車皮重及載重劃一標注

此案由周善同君提議移交鐵路技術委員會研究史梯理君贊成遂通過

第三十一案 修改客車運輸通則第四十五四十九及六十七各條

此案提出討論史梯理君謂原文規定甚明似毋庸再加修改衆意亦不甚以修改爲然於是

史梯理君動議錢鏞君贊同提出議決案如左

議決案十四 本案所提議修正之第四十五第四十九第六十七各條因與國內聯運及中日聯運規則抵觸應行撤銷所提修正問題經本會認為無更改之必要

右議決案一致通過

#### 第三十二案 修改貨車運輸通則第二十三條

此案提出後審查員因下午二時須開審查會將此案留待下次會議再議  
是日十二時十五分散會

#### 第四會

民國十年五月二十四日星期二上午九時十五分開會劉景山君代理主席列席者如左

吳簡	鮑錫藩	陳蘭生	錢鏞	胡士熙	白良	關葆麟
史梯理	譚顯章	林凱	顧烈斐	楊先芬	梁永璋	蕭杞楠
中川增藏	巴白	築島信司	任家泗	陳鳳屏	譚耀宗	劉承暢



唐慶鈞 何圖 朱沛 郝爾 唐榮沿 馮應棠 伯訥

宣讀第三會紀錄修正後認爲定稿

顧烈斐君謂本會員擬即回滬各會員亦均擬回局辦公本會議應儘星期三閉會於是主席請  
審查員於明晨報告查審件事

### 第三十二案

此案昨日未能議畢今日繼續討論於是由蕭杞楠君動議錢鏞君贊同提出議決案如左  
議決案第十五 貨車運輸通則第二十三條應行修正如下  
計算運價及各項費用應照左列折合之數爲標準茲訂明

五九公斤·六八合爲一擔

一千立方公尺分(一六擔·七五)合爲一公鐵

二百五十立方公尺(八立方英尺·八三)合爲五十公斤

五立方公尺(一七六立方英尺·六)合爲一公鐵

附註 各路車務處長可按就地情形用其他折合數折擔爲公斤但須以公斤制爲法定標準  
右議決案一致通過

### 第三十三案 減輕貨運負責之加價

主席謂本部疊接各處來函對於負責貨運加收運費百分之十均認爲不甚公允按諸各路現行辦法對於貴重物品之託運既不負責則此項加價未嘗不可免收但各路今日佈置尙未周備又似不宜遽行豁免顧烈斐君謂滬寧路所收運費極廉即加收百分之十較之他路所收百分之五仍屬較低主席謂本部當與各路從長討論鄙意應設一委員會藉以研究此事之得失於是經衆討論最後議定此項加收運費百分之十應再試辦六個月由各路車務處於下屆運輸會議時報告經過情形

### 第三十四案 運輸貨物擬概由鐵路負責

主席謂各路對於負責貨運設備未周所有加收運費未便遽行豁免史梯理君謂此案已於第三十三案議過似可無庸置議衆均贊成

### 第三十五案 統一貨運負責辦事細則

顧烈斐君將滬寧滬杭甬貨運負責現行辦事細則呈交本會俾資參考以便訂定統一辦事細則主席謂貨運負責通則當時急于厘訂或有未能詳盡之處應請由部根據各路呈核之辦事細則另訂辦事通則草案在下次運輸會議時公同酌定

### 第三十六案 修改貨運負責通則

四洮路提出貨車運輸負責通則第四節報運運貨及交貨手續內應加檢查費一案史梯理君謂凡收貨人聲請檢查鐵路負責之貨不應再行收費於是由譚耀宗君動議史梯理君贊同提出議決案如左

議決案第十六 凡貨物由路負責運送到站交貨時收貨人得請求檢查貨物在中途有無遺失或損壞鐵路不另收費

右議決案 一致通過

繼討論修改貨車運輸負責通則第十四條鐵路負責限制衆意無所主張

復討論修改第十五條關於負責時間問題僉謂亦無庸修改

貨車運輸負責通則中文本第十六條(壬)(價格重量)四字議定刪去又第十八條之(辛)(壬)兩項衆意均不贊成刪去

### 第三十七案 應訂篷布繩索租費辦法

此案由顧烈斐君動議錢鏞君贊同提出議決案如左

議決案第十七 鐵路負責貨物所需篷布繩索得以免收租費

右議決案一致通過

至於貨主自行負責之貨物蓋用篷布繩索劃一租費問題應由京漢京奉京綏津浦各路詳加研究會同報部核定

### 第二十八案 改良貨運辦法

主席謂四洮路提出之案頗爲詳盡切要殊足令人贊許第一項關於倉庫問題應交各路研究第二項關於各站裝運貨物各項問題亦應交各路研究以謀業務之改良第三項與本部頒行

支配車輛規則大致相同四洮路對於現行制度或需變更之處可提交下次運輸會議討論主席又謂此案洵爲切要之事應請各路車務處長逐項研究藉以從事改良

第二十九案 支配車輛報告辦法

此案已由第九次國內聯運會議議決可無庸另議

第四十案 規定標準車輛

此案應移交鐵路技術委員會核辦

第四十一案 客車運輸名詞之改正

此案已由第九次國內聯運會議議決可無庸另議

第四十二案 票房終日售票

此案應先由京奉京漢京綏津浦各路從事研究以備提交下次運輸會議討論

第四十三案 擬在票房前安設銅欄以便維持購票之秩序

此案由京奉京漢京綏津浦從事研究報告下次運輸會議討論

第四十四案 各大站籌設包件房以便存置包件行李

此案關於改良包件及行李等業務往往有不完善之處應由各路注意

第四十五案 改良行李號牌

此案應由各路車務處長參照道清所提議者辦理

第四十六案至五十案 修改客車運輸通則

以上各案均交審查會審查

是日正午十二時散會

### 第五會

民國十年五月二十五日星期二上午九時開會劉景山君代理主席列席者如左

吳 簡 鮑錫藩 陳蘭生 錢 鏞 張保榮 胡士熙 白 良

周善同 關葆麟 史梯理 譚顯章 曾廣勳 林 凱 伯 訥

顧烈斐 楊先芬 梁永璋 蕭杞楠 中川增藏 巴 白 築島信司

任家泗

陳鳳屏

譚耀宗

何圖

劉文嵩

朱沛

郝爾

唐榮滔

馮應棠

宣讀第四會紀錄俟修正後作為定稿

遂討論第九次國內聯運會議所移交之運輸鈔票案主席謂國有鐵路當取鼓勵商業政策但習慣上鐵路運送國家銀行鈔票尙收半價商業銀行則收全價但為獎勵社會事業計應籌畫一正當運價周善同君謂鈔票運價有兩種辦法（一）國家銀行鈔票全免運費（二）凡鈔票按照現銀或其他錢幣同收運費總之（一）何者為適當運價（二）運載鈔票應否一律減收運費時路政司司長兼聯運處長王景春博士蒞會劉主席致歡迎辭王司長致訓詞如下

曩者奉公遠行離部兩載今復相聚一堂曷勝愉快到部之始所最感觸於懷者莫如獲覩諸君對於各項會議之進行鄙人本擬早日到會祇以甫經視事執掌趨公今日始克如願此次運輸會議所討論者為普通運輸之貨等運價業務改良以及便利旅客貨商各問題我輩處此當以便利公衆為宗旨能使公衆受益受其便利即我輩所以益盡其職務也更有一言為諸君告者諸

君苟有所見儘乞隨時提議俾鄙人對於現在運輸問題多所接洽尤爲企盼

主席遂復討論鈔票運價問題周善同君謂此項問題似應與各路以相當時日詳加研究俟有確定辦法呈交下次運輸會議再行討論衆均贊成於是主席會提出關於修改貨等運價之  
審查報告

### 第七案

主席謂鄙意對於本國製造事業應予以獎勵若以審查會所提議之等級似覺將本國製造品較之外國製造品處於不利地位周善同君謂審查會所以訂定此項等級將本國製造品與外洋或進口貨列諸同等者其用意有二(一)本國製造事業與外洋製造事業方處於競爭時代故審查會之意見如各業應加獎勵之時國有鐵路宜爲特定專價以補助之(二)各站人員對於洋貨或進口貨與在本國所製之新式貨品甚難區別此項意見審查會已有詳細紀錄可資佐證主席謂此項提議祇可認爲一種試辦之計畫擬將此項提議與本人對於此事相歧之見解連同審查報告一併呈部核辦



審查會議改棉布草布或皮布貨等於是提出討論史梯理君謂草字應改爲麻字餘照審查報告一致通過

第八案

(一)(二)(三)照審查報告一致通過

(四)甲照審查報告辦理惟將末句自「於第三次」以下均刪去改爲於下次會議時報告一致通過

乙照審查報告一致通過

(五)甲照審查報告一致通過

乙將審查報告修正一致通過其修正如左

Sal Ammoniac 譯爲鹽腦 貨等如舊

Soda, F.O.H.P. 譯爲城 貨等如舊

Soda, native 譯爲土城 列五等貨

Soda Ash 譯爲城末 貨等如舊

但譚顯章君謂城末 Soda Ash 由京綏路運輸者均爲低等貨物但其他會員則謂大批價高城末亦有由外洋輸入者嗣因城末等級甚多主席提議暫照審查會所定等級辦理將來宜交審訂運價貨等會研究於下次會議時報告

(六)照審查報告一致通過

(七)照審查報告辦理惟英文 Sheeting 1 字應改爲英文 sheets 1 致通過

(八)照審查報告通過但主席主張對於運載帶殼乾菓之商人亦應予適當之維持

(九)照審查報告一致通過

(十)關於輸送回頭空箱史梯理君聲明渠對於審查會大多數之意見表示贊成但應加入「該空件」二字一致通過於是採用下列條文

凡既卸貨物之空件仍由鐵路運回者應依普通貨物分等表內所定該貨物之運率核收半價關於回頭空箱問題巴白君謂道清裝運火油空箱甚多每整車所裝重量乃達三噸應否按照

輕鬆物質例計算運價

何圖君謂運商所以得享此項減價之利益者因有此特別便利則該項空件之裝運可望藉以招徠也並指出回頭空件條內所列「運往前途裝貨」等字業已刪去

第九案第十案第十一案第十二案第十三案第十四案甲乙丙

右列各案均照審查報告一致通過

第十七案

此案照審查報告辦理但在「定運」兩字中間加「起碼」兩字一致通過

第二十三案甲丁戊

此案(甲)(丁)(戊)均照審查報告一致通過

第二十五案

此案照審查報告辦理惟第四節託運運送及交付貨物辦法應將作為第三十二條以下云云刪去而以(加入)二字代之一致通過

第二十九案

此案照審查報告辦理惟担字應改斤字一致通過

第四十六案

此案照審查報告作爲懸案暫行緩議

第四十七案

此案將審查報告修正一致通過其修正之文如下

凡正式學校各小學中學高等以及大學之學生在假期內或因修學旅行不論個人團體凡持有正式憑證者准其繳納半價教員得照學生例一律優待

第四十八案

此案照審查報告一致通過

第四十九案

此案照審查報告辦理惟關於本屆緩議各問題衆意僉謂此次暫行從緩將來會議時儘可重

行提出至此次所以緩議者因所擬修改各問題現行通則已有概括之規定也

### 第五十案

此案照審查報告一致通過

第一案統一員司薪俸問題衆意此項問題關係路局全部應由各處聯合辦理再由各路聯合由承辦處所彙呈部核

關於審訂運價貨等會巴白君謂道清路線太短似無需派員到部

主席謂各路是否必須派一專員辦理此事現尙未定將來或有二種會員（一）不駐會會員（二）駐會會員不論部中採用何種辦法各路均應一律派員代表

京漢路提議凡各路不能派專員代表者可委托鄰接之路兼任代表議至此各事已畢

主席致閉會詞云承諸君對於會務同心協助各盡厥職成績斐然本年十月聯運會議在杭州開會時鄙人希望獲充中東路代表再與諸君相見

願烈斐君提議向主席申謝衆均贊成

顧烈斐君謂本年十月聯運會議預定在杭州開會謹代表滬寧滬杭甬兩路請與會諸君蒞會

是日十二時三十分宣告閉會

代理主席

交通部參事前路  
政司營業科科长劉景山署

會 員

京漢路錢 鏞署

京奉路史梯理署

京綏路關葆麟署

津浦路周善同署

滬甯  
滬杭甬顧烈斐署

道清路巴 白署

湘鄂路蕭杞楠署

隴海路陳鳳屏署

正太路伯 訥署

吉長路中川增藏(代署)

四洮路築島信司署

廣九路劉承暢署

株萍路馮應棠署

漳廈路唐慶鈞署

秘 書

吳 簡署

陳蘭生署

鮑錫藩署

裘 鎔署

唐榮滔署

林 凱署

## 第三次運輸會議審查會審查報告

審查會前後開會四次謹將各案解決辦法報告如左

第七案 貨物分等表中進口 Imported 及外國製 Foreign 等字須一律改爲精製<sub>及</sub>進口

~~Fine and~~ or Imported 惟本國製等字應仍舊

又議將貨物分等表<sub>英文本</sub>第二十四頁棉布草布皮布等三項修改如左

本國製者列四等

進口者精製<sub>及</sub>進口者列三等

第八案 (一) 麩糠擬改爲五等

(二) 草辦原列四等擬改三等

(三) 咖啡之等第似可不改但第六十五頁<sub>英文本</sub>茶葉項下擬加本國或茶磚數字

(四) 甲棉紗與棉布在分別等第之前先請顧烈斐君研究復於本審查會議第二會

請顧烈斐君向李綽生君調查一切於第三次運輸會議閉會之前報告大會

乙英文 Cotton yarn 譯爲棉紗

英文 muslin 譯爲麻紗

(五)甲討論英文 Sal Ammoniac 應否譯爲土鹼議決先行調查土鹼種類且俟下次會議時再行議決等第

乙茲定 Sal Ammoniac 爲鹽腦等如舊

Soda, Native 爲土城改列五等

Soda, E. H. O. P. 爲城除另定外等如舊

Soda, Ash 爲城末

(六)此事經關葆麟君調查報告如左

京綏路承運山羊綿羊之皮向分生熟兩種熟皮價值當較生皮爲貴應與皮貨同一運價查貨物分等表向無生熟之分然價值懸殊似應區別如下

皮貨 列貴重物品



帶毛生皮 列二等

無毛熟皮 列三等

無毛生皮 列四等

惟衆意此事尙應向皮貨業調查情形於是復請史梯理君担任其事於下次運輸會議時報告

(七) 擬加棕片 *Coir Sheetting* 及棕絲 *Coir Fibre* 兩項並與棕席棕繩列爲同等

(八) 因帶殼花生係鬆質物品未便贊成

(九) 烟梗擬列五等

(十) 貨物分等表第百五九頁貨車運輸回頭空件贊成修正如下

凡既卸貨物之空件仍由鐵路運回者應依普通貨物分等表所定該貨物之運率核收半價

衆意爲防止詐欺起見擬用回頭空件証在發行一月之內可減收半價津浦路會

用此證已著成效惟京奉路委員之意則謂此證似尚無須發行因回頭空件之輸運可覆查原運貨單而准其交付半價於是各審查員主張此事應由運輸會議取

決

### 第九案

(一)(二)兩條應照英文修正

(三)螢石及寒水石之名稱應存留

四五六七八各條由部譯正

### 第十案

乾荔枝及桂圓改列二等

糖水改列四等

### 第十一案

請部照英文本改正

### 第十二案

由審訂運價貨等會辦理

### 第十三案

甲由審訂運價貨等會辦理

乙照原議提出

第十四案 由審訂運價貨等會及貨物聯運審查會辦理

第十七案 擬定運價如下

由貨車裝運 孩車一元

人力車二元

由客車裝運 孩車二元

人力車四元

第二十三案 甲丁均已包括於本屆運輸會議第八議決案以內

第二十五案 關於通則第十條之提議業經第九次國內聯運會議討論參閱該會議紀事錄

可也

關於通則第十七條之提議經本會議定此項餘款暫由鐵路保管一年倘逾期不來請求當歸鐵路所有關於通則第二十二、二十四、甲、乙、二十七、及二十八、各條之提議均

撤銷第二十九、三十及三十七各條文應另行起草

貨車運輸負責通則第四節托運運送及交付貨物規則內應添入凡托運之貨物在各路車務處長所定每日辦事時間以內均可由承辦貨運各站接收交付等語作爲第三十二條甲其原文之第三十二條則改爲三十二條乙

又原案所提順序裝運一節因國有各路設備未周尙難實行

#### 第二十九案 貨車運輸通則第二十二條應修改如下

運價 運價除另有規定外所有運價概照下列三項計算

(一) 五十公斤(合八十三担七七八)價

(二) 公噸(合一千公斤)價

(三) 整車(照車量以公噸計)價

#### 第四十六案 據京綏方面之意見此案擬俟下次運輸會議時再行提出惟各審查員之意包

件由客車裝運者其運價應較由貨車運送者爲高

#### 第四十七案 凡正式學校自小學以至大學學生及教員於假期內或修學旅行持有該校校

長正式證書者得減半價

第四十八案 此案歸各路自行辦理

第四十九案 通則第五條內「一點鐘或」四字應刪去

通則第六條 原文仍舊惟中文本字句應請由部照英文意義譯改

關於通則第七、十、十二、十五、二十五、二十八、三十、三十一、三十五、四十、四十九、五十一、五十三、五十五、五十八、五十九、六十四、六十七、七十五、七十六、七十九、八十一、九十八、一〇七各條之提議均撤銷

修改客車運輸通則附件一議決凡學生購買定期乘車票時准按尋常定期乘車票減收半價其在十二歲以下者准按尋常定期乘車票價核收四分之一

第五十案 修改客車通則各案之提議

第十八條 撤銷

第三十六條 擬修正華文本

第四十條 每輛收費至少以洋十五元爲起碼

第六十二條 已議決

第六十三條 無庸議

第一百零四條 起碼運價至少收洋三十元

第一百零八條 已議決



# 中華民國有鐵路第三次運輸會議議案清單

## (一) 貨物運輸

第一案 滬杭甬路提出統一員司薪俸等級並服務條規

(說明) 國有鐵路員司之薪俸等級並服務條規能否統一滬杭甬路之定章可寄送以備參考

第二案 滬杭甬路提出劃一電訓及冠首字

(說明) 爲各路便利起見應將電訓及電報冠首字劃一

第三案 滬杭甬路提出劃一員司請假規則

(說明) 鐵路員司請假似宜劃一滬杭甬路之規則附此(參看附件乙)

第四案 滬杭甬路提出減少越軌人之事變

(說明) 行人逾越鐵路軌道應以犯法論予以科罰或監禁之處分或監禁並科罰由地方官廳協同阻止方能減少越軌人遇害之次數鐵路隣近城鎮之茶館內應張貼處分辦法之告



白

第五案 京漢路提出擬實行鐵路代運貨人墊繳釐金關稅

(說明)查各路自本年一月實行運貨負責以來客商頗稱便利惟仍未見此項運輸發達究其原因蓋以驗關納稅須運貨人親自照料一層實爲主因蓋運貨負責無押運人隨車也茲爲便利商人起見擬請仿照中日聯運在安東代客墊繳釐稅辦法推行於國內聯運各路凡客商如欲委托鐵路代墊釐稅及驗關等項可將一切運貨單據關單文件交付鐵路由鐵路代爲墊繳關稅俟貨物運到車站于交貨時向收貨人索還如此則商人可免隨車照料之煩也

第六案 粵漢路湘鄂段提出國有鐵路各站擬代收火車貨捐

(說明)國有鐵路沿綫設有火車貨捐局此項貨捐影響鐵路營業前途尤鉅但欲實行裁撤恐難辦到籌備補救方法莫如由鐵路車站代收之除應收運費外加收百分之幾作爲貨捐局所應徵之貨捐並另出收據所收之貨捐逐日解繳路局會計處核收另登記之每月應將

已收之貨捐由路局彙造月報呈由局長核轉呈 交通部轉咨財政部備案

第七案 本部提出華文貨物分等表(外國)內兩字英文表內譯作(Imported)意義不同應研究修正

(說明)華文貨物分等表內(外國)字樣洋文譯作(Imported)意義不同以致各路解釋頗不一律應否將華文改爲(進口外國)並將英文改爲(Imported from Foreign Countries)俾易瞭解

第八案 (本部提出)現行貨物分等表內應研究修正者列左

(一)粗糧細糧價值懸殊似不宜同列四等(參看華文分等表第四十一二頁)

(二)枯草與草瓣貴賤不同似不宜枯草列三等而草瓣反列四等(參看華文分等表第六十一頁及六十三頁)

(三)中國茶葉與外國咖啡同列三等是否適宜

(四)棉紗係屬半製造品其價格無論如何當較疋頭爲廉且疋頭完全由多數棉紗組織而

成於紗價之外尙須加以工作其價格自比棉紗增高似不宜棉紗列三等而中國製棉紗正頭反列四等又查 *Muslin* 本係麻棉合製之品華文貨物分等表譯爲棉紗似欠準確且與 *Cotton yarn* 同名易滋紛亂可否將 *muslin* 改譯麻紗

(五) 鹼砂 卽土城 *Sal Ammoniac* 列四等梳打灰 *Soda Ash* 列五等以致商民謂土鹼運價高於洋鹼究竟各路現在對於裝運洋鹼是否以梳打灰論且二者價值高下如何可否以 *Soda Ash* 譯作洋鹼列四等以 *Sal Ammoniac* 譯作土城列五等

(六) 皮貨列貴重品山羊皮列二等羊皮列二等查羊皮有粗細生熟帶毛不帶毛之分價值不同現各路究如何辦理應加以明白規定以免商人爭執

(七) 現行貨物分等表內只有棕繩棕蓆列五等而查無棕片一項應否加列及應列何等須研究

(八) 花生仁之價較花生加倍同列四等是否適宜

(九) 煙梗每百斤約值一元有餘煙梗末(製鼻烟用)每百斤約值廿元似均應加入分等表

(十)回頭空箱應如何証其確係回頭之物宜加規定

第九案 (本部提出) 現行貨物分等表內華洋文互異之處應修正者如左

(一)華文第五十二頁乾柿子列爲四等英文列入三等

(二)華文第八十一頁彩釉器皿列爲四等英文列入二等

(三)英文 Minor Spar 係屬一種礦質華文第二十七頁譯爲螢石於四十頁又譯爲寒水

石應修正

(四)英文 Millet 華文第四十二頁譯作爲黍而第四十三頁又譯爲小米原屬一物而譯作

兩名應修正

(五)英文 Peas 華文第四十二頁譯爲豌豆而於第四十二頁譯爲荷蘭豆應修正

(六)英文 Spice 係屬香料華文第四十六頁譯爲藥末於義未賅

(七) Gold and Silver Plated Wares 係屬鍍金鍍銀之器華文第八十二頁譯作金銀

器皿似應添一鍍字

(八)英文 Groceries 華文第一百二十五頁譯作雜貨未當似應改爲油鹽雜貨

(九)英文 Scrap 華文第一百二十六頁譯作碎件亦未當似應改爲五金廢料

第十案 廣九路提出擬修改貨物分等表如左

乾荔枝 乾桂圓 原列二等擬改列二等

(說明)查市價乾荔枝上等每百斤一百三十元次等每百斤六十元乾桂圓每百斤約五六十元價值頗昂作三等收費未免稍低

枯草 草 原列三等擬降列五等

(說明)此兩項價值甚賤列爲三等似覺過高並擬按照尺寸算收運費

糖水 原列三等擬改爲四等

(說明)此項糖水將糖質澄淨成爲片糖所餘之水與及渣滓謂之糖水在廣東每百斤價值毫銀八元左右故擬降等

第十一案 京綏路提出更正華文貨車運輸通則駝毛壓緊與未壓緊之等級

(說明)查貨車運輸通則內貨物分等表駱駝毛一項英文載壓緊者爲二等未壓緊者爲二等華文載壓緊者爲二等未壓緊者爲二等適成反比例徵之各路運輸習慣及其裝載重率宜以英文所載者爲正擬照英文規定修正

### 第十二案

京漢路提出擬請將貨物等級重行審訂

(說明)查現行貨物等級表所載各貨等級尙有貴賤倒置及遺漏頗多似宜特設委員會詳加研究重行修訂以便遵守而昭劃一

### 第十三案

(甲)京綏路提出各路沿線出產貨物有未經貨物分等表載明者擬一律補訂等

### 級以資統一

(說明)查各路沿線出產之貨間有未經貨物分等表所載明而又未便照貨車運輸通則第二十條按二等運價核收者自當酌察該項物質及其價值情形分定等級補列貨物分等表內以資統一茲將本路出產之貨爲等級表所未載者另列清表並酌擬等級以備討論(參看

附件丙)

第十三案

(乙)粵漢路湘鄂段提出擬修改貨車運輸通則第二十條未分等之貨物貨物之未列入普通貨物分等表者其等級得按表中類似之貨物以定之如無類似者則照二等運費核算原文祇規定如分等表內未規定者概照二等算

(說明)查貨物之未經列入分等表者極多概按二等算未免太高若得按類似之貨物以定其等級則施行較易且各站皆可酌宜處理毋須與車務處長特別接洽即可按類似之等級核收事實上似亦較為簡捷

第十四案

(甲)京綏路提出質輕體笨之貨物擬規定名類以資統一而便遵守(參看附件丁)

(說明)查貨車運輸通則第二十五條規定質輕體笨之貨物專用一車裝運者其運費應照實在之重量或體積相等之重量計算但起碼之數至少須照車輛之載重量三分之二收費等語此項規定既與其他普通貨物之按整車裝運者不全則其適用此項規定裝運之貨物名類似宜擇定數種以爲比例茲擬酌定如左

草已未壓  
緊在內

甘草

烏藥

有壳花生

黃花菜

棉花

已未壓  
緊在內

生麻

已未壓  
緊在內

秣草

已未壓  
緊在內

枯草

已未壓  
緊在內

蒲花

本地燈籠

椅棹傢具

新竹篾

筐子

編器

柳條

秫稽

干

葉 藤梗

糠皮

核桃

鷄蛋

#### 第十四案

(乙)粵漢路湘鄂段提出輕浮貨物重訂等級

(說明)普通貨物分等表中之輕質貨物如燈草皮箱書架書桌馬口鐵油桶鳥籠燈籠空火柴盒等皆列入二等按此等貨物價值甚廉列入二等取費已覺過高按章程輕質貨物更須以體積核算運費兩重擔負甚欠公平似宜酌量修正

#### 第十四案

(丙)粵漢路湘鄂段提出擬修改貨車運輸通則第二十五條輕浮貨物普通貨物分

等表等級之下有一「輕」字者即係輕浮貨物其重量照下開核算

(甲)按五十公斤運費率裝運者以二百五十立方公尺作五十公斤

(乙)按零斂裝運每公斂運費率裝運者以五立方公尺作一公斂

(丙)按整車裝運者至少須照所用車輛載重量之三分之二算收如其實在重量在三分之二

二以上者則照其實在重量算收零數不及一公斂者亦作一公斂算



(說明)查本條之規定係指質輕之貨物而言原文質輕體笨之貨物之「體笨」二字易與第二十六條之粗笨二字淆亂故將體笨二字刪去改爲輕浮貨物

原文有凡貨物屬於本條之規定者不得按照繳數運價計算等語此種規定頗多窒礙難行之處例如有火柴或草帽辦其體積僅五十立方公尺實在重量祇有四公繳按五立方公尺作一公繳算應作十公繳商人須損失六公繳之運費難於負擔倘按公繳交納運費仍所不許必須按五十公斤運費率方予裝運是則商人須受兩重之損失似乎不甚公平故擬刪去另行規定乙項

原文規定其運價應照實在之重量體積相等之重量計算但起碼之數至少須照車輛之載重量三分之二等語查此數語頗多疑問例如有三十繳車一輛滿裝棉花其實在重量係九公繳尙未及車輛之三分之一自不能按之核算運費其體積係八立方公尺則相等之重量當爲十六公繳仍未及車輛載重量之三分之一是則原文規定應照實在重量或體積相等之重量計算云云均屬等同虛設似不如直行規定至少須按車輛載重量之三分之二較

爲簡便也

第十五案 四洮路提出擬組織貨物分等研究會案

一、組織之理由

貨物種類繁多名目歧異有由歐亞輸入者有由本國各省出產者其市價貴賤萬難強其從同况我國地大物博農產礦產日有增加商貨製造日新月異鐵路執商務之樞機非將各種貨物分晰查明確定等級以爲運費貴賤之標準則無以推廣商業而增加鐵路之收入查現行貨物分等表內所列等級確能符合者固多而終不免有高下顛倒懸殊之弊此貨物分等研究會所以從事組織之理由也

二、研究會之組織

此會設於交通部內由部遴派部員若干員或選調各路辦運輸具有學識經驗人員充任本會委員專任研究審查貨物分等事項并由部委派各路有經驗人員充任調查員先行分路調查列表報會由會彙齊審定呈部通飭各路施行



告彙齊求其平均之數再以左列八項爲標準而分類之。

一、物質重而價廉者爲下等

二、物質輕而價廉者爲中等

三、物質輕而價貴者爲上等

四、關於人之生命爲日用所必需者爲下等

五、關於人之裝飾及華麗而可不用者爲上等

六、輸入之外貨爲本國所無而有利益於本國者爲下等

七、與本國同等之外國貨照本國貨加高一等

八、凡本國之貨不適用於本國而適用於外國者爲下等

### 五、保障

分等表既經各種手續多方調查審定各路須按照施行不得擅自更改倘萬一有某貨不能不改之時須有充分之理由呈報該會研究許可方得更改或爲表內所未列之貨物不須接

照調查手續查明呈報研究會審定施行

第十六案 本部提出規定鐵路運送郵件免費容積議案

查鐵路運送郵件於前清光緒二十九年立有章程八條定爲免費運送迄今各路尙多按照辦理今昔情形不同鐵路運送郵件勢難全免運費惟收費多寡應行折衷酌定迭飭路郵兩方協議迄未趨於一致至上年郵務總局始允在一定限度之外酌納運費其所擬辦法關於運費者如左

(一)鐵路應按郵局所需於每次列車上免費供給一千立方英尺爲止之容間以備運送郵件及照管郵件人員之用

(二)每次列車所裝之容間超過以上限制者除去一千立方英尺外每英里每一百立方英尺應由郵局交付運費銀三厘

查以上兩條辦法除運費一層應另核定外至於運送郵件須超過一千立方英尺始納運費一節似此限度於各路是否適宜又查現在列車上郵務專櫥容積大小不甚一致如允供給

一千立方英尺之免費容間或另定相當免費容積應如何由各路將現在郵務專欄修改以期劃一均宜詳加討論商定妥善辦法具案送部可也

第十七案 本部提出人力車及小孩車由客車運送與貨車運送所訂運價不同亟應修正

(說明)客車運輸通則內第一〇八條所訂由客車運送之起碼運價人力車二元小孩車一元貨運通則內所訂之起碼運價人力車四元小孩車二元然徵諸原理由客車運送之貨物其運價應較由貨車運送者增高今則反是應亟修正

第十八案 本部提出擬由路政司籌設運價研究委員會

(說明)鐵路運價實爲現今最複雜最重大之問題上自國家行政社會經濟下至建築、線發展運輸莫不皆與運價有至大關係自應隨時研究詳爲審訂以昭公允而收實效凡關於調查運輸成本修正貨物分等諸端亟應詳加研究故運輸研究會之設立誠不可緩者也至該會會員應由部選派各路車務處長會計處長以及專門運輸人員充之

第十九案 四洮路提出規定貨物運價應審定標準案

- 一、以實在之成本爲最低之標準
  - 二、以其他運輸機關之運價爲比例
  - 三、以貨物負擔之能力爲最高之標準
- 規定貨物運價實爲運輸最難最大之問題稍不審慎不但影響於鐵路之收入已也而影響於社會之經濟更有甚焉茲將管見所及逐項概述如左

一、以實在之成本爲最低之標準

實在之成本者運輸所必須之成本如煤水油柴絲及車上員役之薪金等六種費用是也其計算之法即以此六種費用爲分子以所運之噸里爲分母其得數即爲實在之成本

例如分子爲八十元分母爲五萬噸里得數一厘六毫即一釐一里最低之運費

欲規定運費除特別情形外（如由北至南之貨多由南至北之貨少則由南至北之運價即在實在成本之下亦無不可比運送空車較宜故也）無論如何不能實在成本之下否則即受直接之損失鐵路亦斷無存在之理由故規定運價擬以實在之成本爲最低之標準也

## 二、以其他運輸機關之運價爲比例

凡舟車駝馬皆爲運輸之機關亦爲鐵路之勁敵欲規定鐵路運價須先確查其他機關之優劣如何耳倫比爲優則運價不妨較昂若比爲劣則運價非較爲低廉不可緣其中競爭力大稍一不察無形之損失甚巨故規定運價宜依其他運輸機關之運價爲比例

## 三、以貨物負擔之能力爲最高之標準

貨物負擔之能力者係貨物在某地與在某地市價之差數是也此差數之中除運費外尙含有懋遷者希望之利益及裝束等費運輸者祇能於差數中酌取若干倫完全沒收懋遷者之希望已絕則貨物亦必無所遷運矣故宜以貨物負擔之能力爲最高之標準

上述規定運價之標準係以實在之成本爲最低以貨物負擔之能力爲最高在此二者之中更以其他運輸機關之運價爲比例而取其適當之點爲規定運價標準之法果準此標準規定貨物之自能流通固不待言即社會之經濟因之發達鐵路之收入因之加增其獲利豈淺鮮哉



第二十案 滬杭甬路提出裝卸費貯棧費碼頭費米穀立方量貨棧貯積量及正式承認之轉運公司名單應否編列成表由部通飭各路

第二十一案 京綏路提出英噸車輛換算公噸擬比照英噸容量加收畸重量運費

(說明)查現在國有各路已一律採用萬國權度通制所有前用英噸計算者悉改用公噸計算惟各路向用英噸計算之車輛一旦改按公噸則其虛耗車皮之容量爲數實在不尠擬定各路車輛容量向按英噸計算者凡用十英噸車裝運整車貨物悉按十公噸零一六計算其二十英噸三十英噸四十英噸車照此推算并擬將貨車運輸通則第三十七條車輛裝載逾量的概不增收運費句改爲概照逾數量目核收運費以免虛糜車輛而期保存固有之運輸力至此項逾量及溢出重量之裝卸調車貼補等費則概予免收以示體恤

第二十二案 京綏路提出客貨混合車輸送貨物擬一律比照貨車運輸通則規定運費收費(說明)查客車貨車運輸通則所定起運貨物運價各有不同相差頗鉅其由客車或貨車起運者自當按各該列車通則規定辦理如由客貨混合車起運者如牲畜車轎等項多由旅客

自行携帶按其性質似當照客車運價計算而客貨混合車實以貨物爲多數若分定某項按客車運輸通則計費某項照貨車運輸規則計費微論手續紛繁易滋淆混抑且客商不察亦多誤會擬定凡由客貨混合車輸送貨物無論整車零運一律比照貨車運輸通則規定運價收費以省手續而免混淆

### 第二十三案 (甲)京綏路提出整車猪隻擬按每車每里計費

(說明)查貨車運輸通則第一百四八頁內載猪之運價每公里每頭半分最少運費五角或每車十五元爲起碼等語此項猪隻如係零運自當按頭計算運費其按車起運者如仍按頭計費既與名義不符比較舊章運價亦過鉅擬改每公里每頭半分每批最少運費五角包裝全車二層每里每車收洋三角六分四厘五毫以十五元爲起碼等語以符名義

### 第二十二案 (乙)京綏路提出裝運小猪擬按重量計算並列作四等貨核收運費

(說明)查小猪一項向以繩索網縛用大簍裝載按零運貨物起運自未便按頭或按整車計算運費擬列作四等貨物按所裝重量核算運費以昭公允

第二十二案 (丙)粵漢路湘鄂段提出牲畜車轎之起碼費應行減輕

(說明)查貨車及客車運輸通則「牲畜價目表」中及「車轎及靈柩等件價目表」中所列運價多有最少運費之規定例如「每公里每頭半分最少運費」每頭以五角爲起碼東洋車「每公里二分最少運費以四元爲起碼」此種最少運費等於每頭或每件運輸一百公里或一百公里之運費規定似乎過高亦宜酌量減輕

第二十三案 (丁)津浦路提出客車貨車運輸通則所訂裝運牲畜起碼費似應酌予修改

(說明)查客車運輸通則第九十八條華文貨車運輸通則第一四七頁第一四八頁所載關於裝運牲畜運費每頭或每隻最少以五角或若干元爲起碼此等牲畜如遇裝運短途及不止二頭或一隻者倘每頭或每隻按五角或若干元起碼收費未免太高似應按照裝運貨物每批計算改爲最少數運費每批以若干元起碼刪去每頭每隻等字

第二十三案 (戊)津浦路提出應訂水牛運價

(說明)查本路承運水牛甚多是否按尋常牛隻運價算費抑另行規定

第二十三案 (已)廣九路提出擬改訂牲畜起碼運價

查牲畜運價每頭起碼運費似覺過嚴若於鄰站往來運價更爲昂貴茲擬按照普通貨物起碼費例將牲畜每頭起碼費改爲每批牲畜起碼費庶於限制之中仍示招徠之意

第二十四案 (甲)津浦路提出貨車運輸通則第二十四條乙項似應酌予修改

(說明)查該通則第二十四條乙項如按原文辦理則公繳四分之一之貨倘運費逾一元亦可按一公繳之四分之一起票稍欠妥協似應改爲凡以公繳計算運價者每批貨重一公繳者應按一公繳計算其逾一公繳之重量至少應按一公繳之四分之一爲單位計算云云以下仍照

原文

第二十四案 (乙)京綏路提出按零噸裝運貨物擬以一噸爲起碼逾一噸之外至少按一噸四分之一爲單位計算

(說明)查各路所訂零運貨物之運價其按公斤計算者較按公噸計算者爲高自係因運量既多運價自當稍減即係整車運價較零運運價稍減之意惟查貨車運輸通則第二十四條

乙項之規定是零運貨物在二百五十公斤之重量即可按零噸報運徵論零噸運價與公斤運價稍有出入即按公噸計算一節顧名思意亦似不符擬定凡按公噸計算之貨物以一整噸爲起碼逾一噸之外至少按一公噸之四分之一爲單位以符名義

第二十四案 (丙)粵漢路湘鄂段提出擬修改貨車運輸通則第二十四條

(甲)按照五十公斤運費率裝運者 貨物之按五十公斤運費率計算運費者其重量不及五十公斤亦作五十公斤算其逾五十公斤者則其超出五十公斤之數按每二十五公斤爲單位不及二十五公斤亦作二十五公斤算每批之運費以一角爲起碼

(說明)原文規定每批之運費以五角爲起碼似乎太昂例如津浦鐵路裝運六等貨物五十公斤至一千一百公里方收五角如以五角爲起碼則等於不及一千一百公里亦作一千一百公里算也

(乙)按零鐵裝運每公鐵運費率裝運者 貨物之按零鐵裝運每公鐵運費率計算運費者其重量或體積不及一公鐵亦作一公鐵算其超出一公鐵之重量則按一公鐵之四分之一

爲單位不及一公釐之四分之一者亦作一公釐之四分之一算每批運費以一元起碼

(說明)查同條甲項五十公斤運費率其不及五十公斤者亦作五十公斤算則按零釐裝運者亦須規定不及一公釐亦作一公釐算方合如按零釐裝運者得以一公釐之四分之一爲起碼則五十公斤運費率多適用於二百五十公斤以內之貨物其用處蓋甚微也

(丙)按整車裝運每公釐運費率裝運者 貨物之按整車裝運每公釐運費率計算運費者其運費應按所用車輛之載重量算收如該貨物之實在重量不及車輛之載重量者亦作該車輛之載重量算收但每車之運費須按照所用車輛之載重量每公釐五角爲起碼

(說明)原文祇言凡按整車計算者當照所定整車之運價計算施之於滬寧滬杭甬等路之整車運價尙合如施之於津浦湘鄂等路之整車裝運按每公釐計算運費者則似尙未完備故加入「應按所用車輛之載重量算收」等字庶有標準

附註所云貨物之在本路運輸者其起碼運價應參閱各該路運貨價章等語反言之即係本條甲乙丙三項所規定之起碼運費祇適用於聯運貨物而已但貨車運輸通則適用於國有

之各鐵路非僅指聯運貨物而言故附註云云似宜刪去也

第二十五案 四 洮路提出貨車運輸通則改正建議案

第十條 擬將全文刪去

理由 按鐵路運輸既有負責之辦法貨主即無押運之必要對於貨主自行負責之貨如係貨主自願押運者可按所乘坐車之等級另購客票此項無形收入之增加以歲計之其數頗巨

第十七條 於第二項後擬加一項爲三項

凡依第一項及第二項拍賣所得款之內扣除各項費用如有餘款仍代貨主寄存如第一項再過六個月第二項再過一年者仍不提取均歸鐵路所有

第二十二條 運價擬改爲

運價除另有規定外所有運價概照每公担（一百六十七斤半）每公里或每公鐵（鐵或整車）每公里計算

理由 吾國取用萬國度量權衡制者以其制度均係十進便於計算之故惟五十公斤爲一百公斤之半數頗嫌不便故應改爲一百公斤且一百公斤即一公担十公担爲一公斂計算上固屬利便而於制法亦相符合

### 第二十四條 運價計算法(甲)(乙)兩項擬改爲

(甲) 凡託運貨物之重量不過一公担者其運價仍照一公担計算倘重量超過一公担者其所超過之重量應按十公斤爲單位計算加收運價即不及十公斤者亦仍照十公斤算每批貨物運價至少以現銀一角爲起碼之數

(乙) 凡以公斂計算運價者其超過一斂之重量至少應按一百公斤爲單位即重量不及此數亦仍照一百公斤計算每批運價至少以現銀一元爲起碼之數

第二十七條 全條文及標題擬改爲

凡無法權衡之長大木材及石料應按其體積照左開之標準而計算之

樹名	已經乾燥者每一百立方公尺	新伐或浸水者每一百立方公尺	樹名	已經乾燥者每一百立方公尺	新伐或浸水者每一百立方公尺



杉	三〇、二〇	二八、八〇	橫	四〇、九五	四九、六〇
桐	同	三四、五〇	縱	四三、一〇	五一、七五
槲	三三、三五	三八、八〇	檜	四九、六〇	五八、二〇
榧	五一、七五	六〇、三五	檉	八八、四〇	九二、七〇
松	五六、〇五	六四、七〇	石名	每一百立方公尺	
栗	六二、五五	七一、一五	石材	二六九、五五	
落葉松	七五、四五	八一、九五			
檉	八四、一〇	九〇、五五			

立方體積之計算方法如下

(一)圓木材之體積根據切口及末端切口各自乘其直徑相加再以圓積率〇、七八五四乘之合計其結果以二除之更以長度相乘

(二)圓木材之體積如遇難於計算切口之圓徑者可取圓周率三、一四一六除圓周以所

得結果爲圓徑餘準前條計算

(三) 矩形木材(即角材)之體積根端切口及末端切口之寬厚相同時單以寬厚及長相乘即得如相異時兩口各自寬厚相乘合計其結果以二除之更以長度相乘

### 第二十八條 異常沈重或粗笨貨物全文擬改爲

凡貨每件重量超過二公釐者按照左開成數遞加運費及裝卸費

重量

運價

裝卸費

二公釐以上

加二成

加一倍

三公釐以上

加三成

加三倍

六公釐以上

加五成

加四倍

十公釐以上

加八成

加八倍

十五公釐以上

臨時商定

臨時商定

凡體積太大須用特製之車輛或須將車輛改造用以運送者倘未預先與車務處

長接洽妥協概不收受運送

第二十九條 裝卸費及調查費第一項開首擬加

裝卸事宜概歸鐵路執行(但有特別情形時經鐵路之許可得歸貨主自辦)除運脚及其他各費外.....

第三十條 延期費全條擬改爲

凡貨主自行裝卸貨物在日出以後日沒以前必須於六小時內竣事如逾六小時照章核收延期費

遇有特種貨物不能在六小時內裝卸完畢者得限以相當裝卸時間寬予延期

如因大風雨雪或他種阻碍致不能按照規定時間內裝卸者貨主可請站長轉請

車務處長展期

第三十七條 車輛裝載逾量條文首句擬增爲

凡貨主自裝之貨十公釐或十公釐以下.....

第四節 託運運送及交付貨物規則內擬加五條

第○○條 收交貨物時間

承運貨物各站須按照各路規定時間內辦理收交貨物事項并須將前項時間揭示各站俾便衆覽如有特別情事亦得在規定時間之外承辦

第○○條 裝運之順序

鐵路按照託運貨物先後之順序挨次裝運之但鐵路認爲運輸上正當之行爲或爲公益上必要之舉動時得不在此例

第○○條 變更之一

寄貨人業於起運站照繳鐵路所定之變更費并將必要事項記入所定之單據且附有貨物收據者該託運貨物得如左開變更之

(一) 停止裝運或領取

(二) 運回

(三)變更到達站及收貨人

本條各項之變更以同時發生者爲限得作爲一次之變更對於託運貨物之一部不得適用本條之變更

鐵路對於上開變更認爲於運輸上有妨礙者亦得謝絕不理貨物業已運至到達站并經收貨人請求領取後寄貨人不准再有本條所開變更之請求

第○○○條 變更之二

停止運輸時自變更之時起算經過二十四小時後再無他種之變更者鐵路得逕行起卸或以其他適當之辦法處置之因此所生損害概由貨主負責

第○○○條 變更之三

遇有第○○○條(即變更之一)之變更得按左開各項核算運價其已收運價之差數或餘數應分別補收或退還之但於裝運以前停止裝運時須退還其運價及裝卸等費之全額

一、請求中途停運之時應收其已運區間之運價

二、變更到達站時應自起運站至新定到達站間之運價但新到達站係屬他線路之站而辦理變更時該貨已在分歧站之前方者則須收自分歧站至該貨所在站間運價之兩倍

三、運回之時須核收已運區間運價之兩倍

左開雜費及因辦理變更所生之費用均須另外加計

一、因辦理變更須換車裝載之裝卸等費

二、停止裝運之時自停車之時起至本路承辦別種變更時為止該時間內之貨物保管費及停留車輛時之車輛延期費

三、因第○○條(變更之一)規定之處理時所發生之費用

四、貨物發運以前停止裝運之時對於預備裝運所需之費用

第二十六案 廣九路提出擬修改貨車通則各條如左

第二十四條 (乙)擬凡照公噸計算運費者至少以五公噸起碼逾五公噸以上者其可零

之數照四分之一公噸計算不足四分之一公噸亦照四分之一公噸計算至運費之奇零數目一分以下免收一分以上至五分以下者收五分六分以上至一兩以下者收一角

(說明)照公噸價算收運費如起碼過輕則此條甲項按公斤計算之規定恐同虛設

第三十五條 擬加入逾量二倍補收運費

(說明)按此條祇有不得超過二百五十斤以上並無逾量罰則之規定似宜補入

第二十七案 津浦路提出 銅幣隨客車運送應明訂運費

(說明)查貨車運輸通則訂有銅幣運價而客車運輸通則未經列入客商常有請求隨於客車運送者似宜明訂運費并較貨車運送運價稍高以資遵守

第二十八案 津浦路提出 靈樞隨客貨混合車或貨車並包用蓬車運送似宜明訂運費

(說明)查靈樞隨客貨車或貨車運送均按頭等客票兩張核收運費似此辦法對於隨貨車

運送者未免稍欠平允必至盡隨客車裝運似應另訂隨客貨混合車或貨車運送靈樞之運價不必按客票價目計算並須較客車運送之運價稍廉以示區別至於包用蓬車專裝運靈樞隨客車或客貨混合車暨貨車掛運亦應規定收費辦法

## 第二十九案

粵漢路湘鄂段提出擬修改貨車運輸通則第二十二條

(說明)運費除另有規定外所有貨物運費分左列三種核收

(甲)每五十公斤運費率

(乙)零繳裝運每公繳運費率

(丙)整車裝運每公繳運費率

商人對於原文所開每公繳(繳或整車)等字多不明瞭故擬分之爲零繳裝運整車裝運二種

原文每五十公斤每公繳之下均有「每公里」三字擬刪去因各路現行之運費並非與里程爲正比例也



整車貨物運費率國有鐵路計有兩種（一）按每公釐計算運費者津浦湘鄂等路用之（二）按每車輛計算運費者滬甯京漢等路用之同一整車運費率而有兩種似非統一之道故擬修改如丙

如以按每公釐爲不合則不妨規定「整車裝運每車輛運費率」庶各國有鐵路均能統一也

第三十案 津浦路提出貨車皮重及載量應訂立華洋文劃一標註公釐公斤辦法

（說明）查各路貨車所標註皮重及載量之數各有不同倘各路車輛錯雜於列車司磅者於過磅時易滋淆惑

第三十一案 吉長路提出客車運輸通則第四十五四十九第六十七條應請修改以利運輸

（說明）因吉長路情形不同擬請將該通則第四十五條每件重量在一百五十斤（二百磅九十公斤）以上者改爲每件重量在一百八十公斤以上者又第四十九條（甲）行李超過上列重量者以二十公斤（二十二斤半）爲單位計算運費不及二十公斤者亦作二十公斤計算改爲六十公里以內每一公斤銀二分六十一公里以上銀二分五厘最低運費銀二角

又六十七條凡託運之包裹至重以六十公斤（一百斤）至大容積以三百立方公寸爲限改爲至重以一百八十公斤至大容積以九百立方公寸至大長度以三公尺爲限

### 第三十二案

粵漢路湘鄂段提出擬修改貨車運輸通則第二十三條

（說明）重量體積之折合計算運費或其他雜費時重量或體積之折合以左列之數爲標準

（甲）五十九公斤六八作一担即庫平制一百斤

（乙）一千公斤作一十六担七五即庫平制一千六百七十五斤

（丙）二百五十立方公寸（八立方英尺八三）作五十公斤

（丁）五立方公尺（一百七十六立方英尺六）作一公噸

重量體積之折合不僅用於計算運費如裝卸費囤存費等亦用之故加入（或其他雜費）等字

甲項中國之担其實在重量各地殊不一致故加入庫平制一百斤等字庶有標準

乙項同上

丙項二百五十立方公寸按之度量衡比較表應等於八立方英尺八二八有奇原文八立方英尺三三恐有錯誤

丁項按丙項所開二百五十立方公寸等於五十公斤則一公釐應得五千立方公寸即五立方公尺方合原文祇開二立方公尺五如非特行如此規定即有錯誤

第三十三案 本部提出擬減輕貨運負責之加價

(說明)按貨運負責通則第五條凡負責運輸應照普通運價加收百分之十自本年一月一日實行以來迭據各路查報此項運輸不甚發達自應減輕加價以期發展茲擬將加價減為百分之五以廣招徠

第三十四案 四洮路提出運輸貨物擬概由鐵路負責案

查現在貨物運輸有鐵路負責與不負責兩種負責者鐵路對於貨主須負有保險及賠償之責所以堅貨主之信用增鐵路之招徠計至善也惟就鐵路辦事一方言對於商人貨物既有負責與不負責之分別關於防止危險等一應處置其勢須有不同將感非常之煩瑣况又有

不能統一之缺點而按諸實際運輸時終仍不免混雜運輸似亦未爲完備竊意鐵路對於貨主負責已成一種定案與其分別辦理既增員司辦事上之困難且又未確定何者應負責何者不應負責易滋混亂不若從貨物性質或特種原因除去不適用於鐵路負責者歸諸例外其餘一般貨物皆規定由鐵路負責將貨主自行負責一種全行取消以利商民而資統一至一般貨物既盡由鐵路負責則其運價即不妨另行規定照現行者酌爲增加查運輸負責通則第五條原文有加價一成之規定然取價既似過多且未能強貨主以概交負責似於鐵路收入能增進者亦尙無多今既一般貨物概行負責運價亦概予酌加雖較一成爲輕而實際上收入必加增不少况貨主方面較現行一成取價尙廉自無不樂從之理一舉兩得豈不大有裨益耶

### 第三十五案 滬杭甬路提出統一貨運負責辦事細則

(說明)此案應在會議時討論以期國有各路運貨負責辦事細則得以統一滬杭甬路辦事細則附此(參看附件甲)

第三十六案 四洮路提出貨車運輸負責通則改正建議案

第四節 擬加一條

第○○條 檢查費 貨主於託運貨物或領取貨物時得請求鐵路會同檢查其託運貨物

之重量或件數之證明經鐵路認為可行者貨主應繳納鐵路所定之檢查費但貨物之遺失或毀壞責在鐵路者免收該項檢查費

第五節 第十四條鐵路負責限制條文擬增爲

凡鐵路負責有遺失或毀壞情事鐵路負責之限制以該貨物在起運站之時價爲標準再加所有已付之運價及關稅並以損失之程度爲比例計算賠償但此項時價……………

第五節 第十五條第二項文內六小時爲限擬請改爲二十四小時爲限

理由 僅以六小時爲限未免時間太促對於貨主似過苛刻

第十六條 本條五項價格重量四字擬刪去

理由 中文本有此四字本條之意義反包括不全

### 第五節 第十八條辛壬兩項擬請取消

理由 對於是等貨物鐵路無不負責之理由

### 第三十七案

津浦路提出貨主負責貨物蓋用蓬布繩索應訂劃一租費及辦法並鐵路負責貨物所用蓬布繩索應否免收租費

(說明)查各路對於遮蓋負責貨物所用之蓬布繩索如何收取租費或予豁免似應訂有劃

### 一辦法

### 第三十八案

四洮路提出擬對於貨物亟宜實行左開三項以副商民之希望而圖鐵路收入之增加案

一、辦理倉庫營業及發行運輸暨倉庫提貨單並辦理急送運輸事宜以蘇商民困苦及

調濟商民之經濟而增加鐵路之收入

二、各站裝運客貨宜按託運之順序以防弊端

三、各路應派專員管理調動車輛事宜以節省車輛固有之耗費

讀 總長批飭交閱九年十一月六日英文滬報登載英商會議決關於改良吾國鐵路辦法  
數案

(部函及英商會原文附後)驟閱之餘不禁爲吾路界發生愧奮然細按此文雖係一種蔑視之意而亦寓有促進吾路界人員自加奮勉之一法也吾國路界人員如果能對於營業種種設法改良認真整理何勞於該商會之助力又何待於該商會發佈此項之意義然該商會其所以發佈此項論調者亦以吾國鐵路對於管理貨物各項辦法多不籌備平時亦不加以研究例如商民爲求貨物之安全求運輸之迅速所需車輛不得不轉求之於轉運公司之手配給車輛本鐵路固有之權力自行應辦之事業而反假手於轉運公司鐵路已自失其權力故轉運公司握此大權遂施其種種奸詐之技能壓制商民詐騙路局如對於鐵路請求空車以少報多需五十輛者詐報百輛對於商民拍賣空車或數十元數百元不等藉鐵路之車輛獲商民之重利鐵路無法制止弊竇愈出愈奇似此情形謂商貨不裹足吾不之信英商會之

所謂吾國鐵路無運輸滿意之能力半因機關之不良誠不誣也欲除此弊非急辦理本案第一及第二項不可至謂半因車輛之缺乏此語亦不能謂其盡然蓋以吾國爲農產國每屆秋後貨物驟增之時如洪水之暴漲即鐵路多置車輛多鋪設路線恐亦不能立時清運如果能立時運竣於商民方面固屬滿意而於鐵路之損失何可勝計哉欲求兩全之法非急辦理本案第一二兩項不可或謂車輛之缺乏亦不能謂其盡不然吾國鐵路素無管理調動車輛之專員亦無切實調查車輛之能力欲知車輛之果否缺乏非急辦理本案第三項不可也茲將管見所及詳陳辦法是否有當應請公決

第一項 辦理倉庫營業發行運輸及保管提貨單並辦理急送運輸事業

(甲) 倉庫營業

(1) 種類

分爲倉內保管及倉外保管兩種視乎貨物之性質而規定之凡易於損壞易於偷竊且價高而怕風雨等貨如綢緞布疋雜貨等皆歸倉內保管其不怕風雨而難於



偷竊及價值無幾者如木料石料煤炭糧食等大宗貨物皆歸倉外保管

在倉內及倉外之中再分爲發前到後及普通三種

一、發前保管 所有託運之貨物不能即日運送者概歸發前保管凡商民送至車站託運之貨物鐵路常按貨運通則先行承運核收運費給予發前收據或發前提貨單並將預定裝運之時期通知發貨人然後依次裝運至裝運之日再將運送之月日及車隊號數填入收據存根並通知發貨人前往到站提取貨物此種保管皆因鐵路運送遲滯所致故不得核收保管費

二、到後保管 凡發貨人欲將託運之貨至到達車站爲到後保管須於託運時在託運聲明書內聲明到後保管之期間鐵路即按照保管之期間核收保管及運費發給到後保管收據到後保管貨單發貨人須將收據寄交收貨人如期赴站提取貨物倘過期提取者即照貨運通則核收囤存費如在未到期之前向鐵路請求延期者不在此例或於託運時並未聲明到後保管者鐵路祇照普通貨物辦理倘到後不按貨運

則所定之期領取者即按章核收囤存費蓋以保管費比囤存費稍廉也

三、普通保管 凡不由鐵路運送之貨而託鐵路保管者或因其他原因暫時不能託運者均爲普通保管此種保管費當較到後保管費爲貴

上述各項如能實行則不但於商民方面享其利益而於鐵路之收入頗鉅查南滿鐵路八年度之統計其營業哩祇有五百二十四哩六運送貨物之數爲九百三十一萬一千二百四十九美鎊其倉庫營業之收入竟有一百五十六萬三千一百零七元五角之多吾國現有之路爲三千餘哩以南滿鐵路倉庫收入之半數爲比例可得六百餘萬之多其數不可謂不鉅矣按吾國鐵路現在之情形而辦倉庫即以各站辦理貨物事務簡單之人兼任其事略加薪金即可如較大較繁之站則須增派數員專任以免遺誤本輕利重宜其速圖若謂建築倉庫費用太鉅恐一時不能舉辦此見未免過慮須知吾國鐵路所處之地勢多在北方一帶而北方之大宗出產又多屬糧食等類且多在秋後到站自秋後至春末雨水稀少宜於倉外保管至必須倉內保管者祇

有綢緞雜貨等零担而已各路如有已成之貨倉固屬甚善如未籌備者可先從小計  
畫然後陸續擴充於事易舉而費用微豈不兩全也哉

(乙)發行運輸或保管提貨單

一、提貨單與貨物收據之分別貨物收據祇爲運送貨物之用收貨人如將收據遺失准  
覓殷實鋪保領取貨物惟鐵路對於提貨單頗爲緊要如持提貨單之商將提貨單遺  
失須立即通知起運站及到達站佈告該提貨單遺失無論何人拾得無効並須一面  
迅速登報聲明該提貨單作廢自登報日起須經一個月之後如無他項糾纏方能提  
取貨物倘遺失提貨單之收貨人急欲提取貨物即應照提貨單所載價值相當以上  
之現款送交鐵路爲担保金方可先行領取惟仍須照登報手續登報聲明經一個月  
之後並無他項糾纏始得提回擔保金

二、提貨單之用處 提貨單有代表現貨之價值發貨人無論於託運或保管時得請求  
鐵路發給運輸提貨單或保管提貨單此提貨單可作現貨轉賣亦可持赴銀行押借

現款似此辦法則商民之經濟流通不受困頓即貨物積壓數月亦不受損害之影響也

三、勸告銀行 鐵路與銀行本爲經濟互通之機關同具有經濟最活動之性質連帶關係至大且密吾國開辦交通銀行原本此旨願業銀行者了解鐵路運輸及保管並提貨單之性質大有効力協力輔助務使商民經濟活動爲善

(丙)辦理急送運輸 如本案第二項所開辦法對於貨運未免留滯倘商民有必須急送之大宗貨物或爲所定順序所限不能越號先裝商民因之困苦亦屬難免然不能不思補救之法查貨運通則有整車整鐵及零擔三種亟宜利用其運價之不同而定裝運之緩急其法如左以整車整鐵及零擔三種運價之比例爲分配空車之比例如整車運價爲十元整鐵爲十五元零擔爲二十元某日某站有空車九輛即配與整車二輛整鐵三輛零擔四輛是也惟二、三、四、之比例無論如何不得變更即貨物全爲零擔託運其整車及整鐵應得之車亦不能歸諸零擔倘無託運零担者則配與整鐵七

輛整車仍配二輛倘零担及整繳均無託運者則自全歸整車商民對於已託運之貨物有隨時改變之權利如託運整車者可改爲整繳或零担託運零担者亦可改爲整車或整繳惟每變更一次須繳納變更費一元以示限制或取銷託運亦任其便惟除變更費之外更須繳納自託運之日起之普通保管費貨物之所以應分先後次序者視乎市價之漲落市價漲者商民急求趕運何計及於區區運費市價平而無漲跌者運送之遲早均無不可市價跌者爲觀望市價計尤願居其最後似此辦理對於商民有操縱自由之益而鐵路不惟無增價之物議且實獲增加進款之利

第二項 各站裝運貨物宜按託運之順序而裝運之以防弊端

- (甲)理由 查各路分配空車多以商客請求之車數爲比例而分配之亦有以抽籤法而分配之且請求之數亦無切實之調查弊端叢生查無可查亟宜設法整頓以肅路政
- (乙)佈置 凡百事務貴於整齊而運輸貨物之事尤爲複雜非有良善之法而管理之不足以收良好之結果茲將佈置之法略述如左

(一) 先將貨棧及貨場劃分本路發貨區聯運發貨區及到貨區三區各區之大小視乎各種貨物之多寡凡爲裝載到達本路各站貨物之空車則全行送入本路發貨區裝載聯運者則送入聯運發貨區以減少調車之繁難及時間其分區之外再將每區以容積三十噸貨爲標準劃分地段編列號數以木標石標或鐵標爲其標誌上記以每號地之號數與每號地之毘連處鋪修道路以便裝卸其地應爲長方與貨物岔道平行不宜寬遠以減少裝卸時間若距離岔道最遠者須從岔道之中線起不得超過三十公尺蓋以人無耐力恐距離太遠氣力不接裝卸車輛亦必因之而延誤

(二) 各區岔道務須使其接續庶調車便利而省時刻

(丙) 受託 凡託運貨物除在託運單內逐項填明外須載明零担或整墩或整車字樣然後一律將貨物送交貨場受託員依其所指定之地點按章堆置妥善再通知受託員查驗如貨物之名稱及件數確與託運單相符受託員即按次取出貨堆號牌(木製者長二公寸寬一公寸上書明零担或整墩整車第○○號)懸掛貨堆近路一端最

高之處以便識別再將該號牌之號數填入託運單號數欄內即爲託運之號數並將地位號數填入簽押後填寫受託證明書（內須載明各項與託運單相同）並將預算裝運之日期一一註明簽押交與託運人收執再將託運單交與裝運員該員接受託之託運單填寫報告呈報營業課由該課審查員騰入審查部更取逐日呈報之運輸貨票互相對照一併填入由該課課長呈請車務處長鑒核

（丁）裝運 裝運員須於先日按託運之次序查明日期因貨物之所在樹立旗號以便送入空車時爲解放空車之目的而免費時失事如有變更種類或取消託運時須即呈報營業課以便登載而免混亂

第二項 各路宜派專員管理調動車輛事宜以節省車輛固有能力之耗費

（理由）鐵路營業之發達全恃運輸之迅速運輸之迅速全恃車輛之分配妥善與否爲轉移欲求車輛分配妥善調動敏捷免除一切虛糜之弊端者勢非有專員管理車輛事宜不爲功

(辦法)車輛之分配及調動

- 一、營業課內指定專員管理分配車輛及調動事宜
- 二、各站需用車輛均向營業課請求
- 三、車輛之分配及調動或請求均以電報爲憑
- 四、營業課宜備車輛出入及停留日表(表式另附)
- 五、以貨物繁多及地點適中之站指定爲空車停留站
- 六、重車卸畢後如到着站不用此車而又未接營業課掛往某站之電報宜將該空車掛往空車停留站(此車之掛送不待營業課電報亦可)
- 七、各站如有停留空車而適需用時非有營業課允許之電報不得使用
- 八、各車隊所掛空車各站不得擅自解放使用
- 九、各站於各次車隊到發時宜將該車隊於本站解放或聯結之車種及重載或空輛數及到着站名電告營業課(電報例如下)



(1) 收報人

營業課  
丁站 乙站 丙站

發報人  
甲站

一列車掛往乙站蓬車之重車三輛丙站廠車之空車

一輛丁站蓬車之空車五輛廠車之重車二輛

(2) 收報人

營業課  
丁站

發報人  
乙站

一列車解放蓬車之重車三輛掛往丁站蓬車之重車

(3) 收報人

營業課

發報人  
丁站

一列車解放蓬車之空車五輛重車一輛廠車之重車二輛

十、營業課接到右項電報時宜將車數分別記入於車輛出入停留表內

十一、營業課分配車輛時宜預計請求站有無停留空車及最近車隊有無發往請求

站之重車

十二、各站宜將每日本站車輛停留時間及掛送車隊記入車輛情形表內報告營業

課(表式另附)

十二、各站於每日午後某時須將本站停留車數及當日（前日午後某時起至當日午後某時止以下同例）輸送成績如左列各項電報營業課

停留貨車——車種、重、空、輛數、

發送整備車及接續車——車種、空、重、輛數、

留置貨車——備為專用或修繕及輛數車種

請求車——車種、輛數、着站

貨物堆積數量——噸數

發送貨物數量——輛數、噸數

到着貨物噸數——輛數、噸數

貨物進款

停留車指到着本站未經取卸完畢及取卸完畢而未指定需用者等是以未經取卸者為重取卸完畢者為空

發送整備車及接續車指本站裝載完畢即可掛送及即可裝載者爲整備車由他站發到暫在本站停留尙須掛送他站者爲接續車

留置貨車指營業課指定備爲專用而尙在使用中者及修理者等是

堆積貨物指在本路所堆積貨物之數量

請求車指已指出托運單並可即時裝運者

發送貨物數量指當日本站所發送貨物

到着貨物數量指當日本站所到着貨物

貨物進款係當日所收之先付到付後付或轉賬等運費是其自元以下之數則取四捨五入之法

途中線路內所裝卸貨物其裝載者爲後方站發送貨物其取卸者爲前方站到著貨物各站宜備運輸成績報告留底簿以記載各項報告事宜(簿式另附)

電報文例如下

收報人—營業課

發報人—甲站

停留車重蓬車四輛重廠車一輛發送整備車戊站重蓬車一輛乙站重廠車一輛專用車空石渣車十輛請求車蓬車庚站四輛戊站二輛廠車丙站一輛發送貨物之車一百屯到着貨物二車五十四屯進款五百元

十四、營業課接到右項電報時宜即分別記入輸送成績一覽表內（表式另附）凡對於報告以前出發之車隊所掛車輛尚未到目的站者宜記入表內中途車輛欄內

十五、以上各條於大路若以專恃營業課專管恐有不週之處且往來電報費時須久調動難期迅速宜將全路分爲二段或三段四段分行管理該各分段即受命於營業課

十六、各分段于每日下午某時將本段所有車數及輸送成績如十三條彙齊電報營業

課

十七、全路車輛均由營業課分配各分段再由各分段分配各站

十八、凡第九條之電報僅報告于本分段

十九、各站各次車隊之電報于發往本段他站之重空車宜將站名分別之若往他段各站則僅計某段重空若干及車種

二十、各分段于每次車隊在本段解放之由他段發來之車輛及由本路發往他段之車輛宜電告營業課及關係段並須區別重空車種

二十一、各分段各站其他辦理手續均照第一條至十五條辦理之

附表式



# 車站運輸成績報告留底簿

民國 年 月 日

區 別 車 種	停留貨車		發送整車及接續車		留置貨車		堆積貨物	區別	上行	下行	計	
			重	空				到站站名	到站站名	修理	專用	本站
	重	空	到站站名	到站站名	修理	專用		專用綫				
送車							請求車	區別	上行	下行	計	
廠車								本站				
渣車								專用綫				
平車							發送貨物	區別	上行		下行	
車守車								本站	車	屯	車	屯
其他								專用綫				
其他							到着貨物	區別	上行		下行	
其他								本站	車	屯	車	屯
共計								專用綫				
共計							運費					





## 中途車

種別 站名	蓬車	廠車	渣車	平車	其他	共計	記事
	站						
站							
站							
站							
站							
共計							

表五

## 請求車區別

種別 站名	整車	整鐵	零担	共計
	站			
站				
站				
站				
站				
共計				

表六

營業課長印

## 車給配

種別 車隊	蓬車		廠車		渣車		平車		其他		共計
	重	空	重	空	重	空	重	空	重	空	
第 次車隊											
第 次車隊											
第 次車隊											
第 次車隊											
第 次車隊											

表七

逕啓者茲有譯報一件奉

部長批鈔交各路閱飭自知奮勉等因除遵照鈔錄分送外相應照錄一份送請

查閱此致

四洮路局

交通部路政司啓十一月十三日

附抄件一帛

上海英國商會關於中國鐵路及新銀行團之議決案節譯十一月六日英文滬報  
昨日英國商會開會關於英國在中國學務醫務等事皆有議決案其關於中國鐵路及新銀行團如左

一、現在中國各大路囤積待運之商貨甚多無轉運滿意之能力半因機關之不良半因缺乏車輛本商會爰擬對於中國鐵路左列各事予以助力

甲改良其營業機關諸如防止弊端規整行車時刻直接輸送貨物不假手轉運公司之類

乙得獲准許開支經費以資增購車輛添建貨棚及於鐵道之必要段內增修雙軌

一、中國鐵路潛伏之發展力甚大且中政府頗致力於統一鐵路規制一事并設有委員  
會由各國顧問襄助爲理是以本商會以爲關於鐵路建築及設備上之工程與技術  
英國此項專門之本國人在中國爲充分之代表并將此意向英國各製造家提出妥  
細研究

第三十九案 京奉路提出 凡車在他路時他路之車務處長須檢送車務式第五報告一份與  
所屬該車之車務處備查

第四十案 四洮路提出 擬規定標準車輛案

查吾國各路各自爲政所用車輛有三十鐵者二十鐵者十五鐵者十鐵者五鐵者種種不一  
且其中小車又居其多數大車與小車之用各有不同用以裝運少數之貨物而爲短程之運  
送如英德法之路網國則用小車爲宜用以裝運大宗之貨物及爲長途之運送如美則以大  
車爲宜是用大車與小車全視乎各國之情形而定吾國暗伏未發現之物產甲於全球人人

皆知以現在之情形觀之礦產未開工業未興而各路之貨物無不爲大宗之託運及爲遠程之運送宜于大車不宜于小車明矣倘將來礦產開闢工業振興路線遍設之時又豈宜于小車也哉且觀吾國之形勢至鐵路普及之時亦不致有英德法等國之情形使用大車勢所必然或謂小車與大車同爲裝載貨物之用有何大小之區別是蓋不知對於經濟及管理雙方之中則大有差別在焉如六十鐵之大車與五鐵小車比較則六十鐵車所裝之貨須五鐵車十二輛之多製造十二輛五鐵車之材料爲六十鐵車之三四倍焉裝載之容量雖同而裝卸及調動之煩增加數倍行車之阻力更數倍之小車爲利實不如大車之多總之于形勢于經濟於管理三者均使用大車爲宜若不藉現在車輛數少之時預爲規定車輛之標準至將來路線增加車輛多置之時然後爲之改變其受損失不知其爲若干矣茲擬規定以四十五鐵車爲標準車六十鐵車爲大車三十鐵車爲小車謹遵運輸會議提出議案是否有當應候公決

## (二) 旅客運輸

第四十一案 本部提出米杜敦君提議現用英文客車兩字 Coaching 似應改爲 Passenger

(說明)查現行各項賬略皆用 Passenger 一字似宜照改以歸劃一

第四十二案 本部提出擬將售票房改爲終日開窗售票

(說明)向來各車站售賣車票大率在於開車前三十分鐘或不足三十分鐘之內始行開窗售票此不特尋常各站爲然即北京天津上海各大站亦莫不如是故售票時擁擠異常三等尤甚且購票後尙須交納行李時間過於短促於旅客良多不便茲擬將各車站售票辦法改爲終日開窗售賣俾旅客隨時可以買票以便行旅而免擁擠

第四十三案 本部提出擬在票房前安設銅欄以便維持購票之秩序

(說明)票房窗口應安設銅欄其間祇容買票者一人出入且應魚貫依次購票庶免擁擠而雜秩序

第四十四案 本部提出擬於各大站籌設包件房並接送行李

(說明)包件房可以存放旅客零星物件少至數小時多或一日收費極微或即用行李房暫

爲包件存放之所不但旅客獲益不淺即步行之人亦可暫將所携包裹寄存又各大站須籌掛號接送行李之辦法無論由旅館或寓所運至車站或由車站運至旅館或寓所畧收運費對號交領手續並不煩難而旅客受益不少此項接送行李辦法擬先在北京天津上海漢口試辦

第四十五案 道清路提出除現用行李號牌(S. V. I. (S) (H)) 外擬另用印就且放大之號牌

(說明)除現用之普通行李號牌外另用印就且放大之號牌于各重要車站以便行李員易于認明運送各站之行李

第四十六案 京綏路提出包裹運價擬改定每公斤每五十公里銀元五厘並起碼銀元改爲五角

(說明)查客車運輸通則第七十五條規定包裹運價每一公斤每五十公里銀元二厘五毫其起碼運價關於本路運送者銀元二角五分聯絡運送者銀元一元等語核與同一重量同

一里程之行李運價相差一半與零運貨物之運價比較則相差更遠因之客商多藉此取巧以小件行李及小包貨物作爲包裹寄運似此辦法於零運貨物行李之運輸影響頗多擬改定此項包裹運價每公斤每五十公里銀元五厘其起碼運價關於本路運送者改爲銀元五角聯絡運送者銀元一元以杜取巧

第四十七案 道清路提出擬修改客車運輸通則第六十五條甲項規定

(說明)查各學堂之通知書中常有代學生于暑假年假回家不論人數及所至地點求准減價之事

本路查該通知書須由各學校長書明一切送交本路或聯運車站方能頒發減價票且該票頒發須于前述假期之內所頒正式照與(S.A.I.(22))式同其適用限期須限至該校長通知書內所云開學之期爲止

如係單程得按普通價減去百分之二十五如係來回得減去百分之五十云云此條讀之恐有疑點按該條所云意即一次減去百分之二十五來回只減百分之五十也

本路擬將此節須改爲 如係單程均按普通價減去百分之二十五如係來回收單程費及半價

第四十八案 粵漢路湘鄂段提出擬將下列者加入于客車運輸通則第十五條第一項

如旅客因有上列行爲應補交票價及加罰金而無現款或不肯交納此項票價及罰金時本路應將該客之行李扣留待該客將票價及罰金繳交贖取如該客一月後尙不來領贖本路得將該客行李拍賣變價抵償該項票價及罰款

(說明)查鐵路對貨物運價等項之索抵權有所規定(參看貨車運輸通則第八條)而對於本條之旅客索抵權未曾規定往往無法辦理故擬在前條中特爲規定之

第四十九案 四洮路提出四洮路提出客車運輸通則改正建議案

第五條 第三項擬改爲

月台票效用時間以一次爲限持票人一經離開月台其票即行收去

第六條 全文擬改爲



凡遇下列各項情事鐵路得拒絕其乘車或託運

- (一) 凡患疫症或患傳染病或神經病或酒醉及其他事故妨害他人致發生危險者
- (二) 搭客或託運人等不遵守中國法律或鐵路章程及妨害公衆秩序者
- (三) 搭客妨害鐵路運輸之安全而不服從當事職員之制止者
- (四) 遇人力難防之事及其他不得已之事變有碍運輸者
- (五) 關於旅客及行李包裹運輸上應備之件及其他處理鐵路尙未設備或設備尙未完全者

(六) 搭客或託運人不肯言明行李或包裹之內容者

(七) 關於行李或包裹之性質容積重量捆束不合於裝運方法及難保其安全者或裝運致他貨發生危險之虞者

(理由) 以上七項於鐵路客商雙方均有利害關係非加以限制不可

第七條 條文內受有相當職權之鐵路人員一語詞句含糊似應註明何等方爲有相當職

權之人

第十條 條文擬改爲

無論何種槍械旅客不得携帶上車惟獵槍未裝子彈者不在此例

第十二條 條文擬增爲

旅客不得擲棄烟捲烟葉或自來火之餘燼或易燃之物於車中地板上或座位上或車窗縫內倘違犯第九第十第十一及本條所列之行爲應規定百元以內之罰款

第十五條 第一項條文擬改爲

如旅客在鐵路上無票乘車或越站或越座高等車或在中途轉坐高等車或票撕破致票上號數日期難以辨認或不肯將車票交與鐵路員司收回者鐵路可向該旅客補收尋常單程票價并按所經過之路程至現在最近到達站加收票價之半數作爲罰款

又第十五條 第四項擬改爲

無票或無款補票又無相當抵押物之乘車者鐵路得於最近車站令其下車由該站站長

交最近之車隊押回原站交由鐵路巡警罰充苦力若干日若持減價執照無票乘車者當罰收普通客全價之半倍

又第十五條 擬加一項

凡大人持小孩票乘車者除將其所持之小孩票沒收外并按本條第一項補罰

第二十五條 本條初次搖鈴四字擬刪去

第二十八條 擬改爲

旅客已購乘車票而車上業無坐位得於該票有效期間以內(當日)用以乘坐隨後開行之列車惟須將事實通知站長并將車票交由站長簽字倘旅客欲輟其旅行而於開車後一點鐘內向站長聲明者當將票價全數退還倘於開車後逾一點鐘始向站長請求者應照第三十一條扣除票價百分之十

第三十條 之後擬增加一條如左

第三〇〇條 如旅客乘車未至票面所指定車站之前而欲繼續乘坐前進預先聲明車守准

許按章補票并不加罰

旅客繼續乘坐前進者其所託運之行李車守須將行李票及旅客所持之收據上記入（某區間某等繼續運費到付或免收運費）字樣并押蓋印章即將行李上所貼之站名紙妥爲訂正繼續運送繼續運送到著車站時該站須另發行行李票並核收繼續區間之運費再由旅客將所持原行李票交出始行交付行李若係免費運送者則不另發行行李票

### 第三十一條 擬改爲

旅客已經購票如因患病或有其他原因不克乘車前往者須立即告知站長使該客票能用以改乘他次客車惟須有充分之延誤理由然後得以照辦否則須於當日之內將票退還另購車票倘旅客購票後不能起行者於當日得向鐵路索回票價但該票價須扣去百分之十如退票原由咎在鐵路方面得免減扣百分之十之數如已託運行李或已剪驗之票不得退還

### 第三十五條 全條擬改爲

尋常單程票之用於一路者其上車有効期間以購票之當日爲限無論路程之遠近則以原列車行里路程爲止

第四十條 擬改爲

凡團體旅行欲雇用客車全輛者倘運輸情形尙無窒碍亦可照辦惟每輛至少須付所用車輛座位三分之二客脚零數不及一人者亦算一人如實在旅行人數超過三分之二之數仍照實在人數核收客脚預定客車至遲須在四十八小時前知照車務處長以便預備並須預繳票價由站發回臨時收據倘車輛預備屆時不用者即按照第三十一條扣除票價百分之二十(以後各項仍照原文)

第七節 另加一條如下

第○○條 凡違犯國法或路章被逐下車者或自行中途折回者即失其客票前進之效力

第七節 之後另加一節如下

第○○節 運輸變遷

第〇〇條 凡因鐵路前途發生障礙致車隊不能前進時對於旅客之票價及其行李運費即應照左列各項辦理

(一)如願於火車所在之站下車者得將未乘之前途票價及運費退還

(二)如願於火車所在之站等候俟火車通時繼續前進者得將車票交由該站站長簽字以便繼續乘車惟此種車票祇限於繼續通車之第一日有效

(三)如願折回原起程車站或經過各車站者鐵路准其免費乘回並將其下車車站至原客票到達車站之票價退還

(理由) 咎在鐵路不能取消旅客固有之權利

第四十五條 一百五十斤(二百磅九十公斤)擬改爲一百八十公斤(三百斤三百九十七磅)

第四十九條 擬改爲

庚項所有掛號行李自掛號之時起當由鐵路照管惟旅客如欲將行李搬送至車上座位

所在或行李房相近之過秤處者須由旅客自行照料或自雇車站腳夫搬送

第四十九條 擬增加二項

(○)凡收受旅客託運行李時須於旅客所持之車票後面押蓋行李印章

(○)如旅客持有押蓋行李印章之車票再行請求託運行李者則須先持示行李票倘已託運行李之重量不逾免費制限以內者則其餘之重量亦得以免費承運

第五十一條 第三項 擬增爲

行李倘不能在指定地點交付旅客得請求車站將提取行李日期及時刻存記並發回提

取行李日期及時刻憑證

第五十三條 擬增爲

行李速到後六個月以內未行來站提取該項行李應即當衆拍賣鐵路當將售得之款除扣去囤存費及用費外記入賬旅客內以六個月爲限如遇六個月仍不來站領取者即歸鐵路沒收

第五十五條 擬改爲

旅客於列車出發或到站時不得由車窗遞取行李倘因此致客車損壞者除照修配價目賠償外並加收罰款半倍

第五十八條 甲乙丙三項擬改爲表式如次

遺失或損壞之行李

頭等旅客  
每一公斤

二等旅客  
每一公斤

三等旅客  
每一公斤

(甲)衣箱皮箱皮包

三元

二元

一元

(乙)舖蓋

一元二

八角

四角

(丙)網籃籬笠

六角

四角

二角

又第五十八條 保險行李之最大限額一節應取銷

又第五十八條 第六項擬改爲

凡由脚夫搬運上車下車或運至行李房掛號或由月台運送或由行李房運出之行李概由旅客自行照料如有錯誤或遺失鐵路只代爲追查不負賠償之責



第五十九條 擬改爲

旅客如需專開列車至少須於需用以前二十四小時函商車務處長或車務段長並須預繳車費一百元始得照辦倘預備之後取銷者其預繳之一百元鐵路即不歸還如在未預備之先取銷者則祇扣十元

第六十二條 第一項擬增爲

倘旅客欲定包車花車以備單程之旅行須於二十四小時前預先函商車務處長或車務段長或在就近車站商諸站長均可惟一經商妥須將起碼洋數預繳車站由站長發回臨時收據始得代爲準備準備後如不使用該起碼數之款即爲鐵路所有倘在鐵路未準備之前取銷者則祇扣去五元

第六十二條 第二項擬改爲

如專用車輛租客不能如期使用或欲在中途車站停留以應搭客之便利每停留一小時或不及一小時應加費銀元一元每次停留加費或延期費至少以五元爲起碼

第六十四條 擬增爲

凡演劇音樂馬戲游藝等團體乘車旅行帶有比賽性質而携有戲具并帶有公衆團體之介紹文件其人數在六人以上者如係單程得按普通票減去百分之二十如係來回得減去百分之四十

第六十七條 擬改爲

凡託運之包裹至重以百八十公斤(三百斤)至大容積以九百公寸至大長度以三公尺爲限

第七五、九八、一〇四、一〇八、一〇九、五條所開之運價擬請依照規定貨價辦法由各路斟酌情形呈部核定因各路情形不同之故未便強爲一致

第七十六條 全文擬改爲

凡包裹欲保險運送者每件每一百元每一百五十公里或不及一百五十公里核收保險費銀元二角五分至少以五角爲起碼

但保險之價值如在二百元以內者得由站長隨時承運倘超二百元者須得車務處長之許可方准承運

第七十九條 本條七天改爲二十四小時

第八十一條 擬改爲

凡包裹運到後經過六個月不來提取亦未接貨主通知如何處置惟有將此等包裹當衆拍賣所得之款除扣去囤存費及一切費用外鐵路祇得將餘賸之款代貨主暫爲保存如再過六個月仍不提取該款即准鐵路沒收

第八十九條 本條末尾擬加變賣餘款代爲保存一年逾限即歸鐵路沒收

第一百〇七條 前五項擬改爲

凡靈柩非嚴密封塞並有醫生或官衙之證明書均不承運其運價每具須照頭等搭客之客脚加二倍核收至少以五元起碼空棺每具須照頭等搭客之客脚加一倍核收至少以三元起碼如需專用車輛運送靈柩其應加收之價如下花車每公里收銀元三角五分起

碼五十元

三等客車或行李車每公里收銀元二角五分起碼以五十里計算

有蓬貨車每公里收銀元一角五分起碼以五十里計算

客車運輸通則

附件一 擬加一條如左

第○○條 凡鐵路附近及經過鐵路所在之各學校學生每日赴校往復穿有學堂制服者  
得由各該校校長函請鐵路發售記名定期乘車票除一二等車外無論何次車隊之三等  
車或貨物車守車均得乘坐其票價如左

一個月 每張 一元

三個月 每張 二元五角

六個月 每張 四元

一年 每張 六元

第五十案 廣九路提出擬修改客車通則各條如左

第十八條 擬改計算票價運費及其他各費時凡遇零數一分以上至五分者概作五分計算六分以上至一角以下者概作一角計算所零不及一分者免計

(說明)因奇零之數常有不及一分之十分一按現行規則須照五分計算似欠公平

第三十六條 擬加入如非搭客有心欺瞞免其補費

(說明)此項來回票有時乘客全張交與收票人掣收亦有客人自行掣去半截交與收票人惟客人多未明瞭收票人稍爲留意不至錯誤倘收票時錯收半截即是收票人疏忽似不能歸咎客人若令客人補納車費似欠平允

第四十條 擬加入僱用全車起碼收費至少十五元

第六十二條 擬改除上列車租外旅客仍照人數計算頭等票價起碼至少頭等票四張僕

從照人數計算二等票價

第六十三條 擬加一項

(庚)倫係特別減價之站不能照上列成數核減票費者即如廣九之廣州香港因與水路競爭特別減收票費之類應如何核減擬由車務處長臨時酌定

第一百零四條 汽車一輛起碼至少五十元似覺太昂擬請改爲三十元

第一百零八條 摩托腳踏車起碼三元惟查貨車通則第一百五十二頁起碼十二元是由貨車裝運反比客車昂貴似未平允擬由貨車裝運改爲起碼二元

又抬轎起碼十二元未免太昂擬由客車裝運改爲起碼二元惟須解脫轎積方准上車  
又大轎即官轎彩輿起碼收費十二元未免昂貴擬改爲由客車裝運每輛起碼八元貨車裝運每輛起碼四元惟須解脫轎積方准上車

(說明)粵省普通轎子尺寸不大多係籐竹製成每值不過十元至二十元左右起碼十二元核與價值過半且貨車通則之籐製涼轎起碼一元是以擬改起碼二元惟官轎彩輿價值較貴故擬改客車裝運起碼八元但彩輿貨車通則內未載故擬加入

## 附件

(甲)民國八年局長通告第二十二號譯文

爲通告事茲更訂本路華員請假規則如左

此項規則自本年七月一日起實行所有現行請假規則屆時即行作廢仰各遵照此佈

- 一 本路華員每供職一年得邀准利益假一個月假期內仍得支領全薪此項利益假得積至三個月凡應得假期在三個月以上亦以三個月爲限假期內之薪水得於期前預支

- 二 利益假外並得邀准事假每年不得過十天

- 三 請假人員如於利益假期滿後意欲續假須專函請求局長核准以展至一個月爲限續假期內不給薪水

- 四 如員司確有婚喪等事得於利益假外請求局長批准特假期內應否給薪由局長斟酌定之

中華民國八年六月二十六日局長任傳榜簽字

(乙)滬杭甬鐵路運貨負責辦事細則

配給車輛 鐵路人員於託運之貨物到達車站後須加以檢視並配就應需車輛以供裝載  
凡用鐵路上預備之油帆布覆護貨物不論遠近每張收費一元惟轉運公司曾經路局特  
准者得用自備之油帆布凡貴重物品易燃物品危險物品以及不能受潮之物品均不准  
用敞車裝載

裝載貨物 裝載貨物須有檢貨司事在場記錄包數重量及內容等於檢貨簿上裝載完畢  
檢貨司事在貨主聲明書上簽字後送交貨員換開貨物收據交與貨主收執

封鎖車門 貨棧管事人或檢貨司事於車輛裝竣後須用鉛印將車門封鎖

粘貼標紙 車門封固後須將日期收貨人姓名車號貨物名目出發及到着之站名等書在  
標紙上粘貼車箱兩旁

提貨手續 貨物運至到着站後須憑出發站之貨物收據提貨倘收據遺失須照章交到保



### 單方准領貨

聯運手續 凡聯運貨物一切手續除貨單之紙顏色有區別外餘俱照本路貨運辦理

貨車中途遇險 貨車設遇有事變所載貨物有運至別一車輛之必要時該段內分段貨物

巡察員須在場監視搬運並得徵調最近站之檢貨司事及搬運夫相助以資便捷

查檢到着貨物 貨物巡查員站長及其他有責任之鐵路人員均有隨時檢查貨物之權倘

貨物之等級重量發見有不符時鐵路得將該貨重行權量並補課其不足之運費倘貨物之品質重量有偷漏或謊報情事除補足運費外並照貨章加收罰費

設查見因運某項貨物致鐵路受有損失或危險時貨主或其代表須即照實賠償

卸貨手續 貨物運至到着站後逾規定之時間尙不卸出鐵路當爲代卸一切危害及費用

均歸收貨人擔負

偵查損失 所運貨物如遇缺少或損傷等情鐵路接到貨主之報告當即力爲偵查如查得

偷竊毀損等事確因鐵路上疏忽所致鐵路當即照實賠償

(丙) 補訂等級之貨物表

物品	擬訂等級	某門	某類	說明	物品	擬訂等級	某門	某類	說明
土鹼	四	礦產門	砂石類		鉛片	四	礦產門	五金類	裝烟捲箱內所用之鉛片
土硝	五	礦產門	砂石類		豆腐	四	工藝門	飲食類	
蒲花	五	森林門	木植類		大麻子	四	農產門	糧食類	
黑鉛粉	五	礦產門	砂石類		赭石	五	礦產門	砂石類	
黃花菜	四	農產門	蔬果類		烏菜	五	農產門	藥材類	
白鐵瓦	四	礦產門	五金類		樹皮粉	四	工藝門	飲食類	又名榆樹皮麵
洋鐵片	四	礦產門	五金類						

(丁) 質輕體笨貨物表 京漢提出(參看第十四案(甲))

廣告牌筐等

裝籠牲畜

裝籠家禽

細竹器

粗竹器

空琵琶桶 ×

粗筐籃×

細筐籃×

筐籃×

木床

鳥籠

空木箱

草繩

樹枝、柴薪、蘆葦、

木桶×

菖蒲頭×

玻璃燈罩

瓶塞

壓實棉花

未壓實棉花×

蛋

草扇紙扇

葵扇

未製之苧麻

整包及未壓實飼草×

草

編辮器

燈心燈草

乾草×

乾草(除另定外)

穀皮、麩

高粱桿

空煤油桶

玻璃燈罩

尋常中國燈籠

特製中國燈籠

外國燈籠

中國烟葉

外國烟葉

鮮乾竹葉

鮮乾荷葉

牲畜

紙器

籐器

樹木×

竹製或柳條之檯

茶葉

樹×

柳條柳枝

傢具×

裝篋之油×

空篋×

長木頭標

凡有此×附號之物品乃註明其形式及體積皆不一致甚難規定

中華民國有鐵路第三次運輸會議議案清單

### List of Bulky and light Articles.

- |  |  |
|--|--|
| <p><b>X</b> Hay, pressed.<br/>Hay, e.o.h.p.<br/>Husks, chaff, or bran.<br/>Kaoliang stalk.<br/>Kerosene oil tins, empty.<br/>Lamp, Chimney, glebs and Shed glass.<br/>Lantern, Chinese common.<br/>    "    "    fine.<br/>    "    Imported.<br/>Leaf tobacco, imported.<br/>    "    "    natives,<br/>Leaves bamboo, fresh or dry.<br/>    "    Lily, fresh or Dry.<br/>Live stock.<br/>Papper ware.<br/>Rattan ware.</p> <p><b>X</b> Shrubs and Plants.<br/>Straw.<br/>Tables basket or wickerware.<br/>Tea.</p> <p><b>X</b> Trees.<br/>Willow stock.</p> <p><b>X</b> Furniture.</p> <p><b>X</b> Oil in Bamboo cask.</p> <p><b>X</b> Empty drum.<br/>Long timber, long girder.</p> |  |
|--|--|

The bulky goods, the shape of which is irregular, and the volume of which is not easily determined, are marked **X**.

## Appendix D

P.H.L. (see Question 14 A)

### List of Bulky and light articles.

- 
- Advertising frame, show cards and poster.
  - Live animal in case.
  - Live poultry.
  - Bamboo ware fine.
  - "    "    coarse.
  - X Barrel. empty.
  - X Baskets common Reed willow etc.
  - X Baskets fine.
  - Basket work.
  - Bedstead wood.
  - Bird cages.
  - Box, wooden, empty.
  - X Braid straw.
  - Brush wood, firewood and reed.
  - X Bucket wooden.
  - X Bullrush head.
  - Chimneys, lamp glass.
  - Cork
  - Cotton, raw pressed.
  - X Cotton, unpressed.
  - Eggs.
  - Fans, Grass and paper.
  - Fans, Palm.
  - Flax and Hemp Raw.
  - X Fedder Pressed and unpressed.
  - Glass pressed.
  - Glass ware.
  - Glass wick or lamp.

## Appendix C

(See Question 13 A)

### Appended List of Articles and their proposed classification.

Articles	Class	Description	Remarks
Soda, native	4	Mineral product	
Saltpetre, native	5	do	
Reed flowers	5	Forest product	
Black lead powder	5	Mineral product	
Dried lily flowers	4	Agricultural product	
Corrugated iron	4	Mineral product	
Tin plate	4	do	For the enclosure of cigarettes
Lead foil	4	do	
Bean curd	4	do	
Linceed	4	Agricultural product	
Ochre	5	Mineral product	
Black leaves	5	Agricultural product	
Bark powder	4	Industrial product	



### **Procedure of Unloading Goods.**

Goods not unloaded on arrival at the destination station within the specified hours will be unloaded by the Railway at the sole risk and expense of the consignee.

### **Investigation of Loss and Damage of Goods.**

Lists of goods, reported to be missing or damaged, will be circulated and every endeavour made to trace them. When detected thefts or damage sustained through the fault of the Railway are known, any loss or damage of such goods will be made good by the Railway.



### **Procedure of Delivery.**

Goods will only be delivered at destination station against surrender of the goods receipt issued by the forwarding station. Where goods receipt is lost goods may be delivered under Indemnity Bond.

### **Procedure of Handling Through Consignment.**

The procedure of handling through consignment is the same as that of handling local consignment, except that the colours of invoices used are different.

### **Accidents Happened on Train on Route.**

In the event of any accident happening to a goods train necessitating transshipment of goods from one car to another the District Goods Inspector concerned will supervise the transshipment and tally clerk and labourers of the nearest station may be sent for to assist.

### **Examination of Goods Arrived.**

Goods Inspectors, Station Masters and other authorized employees of the Railway reserve the right to examine consignment of goods as they may desire. In the case of any discrepancy in the class of goods or in weight, the Railway may at its discretion, reweigh the goods, and charge the difference.

In the case of goods smuggled or falsely declared in value or in weight the freight will be collected with an additional charge as per goods traffic as a fine.

In the case of loss or damage to Railway property through the conveyance of such articles, the consignor or his representative must make good such loss or damage.

## Appendix B

### Preparation of Cars.

On receiving consignments the Railway will provide the necessary cars and see they are in good order. Tarpaulins will be prepared by the Railway with a charge of \$1.00 each for any distance as required. Only in exceptional cases Transporting Cos. are allowed to provide their own tarpaulins. Goods of high value, or of dangerous and inflammable nature, or liable to be damaged by stormy and wet weather will not be loaded in open cars whenever possible.

### Loading of Goods.

Goods will be loaded in the presence of a tally clerk, who will record the packages, weight and contents of goods in his tally book and when loading is completed, consignors' declaration form duly signed by the tally clerk will be submitted to the goods clerk to which a goods receipt will be exchanged.

### Sealing of Goods Cars.

Godown keepers or tally clerks shall seal the doors of goods cars with lead seals when such cars have been loaded up.

### Car Posters.

When cars are loaded up, posters showing date, name of consignee, car number, description of consignment and starting and destination stations shall be put up on the sides of the car.

## Appendix A

Shanghai, June 25th, 1919.

The Heads of Departments,

S. H. N. L.

### M.D.T.'s Circular No. 22 of 1919.

The following Leave Rules for Chinese Employees to supersede those now in force are to take effect on and from July 1st, 1919:—

1. Chinese employees may be granted one month Privilege Leave on full pay for each year service. The Privilege Leave may be accumulated to 3 months in excess of which any leave earned but not taken will be considered as lost. Pay for the period of leave taken may be drawn in advance before the date on which the leave commences.

2. They may also be granted casual leave not exceeding 10 days in a year.

3. Extensions of Privilege Leave may be granted up to the limit of one month upon proper application to the Managing Director but no pay will be given for the period of such extensions.

4. Special leave in excess of the Privilege Leave may be granted by the Managing Director to employees of good standing in case of marriage, funerals etc. With such leave allowances as he may see fit to sanction.

(SGD) C. P. Yin

Managing Director.

The Traffic Manager,

S. H. N. L.

Item Proposed  
No. by

50 C.K.L. **Page 37 Clause 108.**

The minimum charge for a Sedan Chair when conveyed by passenger train is \$12.00. The rate seems too high.

Proposed to reduce it to \$2.00 for a sedan chair of basket or wicker ware but the handles of the sedan chair must be taken off before loading into the train.

**Page 37 Clause 108.**

The minimum charge for sedan chairs (Mandarin) and bridal chairs by passenger train is \$12.00. This rate is considered a little too high and it is proposed as following :—

Minimum charge by passenger trains	\$8.00
"    "    " goods	"    4.00

The handles of the chairs must be taken off before loading into the train.

Note:— The sedan chairs of common use in Kwang Tung are not large. Most of them are made of rattan or basket ware and cost from \$10 to \$20 each. The Minimum charge of \$12.00 exceeds half of the cost of a chair. In consideration of the minimum charge of sedan chair of basket and wicker ware were conveyed by goods train being \$1.00, it is proposed that the minimum charge for same by passenger train be \$2.00.

As the cost of sedan chairs (Mandarin) and Bridal chairs are higher so the minimum charge for same is proposed to be reduced to \$8.00.

No rate for bridal chairs carried by goods trains has been quoted and it is proposed to add it into the Book.

Item Proposed  
No. by

50 C.K.L. **Page 9 Clause 40.**

It is proposed that a minimum charge of \$15.00 be made for the reservation of a coach.

**Page 20 Clause 62.**

First class fares for passengers travelling in these cars shall be paid in addition to the car hire and in the case of their servants second class fares, subject to a minimum of 4 first class fares.

**Page 21 Clause 63.**

Reductions as mentioned should not apply between any stations where cheap competitive fares are in force such as between Tai Sha Tou and Hongkong and vice versa on the Canton Kowloon Railway.

It is proposed that reductions for party tickets between stations where competitive rates are in force be left to discretion of the Traffic Manager.

**Page 36 Clause 104.**

The minimum charge of \$50 for Motor Car is considered too high.

Proposed therefore that minimum charge be reduced to \$30.00.

**Page 37 Clause 108.**

The minimum charge for a motor bicycle carried by passenger train is \$3.00 while the minimum charge for motor bicycle by goods train is \$12.00 (see page 89 of Classification of goods).

Proposed to alter into \$2.00 minimum charge when carried by goods trains.

Item Proposed  
No. by

50 C.K.L. *Proposal for Alterations in the General Regulations  
Relating to Coaching Traffic*

**Page 4 Clause 18**

The calculation of fares, rates and other charges is to be made 5 cents when fraction of the sum is 1 cent or over up to 5 cents and to be made 10 cents when the fraction is 6 cents or over up to 10 cents. Fractions less than 1 cent to be waived.

Note :— In the majority of cases, according to the present regulations, the fraction does not exceed  $\frac{1}{10}$ th of a cent and to charge this small fraction as 5 cents seems unfair.

**Page 8 Clause 36.**

Proposed to add :—

No excess fare will be charged from the holders of wrong return half tickets in cases where it can be proved that no attempt is being made on the part of the holder to defraud the Railway.

Note :— Wrong halves of return tickets are generally collected in error by the ticket collector as in most cases the whole ticket is handed to the ticket collector who tears off the portion for the journey. On heavy trains the ticket collector may hand the wrong portion of the ticket back to the passenger who in the majority of cases does not know which is the up or down portion. The fault therefore lies with the ticket collector and no excess fare should be charged from the passenger as he cannot be entirely blamed for the error.

Item Proposed  
No. by  
49 S.T.L.

Discription of cars	per car per kilometre	minimum charge
Saloon cars	\$0.35	\$50.00
3rd Class or Baggage cars	\$0.25	50ki's.
Covered Goods cars	\$0.15	50 „

### TO MAKE AMENDMENTS TO

#### APPENDIX I.

In this Appendix we propose to insert one more Regulation as following:—

- Student, in uniforms, living in the vicinity of the Railway, going to school in the morning and coming back in the evening, may apply a periodical ticket (with the holder's name) through the principal. He can sit in any third class car of any train or in the Brake Van of any Goods train.

The fares charged for one ticket:—

1 month	\$1.00
3 „	\$2.50
6 „	\$4.00
1 year	\$6.00



Item Proposed  
No. by

49 S.T.L. Regulation 81. We propose to insert "over six months" after "In the case of parcels which remain" and also propose to insert following at the end :—

.....on the owner's behalf "for six months, but on the expiration of the period, it shall be confiscated by the Railway".

Regulation 89. We propose to insert one more paragraph as following :—

The proceeds will be kept by the Railway in the owner's account for one year. After the expiration of the period they shall be confiscated by the Railway.

Regulation 107. The first 3 paragraphs are proposed to be altered as following :—

No coffin with corps will be accepted for conveyance, if it has not been sealed closely, and there is no certificate issued by a doctor or government.

Coffin with corpse is charged at triple first class fare, subject to a minimum charge of \$5.00.

Coffin without corpse is charged at double first class fare, subject to a minimum charge of \$3.00.

When special car is requested for conveyance of coffin, the following additional charges will be made.

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When cars "are not be taken into use at the appointed time," or "are detained at station."

Regulation 64. We propose to insert the following words:—

"having taken with their implements or an introducing letter of a public party", after "taking part in competitions,"

Regulation 67. Paragraph 1, is proposed to be altered as following:—

The maximum weight and measurement for parcels shall be 180 kilogrammes (300 cattie) or 900 cubic decimetres. The maximum length shall be not exceeded 3 metres.

Regulations 75, 98, 104, 108 and 109, the charges are proposed to be fixed by the Railways themselves, and approved by the Ministry. For the conditions of the Railways are different.

Regulation 76. It is proposed to be altered as following:—

When it is at the discretion of the Station Master, parcels may be insured up to the value of \$200 per parcel. The rate will be charged 25 cents per \$100 of the declared value per 150 kilometres or part thereof. If the declared value of any parcel is over \$200, it will only be accepted by the consent of the Traffic Manager.

Regulation 79. "seven days" is proposed to be altered to 24 hours.

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All baggages being taken by the porters of the station to or from the trains, to the baggage office for registration or from the platforms and baggage office, shall be taken care by the owners themselves. If they are damaged or lost, the Railways will not take any responsibility; but on the requirement of the owners, the Railway may investigate for them.

Regulation 59. We propose to insert the following at the end:—

A sum of \$100,00 shall be charged in-advance. If the train will be not taken into use, and it has been ready, then the \$100.00 will be confiscated by the Railway. However, if cancellation is made before the preparation, then \$10,00 will be charged only.

Regulation 62. Paragraph I we propose to insert the following at the end:—

If the application is accepted, the minimum charge shall be paid in advance. In case the car provided, will be not taken into use at the appointed time, the minimum charge shall confiscated by the Railway. However if the cancellation is made before the car provided, \$5.00 will only be charged.

Regulation 62. Paragraph 3, we propose to insert the following words at the beginning:—

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After the expiration of six months the proceed will be confiscated by the Railway.

Regulation 55. The last part "as damage to the carriages involving penalties may thereby be caused" is proposed to be amended as following:—

If there is any damage to the carriage caused by them, they will be charged to pay the cost of renewal, and also fifty per cent of the same as penalty.

Regulation 58. Clauses (a), (b) and (c) are proposed to be altered as following:—

Luggage lost or damaged.	1st Class per kgs.	2nd Class per kgs.	3rd Class per kgs.
Trunk or leather bag or box	\$3.00	\$2.00	\$1.00
Bundle of Bedding	\$1.20	\$0.80	\$0.40
Govered basket	\$0.60	\$0.40	\$0.20

Railways will not take the responsibility of loss of the contents of the open netted baskets.

Regulation 58. The maximum limit of the responsibility of the Railway for Insured Registered Baggage is proposed to be deleted.

Regulation 58. Paragraph 5 is proposed to be altered as follows:—

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All baggages registered will be handled by the Railway from the time of registration, but the others, which the passengers intend to take with in their seats on train, or such baggage which the passengers intend to take to the weighing machine near the baggage office, should be handled by the passengers themselves, or by the station portors engaged by them.

Regulation 49. We propose to insert two more clauses :—

- (j) Tickets used for registration, will be stamped with the baggage seal on the back.
- (k) Any passenger, having a ticket stamped, and intending to register some more baggage, shall show out his or her Baggage Ticket. If the weights are not over the weight of Free Allowance, then all of them will be carried free of charge.

Regulation 51. Paragraph 3 we propose to alter as the following :—

In case the baggage is not delivered at destination as requested, the passenger is entitled to demand a record and as certificate of the date and hour at which delivery was requested.

Regulation 53. We propose to insert one more sentence at the end :—

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49 S.T.L. — **OBSTRUCTION IN TRAFFIC.**

Regulation —. In the event of that the train cannot go ahead, the passenger fares and luggage charges will be treated as follows :—

1. We shall refund the fares and charges of the forehead section of the tickets, to the passengers who desire to stop their journeys at the station where the train stopped.
2. Passengers, who desire to continue their journey until the train-running has been fixed, shall go to see the station master with their tickets to be made available for the forehead journey at once. These tickets are only available for taking train on the day of train-running.
3. Passenger, who desire to return to any station, or the original station, may be carried free of charges. We shall refund them the fares of that section from the original, or any station where they stopped, to the destination of the tickets.

Regulation 45. We propose to alter "or heavy packages weighing separately more than 150 cattiees or 90 kgs." into "or heavy packages weighing separately more than 180 kgs. or 300 cattiees".

Regulation 49. Clause (g) is proposed to be amended as following :—

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49 S.T.L. Regulation 40. The first three paragraphs are proposed to be altered as following :—

Ordinary passenger cars may be reserved for the use of parties, if traffic circumstances permit, on payment of two third the maximum numbers of fares of cars required. If there is any fraction, it will be counted as one passenger.

When the number of passengers travelling in a party, is in excess of two third, the passenger fares for additional passengers must be paid as well. Application must be made to the Traffic Manager at least 48 hours before the carriage is required. The Two-third Fares must be paid in advance. If the carriage will be not taken into use at the appointed time; then twenty per cent of the fares paid, will be deducted according to Regulation 31.

## **VII BREAK OF JOURNEY.**

In this Section, we propose to insert one more Regulation as following :—

Regulation— Any passenger having been removed from train, by violating the Chinese Laws or the Railway Regulations, or breaking his journey (over one line), or to return from halfway, will lose his or her ticket's forwarding availability.

Under this section we also propose to insert one more Section as following :—

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Passenger, who before the arriving of the destination has paid the excess fare for that section in which he or she desires to travel beyond, will not be charged the penalty stated in Regulation 15. If he or she has any luggage carried by the railway, the Luggage ticket must be handed over to the conductor to correct its destination. Excess Luggage Charge will be charged again (if any).

Regulation 31. We propose to alter the last part "otherwise he or she will be required to purchase another ticket" of the first sentence, into "otherwise he or she will be required to have his or her ticket refunded within the available time (day of issue), according to the followings".

And at the end of this Regulation, we also proposed to insert one more paragraph as following :—

If any ticket has been clipped or has been used for booking luggage, no refund shall be made.

Regulation 35. This Regulation is proposed to be altered as follows :—

. Ordinary single journey tickets over one railway are available for taking train on the day of issue only and are available for the whole journey on the same train for long or short distance.



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49 S.T.L. Regulation.... We propose to insert one more paragraph as follows:—

If any adult, travelling with a child-ticket, will be charged according to all those mentioned in the first paragraph. And his child-ticket shall be confiscated by the Railway.

Regulation 25. The words "after the ringing of the first bell" are proposed to be deleted.

Regulation 28. It is proposed to be amended as following :—

A passenger, to whom a ticket has been issued, and for whom there is no room available in the train for which the ticket was issued, will be permitted to use the ticket by any succeeding train within the availability of the ticket (day of issue), provided that he or she has notified the Station Master of the fact, and the Station Master endores the ticket; and if he or she elect not to travel, will have his or her fare (whole fare) refunded by the Station Master, when the application is made within one hour after the departure of the train. However, in case the application is made after one hour after the departure of the train, ten per cent of his or her fare will be deducted according to Regulation 31.

Regulation 30. Under this regulation, we propose to insert one more Regulation as following :—

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49 S.T.L. Regulation 10. We propose to change the words "securely packed in cases" into "securely packed and unloaded" at the end of this Regulation. Because most of the home made sporting guns have no cases.

Regulation 12. We propose to insert one more paragraph to the Regulation as following:—

One, who violates Regulation numbers 9, 10, 11, and 12, will be fined a sum under \$100.00 as penalty.

Regulation 15. The last three words "of that fare" at the end of the first paragraph, is proposed to be amended to "of the fare from the original to the approaching station."

Paragraph four is proposed to be amended as following:—

Any person, travelling without a proper ticket, neither money to book nor suitable thing to be mortgaged, will be removed from the train to the approaching station, to be taken to the station master, and then sent back to the original station. He will be punished as a coolie for a few days, by the Railway Police.

Any person, travelling without a proper ticket but having a Reducing Fare Certificate, will be charged the single fare according to the Certificate, and also a penalty of fifty per cent of the ordinary fare from the original to approaching station.

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49 S.T.L.

2. Passengers violating the Chinese Laws or Railway Regulations, or hindering the public weal will be resisted.
3. Passengers who have the action to obstruct the safety of transportation, and do not obey the admonition of the railway staff, will be thrust out.
4. Passengers, luggages and parcels will not be accepted in the event of accident, which obstruct the transportation.
5. Passengers, luggages and parcels will be unaccepted when the requirements are lack of or not completed.
6. Luggages or parcels will be not accepted, if the passenger or consignor does not declare the nature, volume, weight or packing is not suitable for conveyance in a safe condition.
7. Luggage or parcel will be unaccepted, if their nature, volume, weight or packing is not suitable for conveyance in a safe condition.

Regulation 7. The meaning of "without the permission of a duly authorised Railway Official" seems to be not very clear. We propose to have these Officials, who shall be authorised, to be designated.

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48 H. H.  
Section  
of  
C.H.L.

In regard to freight, other charges etc. the Railway has already made some arrangement (refer to Article 8 of the General Regulation relating to carriage of goods). But in regard to fare and other charges no rule is given in the General Regulations relating to Coaching Traffic. When such case happens, the Railway servants do not know how to deal with. Therefore, it is suggested to be inserted.

49 S.T.L. *To make Amendments to General Regulations Relating to Coaching Traffic.*

Regulation 5. Paragraph 3 is proposed to be altered as follows:—

Platform tickets are only available for one entrance only. The tickets will be collected when the user leaves the platform.

Regulation 6. It is proposed to be altered as follows:—

The Railways observe the right to shut the door open for those passengers, parcels or luggages having the following conditions.

- I. Any one, who is intoxicated, or suffering from pestilence, infections, or insanity which would cause danger to the others, will be resisted.

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47 T.C.L. the Principal of each school, to apply to all local and through booked Stations. Tickets under these conditions are to be issued only at the season stated and Certificates issued similar to form S. A. T. (22), available for return, up to date of reopening of the school, as stated by the Principal, when making application for same.

It is also proposed to alter the words "Reduction of twenty-five cent of.....and fifty per cent in the case of return journey" into the words "25% reduction of the ordinary single fares shall be allowed in the case of single journeys and a single fare and a half to be charged on the case of return journeys."

48 H.H.  
Section  
of  
C.H.L. *To insert the following in the first paragraph of Article 15 of General Regulations for Coaching Traffic.*

15. The following is suggested to be inserted in the first paragraph of this article:—

"In the case as above mentioned, should passenger refuse or fail to make immediate payment of fare and penalty charges the Railway servant in charge has the right to retain his (or her) baggage for redemption. If the passenger, however, does not redeem his (or her) baggage after one month the Railway has the right to sell it by auction in order to make good of the unpaid fare and penalty charges,"

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- 46 P.S.L. *Parcel Rates, to be revised each parcel being charged on half dollar cent per kilogramme for every 50 Kilometres subject to a minimum charge of \$0.50 for local Traffic and \$1.00 for through traffic.*

Article 75 of the General Regulations for Coaching Traffic provides that the rates for conveyance of parcels shall be one quarter dollar cent per kilogramme for every 50 kilometres subject to a minimum charge of \$0.50 for local traffic and \$1.00 for through traffic. It is found that these parcel rates are almost one half cheaper than the baggage rates and much cheaper than the kilogramme on goods. Taking advantage of these cheap rates, passengers and merchants resort to the practice of booking their baggages and small consignments of goods as parcels. Based on this view point, it is proposed that the parcel rates be increase to one half dollar cent for kilogramme for every 50 kilometres subject to a minimum charge of \$0.50 for local traffic and \$1.00 for through traffic.

- 47 T.C.L. *To amend clause No. 65 (a) on pages 23 and 24 of the General Regulations for coaching Traffic.*

Applications can be made on behalf of Scholars attending various schools, to be allowed reduced return fares for pupils returning to their homes on vacation for the Summer, and New Year holidays irrespective of their numbers, or destination. It is proposed that tickets at reduced fares be issued in such cases in application in writing by

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No. by  
44 Ministry

*To provide parcel rooms or use baggage offices for checking parcels and to adopt the system of checking and transferring baggages.*

It is convenient for the travelling public if the railways could provide parcel rooms when passengers or even pedestrians can safely leave their parcels and handbags upon the payment of a small fee, for few hours or one day or the railways can use baggage offices as offices for checking parcels.

It would also be a great convenience to the travelling public if the railways could adopt the system of checking and transferring baggage from hotel or home to stations or vice versa without much trouble and at the specified charges. It is advisable to adopt this system at every express stations like Peking, Tientsin, Shanghai, Hankow, etc.

45 T.C.L. *To adopt printed baggage labels in addition to the ordinary baggage labels (detached from form S. A. 1 (b) (III).*

In addition to the ordinary baggage labels, now used, it is proposed that printed labels in large type be used for principal stations. These labels would be of great assistance and enable baggage Clerks to quickly and more easily recognize baggages for each station.

**TAO CHING RAILWAY**  
線路清道由  
**TIENTSIN (天津站)**

**TAO CHING RAILWAY**  
線路清道由  
**PEKING (北京站)**

Item Proposed  
No. by

## Passenger Traffic.

- 41 Ministry *To change the term "Coaching" to designate traffic by passenger trains into the word "Passenger," as suggested by Mr. Middleton.*

The word "Passenger" was adopted in the accounts Classification and it seems desirable that some uniformity in terms should be maintained.

- 42 Ministry *To open the tickets offices all the day long.*

All the ticket Offices, particularly those in the big cities should be opened all the day long. It is a common case that passengers have to wait for the opening of ticket windors, even in big cities like Shanghai, Tientsin, and Peking. Generally the ticket windows will not open until half an hour or less before the train starts and when the windows finally got opened there is unusually such a big crowd stragglng for tickets particularly in the case of third class ticket buyers, 30 minutes or less are certainly not enough for all the passengers to buy tickets and check their baggages. It is too much of a rush and it is inconvenient.

- 43 Ministry *To introduce the "Line up" system in front of the ticket windows.*

In order to avoid the usual Commotion and Jam of the ticket buyers, brass-rails should be erected along the ticket windows through which only one person can pass so that people can get their tickets in an orderly way.



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40 S.T.L.

established, every railway still has so numerous goods to be conveyed for so long a distance. It is understood that the small cars are not suitable for us. During the time, when the mines are opened, factories established and railway lines extended, even a baby who just begins to murmur, knows that it is unable. Moreover, according to the physical feature of our country, we shall have not the same condition as that of England etc., even the railway will not be called. As what I have mentioned above, it must be necessary for us to use big cars. Perhaps it is questioned what is the difference between the big and small cars in loading goods, then the management and economical point should be known. Suppose a 60 ton car is compared with a 5 ton car the 60 ton can load 12 times as much as the 5 tons. But the cost of the 12 5 tons cars is three or four times as much that of the 60 tons. Though the loading capacities are the same, yet in loading, unloading, shunting and marshalling the 5 tons will take much times and trouble; and in running it also produces more friction and resistance. For these reasons, we can understand the big cars are more suitable for us. So that, we have to settle our aims to use the big one from now on. Hereby I wish to propose that we use the 45 tons car to be the standard and consider the 60 tons to be the big one, and 30 tons small.

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- 38 S.T.L. 20. When the trains start or arrive from any section, the assistant overseer has to wire the overseer and the relating sections the class and number of cars which are empty or loaded.
21. The processes of all stations in every section are just the same as that from rule 1 to rule 14.

39 P.M.L.

### Car Distribution.

“That when cars are on another line the Traffic Manager of the Line concerned shall end to the Traffic Manager to whose Line the cars belong a copy of the Form Tr. 5.”

40 S.T.L.

### Fixing a standard car.

The cars of our railways are too many kinds. Some of them are thirty tons and the others are twenty, fifteen, ten and even five. Most of them are small one. But the use of small car and big car is quite different. Small cars are suitable for those countries, which have small quantity of goods carrying just for a short distance such as England, France and Germany (the railway notes). But for those countries which have large quantity of goods carrying for a long distance, such as America, then the big cars are suitable of different countries.

Our country, know to every body, has lots of goods that have not come to light. Now most of the mines have not been opened and the factories

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wanted 4 covered car for station, F, 2 for station E; 1 open car for station C. Forward goods 3 cars 100 tons. Inward goods 2 cars 54 tons. Revenue \$500.

- 14 The overseer, receiving the above telegram, should enter all in the "Goods General Schedule" (see form 4) and should pay attention to the cars in train, which has started from a station before.....o'clock, and will arrive at next station after.....o'clock. He should enter this sort of cars in the "Midway car" column.
15. The Traffic manager of long railway shall arrange his line into sections, and designate some assistant overseers to take charge each section.
16. Every assistant overseer shall according to rule 13 at.....o'clock (one or two hours later than the time mentioned in rule 13) of every day report to the overseer all those of his section.
17. All cars of the whole line shall be distributed by the overseer to his assistants to the stations.
18. The Telegrams of rule 9 are required to be wired to the assistant overseer.
19. Station masters in making the train despatching and arriving telegrams are required to separate cars to other stations, of the home section, but simply state the total number of cars to the other sections.

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38 S.T.L. **Cars kept:—**

Those, which are kept for special use, or kept in repair, are considered as *Cars kept*.

**Goods at station:—**

The goods are at the station for shipment.

**Cars wanted:—**

They are the cars wanted for loading the goods which have been offered the consignment notes.

**Forward goods:—**

They are the goods forwarded on the very day.

**Inward goods:—**

They are the goods inwarded on the very day.

**Goods revenue:—**

It is the total sum of money received from goods service on the very day.

Goods loaded on the midway between two stations are considered as the forward goods of the last station and the inward good of next station, Every station should have a "Record Book" (see form 3) to record all that they should report.

## TELEGRAM.

Person to  
Overseer.

Person from  
Station A

---

Cars at station 4 loaded covered cars, 1 loaded open car. Cars prepared for station E 1 loaded open car, Cars kept 10 empty ballast cars. Cars



# Goods Record Book

(Form 3)

Line

Date

192

Destination Class of Cars	Cars at Station		Cars ready and Stopped Over		Cars Kept		GOODS AT STATION			
	Loaded	Empty	Loaded Station to	Empty Station from	in repair Shops	forspecial use	Destination	up	down	Summary
							Goods Yard			
							Private Sidings			
							Summary			
							CARS WANTED			
							Destination	up	down	Summary
							Goods Yard			
							Private Sidings			
							Summary			
							FORWARD GOODS			
							Destination	up	down	Summary
							Goods Yard			
							Private Sidings			
							Summary			
							INWARD GOODS			
							Destination	up	down	Summary
							Goods Yard			
							Private Sidings			
							Summary			
Total							Goods revenue \$			

Signature of Yard Master

Correct.....Station Master







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- 38 S.T.L. 12. Every station shall send to the overseer a "Car Daily Report" (see form 2) to show the times of cars coming in and going out.
13. Every day at.....o'clock, all the station masters should wire to the overseer the following items.
- |                                    |   |
|------------------------------------|---|
| 1. Cars at station                 | Class and number of cars  |
| 2. Cars ready and }<br>stop over } | Class and number of cars<br>loaded or empty.                      |
| 3. Cars kept                       | Class and number of cars<br>kept for special use or in<br>repair. |
| 4. Cars wanted                     | Class and number of cars<br>and station to                        |
| 5. Goods at station                | Number of tons.   |
| 6. Goods forwarded                 | Number of cars and tons.  |
| 7. Goods arrive                    | Number of cars and tons.  |
| 8. Goods revenue                   | Dollars.  |

**Cars at station :—**

Cars at station are inward cars. They have been unloaded but not yet distributed. These kinds are considered as empty cars, and those which have not been unloaded are considered as loaded cars.

**Cars prepared and Cars stopped over :—**

Cars which have been loaded and prepared for dispatch are called *Cars prepared*. Those, attached from other stations and detached at this station for some time and will be attached afterwards to their destination, are called *Cars stopped over*.

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number and kind of cars which are detached or attached and whether they are empty or loaded, and what station they are going to.

TELEGRAM EXAMPLE:—

(1) Person to \_\_\_\_\_ Person from  
Overseer & B.C.D. Stations A Station

---

No. 1 Train attached to station B 3 loaded covered cars, Station C 1 empty open car, Station D 5 empty covered cars and 2 loaded cars.

(2) Person to \_\_\_\_\_ Person from  
Overseer and Station D Station B

---

No. 1 Train detached 3 loaded covered cars, and attached to station D, 1 loaded covered car.

(3) Person to \_\_\_\_\_ Person from  
Overseer Station D

---

No. 1 Train detached 1 loaded covered car, 5 empty and 2 loaded open cars.

10. The overseer, receiving the above telegrams, should enter in the car situation schedule the different cars in the "Out" column against the station from and at the same time enter them in the "In" column against the station to.
11. The overseer, whenever he receives a telegram from any station applying for empty cars, shall anticipate either the said station or the approaching train that has any car for the said station or not.

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2. Every station master should get the permission from the overseer before making use of any car.
  3. Movement and distribution of cars shall be done through telegraph.
  4. The overseer shall have a schedule of car's situation (see form 1) to show the cars going to or coming out from every station.
  5. Stations, have plenty of goods, or their situations are suitable for keeping empty cars, will be designated as "Empty Car Station."
  6. If the Loaded cars, which have been unloaded and also not required by the unloading station, the station master may send them directly to the "Empty Car Station."
- It is not necessary to wait for the instruction from the overseer.
7. The station master cannot make use the empty cars which are at hand, unless he has got the overseer's permission.
  8. The empty cars in trains cannot be detached and made use by any station arbitrarily.
  9. Every station, at the time of despatch and arrival of every train, shall wire to the overseer and the relating station the

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who according to the consignment note will make a report to send in to the traffic department to be entered in the record by an overseer, who will check the reports of receipts against each other and show them to the Traffic Manager.

4. Loading.

The loader should follow seriatim to find out the berths of goods to be loaded to-morrow, and post up a flag on each berth to be the aim of shunter, so as to save time and trouble in shunting. To make every thing clear, he should report to the Traffic Department for record at once, whenever there is any changing or stopping of transportation.

3. Every railway should appoint an overseer to take charge of distribution of cars.

The prosperity of railway traffic is depending upon the active transportation, and it depends on the proper movement of cars.

In order to arrange the cars moving properly and actively, an overseer is required to take up the charge of the car distribution. Herewith, I write down a set of rules and forms:—

1. The Traffic Manager of each line shall designate an overseer to take the whole responsibility of movement and distribution of cars.

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2. The siding in every portion should connected with each other, so as to save time and trouble in shunting.
- (c) Excepting of goods offered.

When any one offers his goods to be transported, he should fill a consignment note and note car load, ton load or picul in the remark column, and takes his goods to the exceptor (a staff taking charge of excepting the forwarding goods) who will let him have a berth to put his goods. He should heap up his goods according to the rules. After his goods have been heaped up, he should go and tell the exceptor to examine them. In case they are corresponding to the items written on the consignment note, the exceptor will follow seriatim to take out a tablet (made of wood 2 X 1 decimetres bearing car load, ton load or picul and number) to hang it up at the highest place at the end by the road side of heap, and record the number of the tablet (to be the number of the consignment note) and the number of the berth and sign on the consignment note, and then issues him a certificate (same as the consignment note) which should be denoted the day of loading. The exceptor, after the above mentions has been done, should hand the consignment note over to the loader (one who takes charge of load)

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- I. The goods yard and warehouse should be divided into three portions namely The Local Forwarding and The Through Forwarding and The Arrival.

The area of each portion, which should be large and which should be small, is arranged according to the volume of goods. The empty cars of local or foreign line should be separately shunt into the local or Through, so as to save the time and trouble in shunting. Moreover, every portion should be subdivided into berths. Each berth should be arranged as large as enough to contain thirty tons of goods, and should have a post, made of wood, iron or stone bearing the number of the berth, to be set up at the corner, and a path or road should be arranged near by, so as to make it convenient for loading and unloading.

The shape of each berth is better to be oblong and parallel to the siding. It is not suitable to have the breadth too broad so as to save time in loading. No matter how, the distance from the farrest berth to center line of the siding should not be over thirty-five meters. Because a man's strength is limited. If it is too far, it is afraid that his strength will be exhausted, so that loading or unloading will be delayed.

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- stop their transportation. If this arrangement is put enforce, it is not only the convenience for the merchants to manage their business satisfactorily, as well as the railway will receive a great deal of money.
2. The loading of goods at every station should be done in regular sequence.

(a) Reason.

Some of the Railways, as we know, distribute the empty cars, to the merchants or to the express companies, by proportion according to the number of cars, written on the empty car application, and the other distribute them by drawing lot. The number of cars written on the empty car application is true or not, we have no way to find out. This is to give rise to corrupt practices. If we don't find a better way to put an end to these evil practices, I don't think, the railway management will be improved and the merchants' difficulties will be helped.

(b) Arrangement.

As it is so important, a systematical arrangement should be considered. Recently, the railway management is a most complicated one. Therefore should we not arrange it systemetically there would be no good result. Herewith, I write down the arrangement as follows:—

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For example, the rates of car load, ton load and picul goods are ten, fifteen and twenty dollars respectively. Suppose on a certain day and at a certain station we have nine empty cars, we may distribute two for car load, three for ton load and four for picul goods according to the proportion of the three rates. Any way, the proportion of the three rates can never be changed, even all the goods are offered to picul, we still keep them for car and ton load. But if there are no picul, or ton load then we distribute seven for ton load and two for car load.

Merchants can freely interchange their goods from car load to picul or from picul to ton load. But they must pay one dollar for each change, so as to give them a limitation. They also can stop their transportations and to be stored again, but the changing charge and the general storage should be paid from the day of offer.

The reason, why the merchants change their offer frequently, is that because the merchants are watching the market price to transport their goods fast or slow. If the market price is raised they are in hurry to catch the market price even they spend a little more for freight they won't care. Hence if the market price is lowered they will



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Hence if this procedure is going into operation, the merchants' economics will certainly be put in circulation. Even their goods will be blocked at station for several months, the merchants will suffer no difficulties or distress.

3. To enlighten the Banks.

Both the railway and the bank same aim to utilize the public finance. Therefore we must try our best to make the bankers to understand thoroughly the nature of transportation, warehouse service and the issuing of bills of lading, so as to make the railways and the banks to be hand in hand to put the public finance into circulation.

(c) To arrange fast transportation of goods.

1. According to the arrangement of the second suggestion, the goods certainly can not be moved freely. Suppose a merchant wishes to have his goods transported quickly, and we have to convey the goods according the regular sequence of loading, he will, of course, feel difficult. For this reason, we have to find some ways to help him. In referring to the General Regulations, we have car-load-goods, ton load goods and picul goods, we may take the advantage of the different rates to arrange his precedence.

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presenting an indemnity bond. But in case the Bills of Lading is lost, the consignee should report to the station master of the forwarding and arriving stations at once as well as to insert an advertisement in the newspaper for a certain time so as to give notice to make his bill fail in public, as the "Bills of Lading" is a very important thing. After a period of one or two months from the day of declaration and there are no complication, then he can take delivery of his goods. However, in case the consignee has lost his bill and wish to take delivery of his goods in urgent circumstance, he has to prepare a sum of ready money more than the sum written on the bill to offer to us as the caution money which shall be drawn back after a certain time and there is no trouble occurred, and should do the process mentioned above.

## 2. The Use of the Bills of Lading.

Since the *Bills of Lading* is so important, therefore it has the worth to represent the actual goods. The consignor, in offering his goods to be transported or to be kept, may ask the station master to issue him a *Bill of Lading* instead of a goods receipt. He can sell his bill as worthily as his goods; or he may take it as a mortgage to make loan with the banks.

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38 S.T.L. a small sum and can reap a big income. Why should we not open the "Warehouse Service" hurriedly?

If some one says, the building of the warehouse costs us a great deal, it can't be done at present. But we should know the situations of the railways in China. Most of them are situated in the North, and most of the productions are grain that nearly all come to the stations at the end of Autumn. Moreover, the rains are very scarce from the end of Autumn to the end of Spring. Therefore we can keep all the goods in the Yards besides which should be kept in warehouse. In addition, the ordinally existing warehouses of the Railways are quite sufficient for keeping the goods which can not be kept in open air, as they are very few. As those stations haven't got the warehouses we may construct some small one to meet the immediate use first, and then let them be energed in future. What mentioned above is not the unobstructed opportunity for us to start our *Warehouse Business*? Does it charge us too much?

(b) To issue Bills of Lading for transportation and warehouse.

I. Difference between the Bills of Lading and Goods Receipt :—

The Goods Receipt is an invoice for calculating freight and for the consignee to take delivery of his goods. If the consignee fails to present it, he may take delievery by

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Goods, which will not be transported by railway and those have some condition that can not be offered for transportation at present, are classified to be the "Keeping for General". The storage for this kind "Keeping For General" will be fixed a little higher than that for the "Keeping After Arrival".

If the above mentions are to be put in force, it is not only the benefit for merchants to reap a great deal, but the income of Railways will be increased as much as that we should never dreamed of.

In pursuance of the Annual Report of the 6th Year 1919 of South Manchuria Railway, the mileage is only 524.6 miles, but the goods carried are 9,311,249 tons in which 1,563,107.50 could be actually received from the "warehouse service." Now we have more than three thousand miles under the Ministry. If we take half of that income to calculate ours by proportion, we can get more than six million dollars a year. Is the sum not numerous?

In regard to the condition of our railways it is very easy for us to open the warehouse service. Because we have already staffs to take up the charge of the goods service. As for the small stations, we can increase the staff a little salary, and appoint them to take charge of the double duties, while the busy stations, we then increase a few staffs specially for this case. We just spend

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38 S.T.L. Lading” and tell him previously the date of loading, whenever we accept the goods sent in with consignment note. During the time, when the goods are going to be conveyed, we shall notify the consignors the day despatched, and the number of train. Then they can inform their consignees to go to the very station to taken delivery of their goods. This kind of goods, it is so-called to be the “Keeping Before Transportation”, seems to be delayed by the Railways, we, therefore, shall not charge any storage.

If the consignors wish to board their goods after arrival in our warehouse or goods yard, it is called to be the “Keeping after arrival”. The consignors ought to declare the period of storage and record in the consignment note as they send in the goods. Then the “Goods Receipt” or the “Bills of lading” will be issued to them by us; and the storage shall be charged in accordance with the said period. At the same time, the consignors should give the information to their consignees to take delievery within the said time; otherwise, the “Ordinary Storage” must be charged instead of what they should pay (to lengthen the period before hand is exceptional). Before the transportation, if the consignors haven’t declared to store their goods after arrival, and the goods are still kept in the warehouse or goods yard, the “Ordinary Storage” must be charged again. For the fixed time is expired.

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38 S.T.L. and have not the general plan to show whether the cars have been used up to the maximum capacity or not. Therefore in case we want to know whether we are in lack of cars, the 3rd, suggestion should go into operation. Herewith, I write the three suggestions in detail as follows. It is merely the limit view and has to hold the public consultation.

(a) To open Warehouse Service.

I Classification Warehouse Business.

The *Warehouse Business* can be divided into two main classes:—

“Warehouse Service” “Goods Yard Service”

Goods may be classified according to their nature and quality. Those, belonging to the high price, easy to be stolen or damaged, and that cannot suffer from the storm of wind and rain such as silk, cotton and merchandise etc., are classified as “Warehouse Service”. Those without the above mentioned conditions such as stone, timber, grain and coal etc., are classified to be the “Goods Yard Service”. Moreover, among those two classes, we still subdivided into three parts namely “Keeping Before Transportation” “Keeping After Arrival”, and “Keeping for General”.

Goods which cannot be transported at present and have to be conveyed seriatim according to the fixed number of the berth, are considered to be the “Keeping Before Transportation”. We issue the merchants the “Goods Receipt” or Bills of

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38 S.T.L. got this power to do what they like. By this good chance they can squeeze the merchants and cheat the Railways—such as the application of the empty cars, they always make a false declaration of quantity (suppose they have only 50 cars of goods they would apply 100).

When the cars are supplied to them, they sell them to the merchants at auction (from several ten to several hundred dollars per car). Hence if we don't put an end to this practice in order to be the help in commercial difficulties, I don't think the merchants' distress can be relieved.

The British Commercial Chamber said that the unsatisfaction of transportation by the Railways in China is partly caused by the bad management and partly by the lack of cars. Really, the former, I confess that it is quite true. However, as for the later, I presume to say, it may be true or may be not. Because our country is an agricultural one, the productions come to every station at the end of Autumn as suddenly as the flood comes out. In this period, even we construct more lines and ready more cars, I don't think they can be conveyed up at once. Suppose they can, the merchants are certainly satisfied themselves very much, however, at the same time, the Railways would lose a great deal. Therefore if we want to improve our management and satisfy both sides the 1st. and 2nd, suggestions should be taken effect. Recently, we have not the special overseer to take charge the distribution of cars

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38 S.T.L. 2.—

- Loading of goods at every station should be done in regular sequence.
- 3.— Every railway should appoint a special overseer to take charge the distribution of cars.

I felt very *shameful for our railway men*, after reading the resolutions (to be seen at the end), translated into Chinese and transferred to us by the Minister of Communications, regarding the improvement of the Chinese Railways that had been proposed by the British Commercial Chamber issued in the Shanghai Daily News on the 6th. Nov. 1920. With regard to the resolution, it seemed to dispise our railway men, yet they had their idea to encourage us. Railway, if we have done our business systemetically and smothly and paid more attention to investigate to the utmost how to improve and manage every thing, there is not need them to discuss, propose and help and that resolution wouldn't appear before our eyes.

The reason why they took up these resolutions is that: Because they want to put their goods in a safe condition and transport them more speedily, they must go to ask help from the Express Co. As they have been often squeezed as well as our arrangements in goods are not very perfected and have been not yet improved, therefore they have to find some way to get rid of the viciousness.

From the above remarks, we can see that the Railways have lost their inherent right and failed to do what is due. Therefore the Express Cos.



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36 S.T.L. 15. Period of re-  
sponsibility of

Railways.— In paragraph two, "six working hours" is proposed to be altered to "twenty four hours."

'Six working hours' seems to be too short for the consignee to take delivery.

18. Goods convey-  
ed at Owner's  
Risk only.—

The Clauses (h) and (i) are proposed to be deleted.

It is unreasonable for the railways not to accept the goods of (h) and (i) to be conveyed at railway risk.

37 T.P.L. *Provide uniform method or rates for hire of Railways owned tarpaulins and rope covering owners risk Carboards and decide whether Railway Risk carboards, that require tarpaulins and ropes to protect them should be free of such hire charge or not.*

It is preferable to have uniform policy on all the railways on this subject if possible.

38 S.T.L. *To improve our goods management the following three suggestions should be done accordingly, so as to relieve the distress of merchants and to satisfy their request as well as to increase the income of the railways.*

1.—(a) To open warehouse service; (b) To issue the bills of loading for transportation and warehouse; (c) To arrange the fast transportation of goods.

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33 S.H.N.L. uniform set of working rules for the whole of the Chinese Government Railways, S.H.N.L. working Rules are attached at the end of the Agenda as reference.

35 S.T.L. *To make amendments to General Regulations relating to Carriage of Goods at Railway Risk by Goods Train.*

**IV. CONSIGNMENT, CONVEYANCE AND DELIVERY OF GOODS :**

The following Regulation is proposed to be inserted.—

**Investigating**

**Charge.**— In case, if offering or receiving of goods, the consignor or consignee, having the concession of the railway, may require the railway to investigate his goods either lost or damaged. But he shall be charged the investigating charge, unless it is at the railway risk.

**V. RESPONSIBILITY OF RAILWAYS.**

**14. Liability of**

**Railways.**— In the event of loss of, or damage to goods conveyed at railway risk, the liability of the railways will be decided by proportion of loss, or damage on the basis of.....  
.....

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34 S. T. L. see, no one of them don't carry the goods at their risk. From this, I dare to say, it is unreasonable for the Railways not to take the responsibility in carrying goods.

Since we had desired to increase the Railway income, so we adopted the way of "Railway Risk," stating in the Regulation 5 of General Regulations in carrying goods at "Railway Risk." However, in the former time, we didn't take responsibility in carrying goods; still, it has been managed so satisfactorily. As the owners knew that the Railways would carry their goods in safty, they then won't send their goods under his way ("Railway Risk"), so as to save their ten per cent, Hence the Railway will have no hope to increase their income.

For this purpose, it is better to fix a moderate rate (a little higher than the Original Charge and less than 10 per cent), so as to reap all the goods under the way of "Railway Risk," except those can not be taken responsibility in their nature, package or that not safe in transportation, though they are also charged the same rate.

From the above two general remarks, if we want to increase our Railway income, the **WAY OF CARRYING GOODS AT OWNER'S RISK SHOULD BE ABOLISHED.**

35 S.H.N.L. *To adopt uniform working Rules relating to Carriage of Goods at Railway Risk.*

This subject will no doubt be considered at this conference with a view to the adoption of a

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32 H. H.  
Section  
of  
C.H.L.

(a) The weight of a picul is varied at different localities. So it is necessary to mark 100 catties (kuping system) as standard.

33 Ministry *To reduce the surcharge of 10% on goods conveyed at Railway Risk.*

According to article 5 of General Regulations for goods Traffic at Railway Risk, a surcharge of 10% shall be made in addition to the Owner's Risk.

Since the enforcement of this article from the 1st of January, this year, this kind of traffic has shown no development as found from the reports sent in by different railways. A reduction of surcharge seems advisable. It is therefore proposed to reduce the surcharge to 5%.

34 S.T.L. *Goods Conveyed at "Railway Risk" only.*

It is proposed to abolish the way of conveying goods at "Owner's Risk."

According to the present Regulations, we have two ways to convey the goods namely at "Railway Risk" and "Owner's Risk." The former has been put in force last Jan. 1st., as well as we have done it without trouble, the later, therefore, is worth to be abolished.

Really, in name they are separated into two, but in fact of transportation they are the same. For we have to take responsibility, too; it just gives us more trouble in managing. Moreover, if we take a view to the Railways of the other countries or to the other carriers in ours, we can

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31 K.C.L. **Art. 49.**—(a) “The excess weight of baggage shall be charged for in units of 20 kgs, (3.55 catties)” part of that weight to count as 20 kgs. (33.5 catties) should be revised as “The excess weight of baggage within a distance of 60 Kms each kg. shall be charged 2 cents and over 61 kms 2½ cents with a minimum charge of 20 cents.”

**Art. 67.**—“The maximum weight and measurement of parcels shall be 60 kgs, (100 catties) or 300 cubic decimetres” should be revised as follows: The maximum weight and measurement of parcels shall be 180 kgs, or 900 cubic decimetres or maximum length of 3 metres.

32 H. H. Section of C.H.L. *To revise Article 28 of the General Regulations for Goods Traffic as follows:—*

**“Equivalent Weights.**—In calculating freight and other sundry charges the following equivalents of weight or volume will be followed:—

- (a) 59.68 kilogrammes..... I picul  
(kuping system)
- (b) 1,000 kilogrammes (16.75 piculs)..... 1675  
cts. (kuping system)
- (c) 250 Cubic decimetres (8.83 Cubic Ft.)  
50 kilogrammes
- (d) 5 Cubic metres (175.6 Cubic Ft.).....  
1 metric ton.”

Equivalents of weight and volume are not only applicable for calculation of freight but also for handling charges, storage etc. So the clause “other sundry charges” is to be inserted.

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29 H. H. Section  
to by "Per kilometre" which is not at all necessary  
C.H.L. because the freight is not in direct proportion to  
distance. There are at present 2 kinds of Car-load  
rates in the Government Railways, i.e.

(1) Car-load rate per metric ton as T.P.R. and  
C.H.R.

(2) Car-load rate per car as P.H.R. and S.N.R.

It would not be uniform in the calculation of  
car-load goods with 2 different ways, therefore it is  
suggested to be revised as Item (c). If "Car-load  
rate per metric ton" is not to be adopted "Car-load  
rate per car" may be used so that all Government  
Railways may carry on a uniform basis.

30 T.P.L. *Formulate Traffic Department's requirements con-  
cerning a uniform method of indicating the capacity and  
tare weights on goods cars in Chinese and Foreign  
metric terms.*

Goods cars of different railways, have capa-  
cities and tares indicated in various weight system  
and method at present, causing confusion to  
Weight Clerks when different railways cars mixed  
together are weighted in rotation on weigh-bridges.

31 K.C.L. *To revise Article 45, 49 and 67 of General Regulations  
relating to Coaching Traffic.*

Owing to local conditions the Kirin-Changchun  
Line proposed to make the following revisions :—

**Art. 45.**—"Cumbersome articles.....weighing  
separately more than 150 catties or 90 kgs....."  
the weight should be revised to 300 catties or  
180 kgs.

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25 C.K.L. NOTE:— No fine has been fixed for under declaration of weight of goods and only stated that such discrepancies do not exceed 250 kilogrammes.

27 T.P.L. *Provision of rates for copper coins carried by passenger trains at higher basis than by goods trains.*

No rate is at present quoted in Coaching Tariff, but passengers often apply for this privilege. This traffic can only occur as Goods Traffic at present.

28 T.P.L. *Provision of cheaper rate for coffin with corpses by goods train than by passenger trains, and quoted in other form than in passenger fares. Reservation rate per capacity ton for exclusive use by goods car for same by goods train is also desirable.*

With the exception of the minimum charge of \$5.00 quoted in page 36 General Coaching Tariff, the rate by passenger train is same as by goods train per General Classification Page 90.

29 H. H. Section to C.H.L. *To revise Article 22 of the General Regulations for Goods Traffic as follows :*

**"Rates.**—Except where otherwise specified, all freight rates will be calculated on the following basis.

- (a) Per 50 kilogrammes Rate.
- (b) Per metric Ton Rate.
- (c) Car-load Rate per metric ton."

As merchants are not very well acquainted with the original version "Per metric ton (Ton or Car-load)" so it would be more easy to understand (b) and (c). The original version "Per 50

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3. We shall charge the Expenses arising from alteration mentioned in Regulation (Alteration II).
  4. We shall charge the Expenses arising from preparation of conveyance of goods that has been done before Alteration of stopping conveyance.
- 26 C.K.L. *To revise in the General Regulations relating to carriage of goods.*

**page 5 Clause 24 (b)**

Suggest that the minimum consignment booked at Metric Ton rate be 5 tons, quantities of same consignment over 5 tons to be charged to the nearest  $\frac{1}{4}$  ton.

All consignments of less than 5 tons to be charged at Kilogramme rates.

In calculation of charges fractions of 1 cent will not be charged, fractions from 1 cent up to 5 cents to be charged 5 cents, fractions from 6 cents to 10 cents to be charged 10 cents.

NOTE:— The minimum weight for goods conveyed at Metric Ton rate is too low thus very small quantities of goods can be booked at Kilogramme rate.

**Page 9 Clause 35.**

Proposed to add:—

Two times the ordinary freight to be charged on the quantity of goods under declared on re-weighment.



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Alteration of Conveyance, III.—When the Alterations stated in Regulation (Alteration I) are occurred, the remainders of freight will be refunded or charged according to the followings. In case the Alteration takes place before loading, all the freight, loading and unloading charges will be refunded.

1. When Alteration is to stop the conveyance in mid-way freight will be charged from the forwarding station to the station where the conveyance is stopped.

2. When the Alteration is to change the destination, freight will be charged from the forwarding station to the new destination. In case the new destination is on a branch line, and the goods has been carried over the junction station, then the freight will be charged two times between the junction station and the station where the conveyance is stopped.

3. When the Alteration is taking back the conveyance, freight will be charged two times from the forwarding station to the station, where the conveyance is returned.

The expenses arising from Alteration and the other charges will be charged extra as follows:—

1. We shall charge the Loading and Unloading charges for changing cars.
2. We shall charge the Ordinary Storage Charge and Demurrage of detaining cars from the time of stopping conveyance to the time of accepting the other Alteration.

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If there is some extraordinary matter it can be done specially.

#### Loading of Goods in sequence.

Goods shall be loaded consecutively according to the regular sequence of the consignments. But it is exceptional, when the Railways confess that it is the legal action, or for the public welfare.

Alteration of Conveyance, I.—If the consignor has paid the Alterating Charge, and send in application with the Receipt to the forwarding station, he may ask to alter his conveyance as follows :—

1. Stopping of Conveyance or delivery.
2. To take the Conveyance back.
3. Changing of Destination or Consignee.

If Alterations are sent in one application, they will be considered as one Alteration.

Alteration for altering one part of a consignment will be not accepted.

When the Alterations are considered as to stand in the way of transportation, the application will be not accepted.

When goods is being taken delivery at the destination station by the consignee, the application of Alteration will be not accepted.

Alteration of Conveyance, II.—After 24 hours from the time of accepting the application for stopping conveyance, if the consignor does not send in another application to report to the railway to dispose his goods, it will be at the Railways' descretion and the goods will be unloaded or disposed of at the Owner's Risk.

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**30. Demurrage Charges.**

We propose to amend this Regulation.

In case the consignors or consignees are allowed to load or unload their goods by themselves, demurrage charges will be levied on cars detained by them over six working hours (from sun rise to sun set) after having been placed in position for loading, or unloading at the rates and the conditions shown in the Freight Tariffs of the Railways.

When there are some extraordinary goods that can not be loaded or unloaded within six working hours, a particular time will be allowed.

When there is storm, heavy rain or snow or other hinderance occurred, the consignor or consignee may ask the Traffic Manager through the Station Master to extend the working hours.

**31. Overloading of Cars.**

We propose that this Regulation shall be preceded by the following words.

In the case of loading by the consignor for any overloading of .....

**IV. CONSIGNMENT, CONVEYANCE AND DELIVERY OF GOODS.**

We propose to insert the following 5 Regulations in this Section :—

Hours for Acceptance and Delivery of Goods.

Goods will be accepted and delivered at stations dealing with goods traffic during the daily working hours as fixed by the different Lines. These hours will be exhibited at the station for public information.

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25 S.T.L. **28. Exceptionally Heavy or Bulky Goods :—**

We propose to alter this Regulation as follows:  
Single articles or packages weighing more than 2 metric tons, will be charged according to the following table :—

Weight more than	Freight	Loading & Unloading Charges
2 metric tons	plus 20%	plus 1 time
3 " "	" 30%	" 3 "
6 " "	" 50%	" 4 "
10 " "	" 80%	" 8 "
15 " "	to be arranged specially.	

The other, which require "Specially constructed cars" or alterations in cars for loading their goods, will not be accepted, unless the previous arrangement has been made with the Traffic Manager.

**29. Loading, Unloading and Shunting Charges :—**

We propose to insert the following sentence at the beginning of the first sentence of this Regulation.

Goods shall be loaded and unloaded by the Railway. It is exceptional, when there is some special occasions, then the owners may be allowed to do by themselves. In addition to.....

.....

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25 T.S.L. this by .7854, and divide by 2, and then multiply this quotient by the length in decimeter, this will give the number of cubic decimeter in the round timber as

$$V = \frac{(D^2 + D_1^2) \cdot .7854}{2} \times L$$

in which  $V$  = cubic decimeter

$D$  = diameter in decimeter of the large end.

$D_1$  = diameter in decimeter of the small end.

$L$  = length in decimeter.

(2) To find the number of cubic decimeter in a round timber when the end areas are not in the same vertical plane—Find the circumferences of large and small end, and divide these by 3.142 to get the diameters and substitute these in the above formula.

(3) To find the number of cubic decimeter in a square or rectangular timber.—when the end areas are equal, find the end area from the product of the sides, and multiply by the length in decimeter as

$$V = S \times S_1 \times L = A \times L$$

in which  $V$  = cubic decimeter

$S$  = long side in decimeter

$S_1$  = short " " "

$L$  = length " " "

(4) To find the number of cubic decimeter in a square or rectangular timber.—When the end areas are not equal, find the end areas from the product of the sides in decimeter divide this by 2, and then substitute this in the above formula.

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Article	Dry per 100 cubic deci- metres	Wet per 100 cubic deci- metres	Remark
Fir	kilogrammes 30.20	kilogrammes 38.80	
Aleurites cordata	30.20	34.50	
Chamxycy- pairs pisifera	32.35	38.80	
	40.25	49.60	
	43.10	51.75	
Chinese Juniper or cypress	49.60	58.20	
	51.75	60.35	
Pine	56.05	64.70	
Chestnut	62.55	71.15	
	75.45	81.95	
	84.10	90.55	
	88.40	92.70	
Stone	269.55		

The following formula will be used for measuring timber and stone :—

(1) To find the number of cubic decimeter in a round timber—Add together the square of the large and small diameters in decimeter, multiply

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25 S.T.L. **17. Unclaimed Goods.**

One more paragraph is proposed to be inserted at the end.

The railways reserve the right to deduct all the expenses and charges from the amount obtained from public auction of goods mentioned in above two paragraphs, and keep the remainder for the owner of that stating in the first paragraph for six months, and that stating in the second for twelve months. After the expiration of the above period, the remainder shall belong to the railways.

**20. Articles not classified.**

“Per 50 kilogrammes” is proposed to be altered to “per 100 kilogrammes”.

The reason why we adopt the metric system is, because it is the system of calculating in ten so as to make us easy in calculating. For 50 is half of 100, it is just contrary to our original idea.

**24. Calculation of Freight Charges.**

In Clause (a), we propose to calculate the extra weights of 100 kilogrammes on units by 10 kilogrammes, and in (b) the metric ton on units by 100 kilogrammes. Minimum charge of clause (a) will be \$0.10.

**27. Long Timber.**

We propose to alter the Regulation as follows:

Long timbers and large stone, that we cannot obtain their weight by weighing scale, shall be ascertained by measurement, according to the standard in the following table :—

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24C H. H. (c) *“Goods conveyed at car-load rate per metric ton.—*

Section

of  
C.H.L.

The freight will be calculated according to the carrying capacity of the car used. Should the actual weight of the goods be not up to the carrying capacity of the car, charges will still be calculated according to the car capacity. Subject to a minimum charge of \$0.50 per metric ton of the carrying capacity of the car used.”

In the original version goods conveyed at car load rates are to be calculated according to the car-load rates as quoted which would be only suitable to S.N.R. etc. But to T.P.R. and C.H.R. the car load goods being calculated by car-load rate per metric ton, then this article seems not perfect, so it is necessary to insert the clause “calculated according to the carrying capacity of the car used” which would be more applicable.

25 S.T.L. *To make amendments to General Regulations relating to carriage of goods by goods train.*

### **10. Watchmen Escorting Goods.**

This regulation is proposed to be altered as follows:—

In the case of watchmen travelling to escort the goods, they must book their tickets according to the class of which they are taking.

Since we have the way of carrying goods at railway risk, it is not necessary for the owners to escort their goods.



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24C H. H.  
Section  
of  
C.H.L.

To revise Article 24 of the General Regulations for  
Goods Traffic as follows :—

(24)

(a) "Goods conveyed at 50 kilogramme rate,.....  
.....  
.....minimum charge will be \$0.10 per  
consignment."

In the original version the minimum charge per consignment will be \$0.50. It seems to be too high, for instance, T.P.R. VI class goods at 50 kilogramme is transported to 1100 kilometres its freight is then charged fifty cents. If the minimum charge be \$0.50 that means the distance not up to 1100 kilometres has to be taken as 1100 kilometres.

(b) "Goods conveyed at per metric ton rate. Charges will be based on unit of one metric ton, part of that weight to count as one metric ton and where weights are in excess of one metric ton the charges on such extra weights will be charged in units of  $\frac{1}{4}$  of a metric ton, part of that weight to count as a quarter of a metric ton. Subject to a minimum charge of \$1.00 per consignment."

In item (a) of the same article, goods conveyed at 50 kilogrammes and part of that minimum weight to count as 50 kilogrammes. Therefore, the minimum weight of a metric ton rate will be one metric ton, part of the minimum weight to count as an initial unit, then 50 kilogramme rate will be applicable to goods only up to 250 kilogrammes which would not be of much use.

Item Proposed  
No. by  
23F C.K.L.

*Minimum charge for live stock.*

The minimum charge for live stock should not apply to each animal but to the amount of freight charged on the total number of animals booked in one consignment.

24A T.P.L. *Consider alteration of Regulation 24 clause (b) on page 5 of General Goods Classification by inserting the following words at beginning of the sentence :—*

*“Consignments weighing up to one metric ton will be charged one metric ton, and where weights are in excess of one metric ton the” Charges etc. same as the present cast.*

Present reading of this clause permits invoicing quarter ton consignments at quarter of metric ton rate providing resulting freight exceeds \$1.00 consignments.

24B P.S.L. *To take a metric ton as a minimum charge, if goods are conveyed at metric ton rates ; and to charge the excess weight, based on units of a quarter of a metric ton, if any.*

According to clause b, Article 24 of the General Regulations for Goods Traffic, consignments weighting up to 250 kilogramme i.e. a quarter of a metric ton, are allowed to be booked at ton rates. It seems that the adoption of a quarter of a metric ton as the basis for metric ton rates is not in accord with the principle of ton rates. Hence it is proposed that a minimum charge as for a metric ton be levied on goods of a metric ton the charges on such extra weights will be based in units of a quarter of a metric ton.

Item Proposed  
No. by

23B P.S.L. rates per head or per car-load and be classified at 4th class rates.

23C H. H. Section of C.H.L. *Reduction of minimum charges for live stock and vehicles.*

Under the General Regulations relating to Coaching and Goods Traffic, "Rates for Live Stock" and "Rates for Vehicles, and Coffins", the freights are subject to minimum charges. For instance, Calves, " $\frac{1}{2}$  cent per head per kilometre, minimum charge \$0.50 per head", and Jinricksha "2 cents per kilometre, minimum charge \$4.00". The minimum charge would be taken as the freight to convey each head or each piece to a certain distance of 100 or 200 kilometres. This seems to be too high, a reduction on the minimum charge is therefore suggested.

23D T.P.L. *That the words "each" and "per head" be deleted from the declared minimum charges for live stock where they occur in pages 33 and 34 General Coaching Regulations and on pages 87 and 88 General Goods Regulations and classification.*

Above would apply to the minimum charges per consignment same as with vehicles and ordinary goods, instead of per each animal in a consignment. The latter method results in too high a minimum charge over short distances, when more than one animal is offered.

23E T.P.L. *PROVIDE piece rate for buffaloes on page 87 of General Goods Classification.*

In rice growing districts water buffaloes are constantly offered for transport by rail but some staff doubt whether to class them same as cattle or not.

Item Proposed  
No. by

22 P.S.L. by mixed (Passenger and Goods) Trains, it seems that they should be charged at Passenger Traffic Rates, in view of the fact that they are generally carried under the care of Passengers. Considering however, that, the main traffic carried by mixed trains is goods, it is therefore suggested that car-load goods or sundry consignments sent by mixed Trains be charged at the rate as laid down in the General Regulations for Goods Traffic.

23A P.S.L. *To calculate freight charge for "Car-Load" pigs at car-load rate per kilogramme.*

It is found on page 88 of the General Regulations for Goods Traffic, that pigs are charged  $\frac{1}{2}$  cent per kilometre, subject to a minimum charge of \$0.50 per head and \$15.00 per car. If pigs are booked as sundry consignments they might be charged the rate per head, should, however, car-load pigs be booked and yet charged the rates, per head, it seems that the method of charging rates does not commonsurate with no term of carload goods. It is proposed that the rates on pigs be altered as follows:—

" $\frac{1}{2}$  cent per head per kilometre Minimum charge \$0.50 per sundry Consignments.

\$.3645 per car-load (2 decks) per kilometre subject to a minimum charge per \$15.00"

23B P.S.L. *To charge sucking pigs by weight and classify at 4th class rate.*

Sucking pigs are mostly booked as sundry consignments. It is found advisable that they are to reasonably be charged by weight rates than at

Item Proposed  
No. by

- 21 P.S.L. *To levy additional Freight charges on the fractional part of the car-capacity for car-load goods on account of the conversion of car-capacity from English tons to metric tons.*

In adopting the metric ton-capacity for all goods wagons which have had their capacity based in English tons, it is found that some discrepancy has occurred in the conversion of the carrying capacity on all these cars, and consequently it has affected the freight charges on them. It is proposed that goods booked in a 10-ton car, the capacity of which is originally based in English tons, be subject to a freight charge per 10.16 metric tons, other cars being pro-rata. It is also proposed that "Article 37 of the General Regulations for Goods Traffic" be so revised as to admit of charges being levied in the surplus weight of the car or cars used, in proportion to the carrying capacity of the cars no handling or shunting charges will be levied on such extra weight.

- 22 P.S.L. *Freight charges on goods sent by Passenger and Goods (mixed) Trains to be based on the provision of the General Regulations relating to carriage of Goods by Goods Trains.*

The freight charges on Goods conveyed by passenger trains and those on goods by goods trains are certainly charged at different tariff rates and dealt with separately as provided in the General Regulations for Coaching Traffic and the General Regulations for Goods Traffic. In cases where live-stock, vehicles, sedan chairs, &c are booked

Item Proposed  
No: by  
19 S.T.L.

2. Take the rates of the other carriers to be the comparison.

The other carriers such as camels, horses, carts and water ways. Sometimes they are the competitors of the railway. Therefore in making rate, we shall investigate their facilities. If they are better than that of the railway, the railways rate must be lower, and that better than theirs it may be higher. If we make it careless, it will cause the railway to lose a great deal supernaturally.

3. Charge what the traffic can bear.

Goods moving from place to place is to increase their value, that is the difference of market price between one place and the other. It covers the freight of the carrier, the merchants' expectation and other expenses. For this reason, the carrier is not allowed to the whole, otherwise the merchant will have no hope and will keep his goods at home. In view of the above remarks, we shall take the cost transportation to be the base, and compare the rates of the other carriers and then charge what the traffic can bear. If so, it is only for the goods to go the rounds, as well as the nation and the railways will also become prosperous.

20 S.H.N.L. *Handling charges, Storage charges, Wharfage dues, Cubic Capacity for food grains, Storage capacity of Godowns, List of Officially Recognized Transporting Companies.*

To decide whether the above information for each Line shall be compiled and circulated by the Ministry.

Item Proposed  
No. by

18 Ministry railway traffic should be appointed by the Ministry  
to be members of the Committee.

19 S.T.L. *Standard of Rate-Making.*

Rate-making is the hardest and biggest question in traffic. If it is made carelessly, it affects not only to the income of the railways, but also to the finance of the public. Herewith I write down my idea in the following :—

1. Take the working expenses to be the lowest base.

Working expenses are the expenses of coal, water, fuel, waste, oil, and the salaries and wages of the train crew. The calculation is to take the working expenses to be the numerator, and the ton mile of goods transportation to be the nominator. Then the dividend is Transportation Cost.

For example :—

$$\frac{\text{dollars } 80}{\text{ton mile } 50000} = .0016 \text{ transporting cost per ton-mile.}$$

The transportation cost is the actual expense in transportation, therefore, no matter how we can not charge any goods below it, otherwise we will suffer loss directly, unless there are some special conditions, such as the goods from the North are more than that from the South, we have to send empty cars from the South. In this case some of the goods may be charged below it. Because to gain a little is better than none.

Item Proposed  
No. by

17 Ministry for Rickshas is ₹2.00 and for Perambulators is \$1.00 when they are conveyed by passenger trains, while on the other hand the minimum charge for Rickshas is \$4.00 and for Perambulators is \$2.00 when they are conveyed by goods trains as specified in the General Classification of Goods. According to the general principle of rate-making articles conveyed by passenger trains should be charged higher than those conveyed by goods trains. So the above seems to be contrary to this general principle.

18 Ministry *To form a Permanent Rate-making Committee in the Railway Department of the Ministry.*

The question of Railway Rates and Fares has become as important as it is complex. From the broad question of National Policy and General Welfare down throughout the location and construction of the different lines to the running of trains or handling of traffic, all constitute certain problems for the fixing of rates and fares which control the development of railway traffic to a great extent. Problems of rates and fares should from time to time be carefully studied and properly solved by the Committee especially from the points of view of justice as well as economy.

Questions concerning the study of Operation Cost as a basis for rate-making and Re-Classification of Goods should be put in the hands of the Committee for proper solution.

Traffic Managers and Chief Accountants of different lines and men with sound knowledge of



Item Proposed  
No. by

16 Ministry becomes impossible for railways to carry mails without any adequate compensation. However, the problem as to the proper amount of mail charges should be carefully solved by both the railways and the Postal Administration.

As it was decided by the Postal Administration last year that railway mail charges should be fixed over and above certain definite limit as follows:—

(1) Railways should provide a volume of 1000 cubic feet on each train free of charge for the use of carrying mails and postmen in accordance with due requirements of the Postal Administration.

(2) In cases there is over and above the limit of a volume of 1000 cubic feet on each train, the Postal Administration should pay \$0.003 per mile for each 100 cubic feet as railway mail charges.

It is therefore questionable whether it is proper to comply with the limit of 1000 cubic feet on each train by the different railways and whether it is necessary to change the actual capacity of mail section on each train as now in use which is different on different trains of different railways. It seems desirable to take careful consideration and to devise proper means for satisfactory regulation relating to railway mail charges.

17 Ministry *To revise the rates charged for conveying Rickshas (Jinrickshas) and Perambulators by Passenger and Goods trains.*

**Refer to Art. 108** of General Regulations relating to Coaching Traffic, the minimum charge

Item Proposed  
No. by  
15 S.T.L.

1. Goods which are heavy and cheap shall be considered as low class goods.
2. Goods which are light and cheap shall be considered as middle class goods.
3. Goods which are light and expensive shall be considered as high class goods.
4. Goods which are necessary for human life shall be considered as low class.
5. Goods which are not necessary for human life (ornaments etc.) shall be considered as high class.
6. Foreign goods which we have none in our country and are very useful to us, shall be considered as low class.
7. Foreign goods which are of the same as ours shall be classified to be higher than ours.
8. Goods which may be exported shall be considered as low class.

#### **6. To maintain the Classification.**

After the classification has been put in force, there is no change to be allowed, unless a reasonable opinion has been agreed by the committee and approved by the Ministry.

16 Ministry *To regulate the charge and volume for carrying mails by railways.*

Since 1903 certain regulations concerning the free charges for carrying mails have been adopted and taken into effect by different railroads. But owing to the changes of circumstances, it now

Item Proposed  
No. by

15. S.T.L. the standard to get the weight and the market price of all the goods. Things, that can be estimated by means of the measure, should be calculated from the measure, and the other by foot; while those belonging to loose nature, shall be compressed before measured; and then have them to weigh. After all have been done, they should find the prices and then enter them in the following list.

Articles	Weight	Market price	Remark

This list should be printed by the Committee, so as to make it uniform.

### 5. Standard for classifying.

The Committee, after receiving the reports from the investigators, shall gather together to make a comparison on the weight and the market price of each article. If the weight or market price of some article differs from other reports, then the investigation should be taken place again. If they are resembled to each other, the Committee shall add up all the reports and find the average of weight or market price of each article, and then classify the goods by the following items as the standard.

Item Proposed  
No. by  
15. S.T.L.

*The organization of Goods Classification Committee,*

**1. Reason.**

There are many kinds of goods which are different in names. Some of them are come from the foreign countries, and the other are produced in our mother land. As the market prices are not uniform, we have to classify them carefully. If we don't pay more attention to investigate to the utmost according to their quality and price to classify, certainly, some of them will be hindered. Our nation, therefore, will be no hope to be prosperous, and also the income of Railways will be not increased. The classification of goods which we have been used seems to be not very just. It may be the fact that we have been careless. So I wish to propose some way to investigate again.

**2. How to organize.**

The situation of this committee should be organized in the Ministry. The members of the committee may be organized partly by the officers of the Ministry and partly by the staffs (who have the knowledge in Traffic) of every Railway. We shall appoint a few investigators (appointed from the Railways) to go out to find all the goods from every place and report to the committee to be classified.

**3. How to Investigate.**

Every investigator should go to different places with a metric foot, a scale and a ten cubic decimetres measure (fixed by the Ministry so as to be uniform). They take the ten cubic decimetres as

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No. by  
14C H. H.  
Section  
of  
C.H.L.

3 metric tons, and if 5 cubic metres shall be taken as 1 metric ton, then 50 cubic metres will be calculated as 10 metric tons. The merchants shall suffer a loss of freights of 7 metric tons which seems to be too much. And if Light goods will not be conveyed at Per Metric Ton rates but at 50 kiliogramme rate, that would be another loss of freight to them. Therefore the revised item (b) is suggested.

(c) Under the original version "the freight charges will be based on the actual weight or measurement..... but subject to a minimum charge of  $\frac{2}{3}$  of the carrying capacity of the car" this seems not applicable, for instance, a 30 ton car has a cubic content of 80 cubic metres, loaded with cotton which weights actually 9 metric tons and is not up to  $\frac{2}{3}$  of the car capacity, so that actual weight could not be taken as the base for calculating the freight. If by measurement, the volume of the car is 80 cubic metres which equal to 16 metric tons, and is also not up to  $\frac{2}{3}$  of the car capacity. Hence the clause "based on the actual weight or measurement" of the original version is neither applicable to weight nor to measurement, it would be better only to put down "Subject to minimum charge of  $\frac{2}{3}$  of the carrying capacity of the car."

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14C H. H.  
Section  
of  
C.H.L.

*To revise Article 25 of the General Regulations  
for Goods Traffic as follows.*

Light Goods. Under the column "class" of the General Classification Tables, those marked with a word "Light" means light goods. The weight shall be decided according to the following basis :

(a) When conveyed by the 50 kilogramme rate 250 cubic decimetres shall be taken as equal to 50 kilogrammes.

(b) When conveyed by the metric ton rate, 5 cubic metres shall be taken as equal to a metric ton.

(c) When conveyed by the car-load rate, the freight shall be subject to a minimum charge of  $\frac{2}{3}$  of the carrying capacity of the car used. If the actual weight of the goods is over  $\frac{2}{3}$  of the car capacity, the actual weight shall be charged, and fraction of 1 metric ton is considered as one metric ton.

This article deals with light goods only. In the original version the word "Bulky" is much complicated with that under Article (26).

So the word "Bulky" of this Article is to be eliminated and only use the word "light".

(b) Under the original version "Goods coming under this rule will not be conveyed at ton rates", it seems to be inconvenient and impossible to carry out. For instance 50 cubic metres of matches or straw hats, weights only

Item Proposed  
No. by  
14A P.S.L.

Grass or hay, (pressed or unpressed), Liquorice  
Root.

Black Leave

Ground-nuts, shelled

Lily flowers, dried

Cotton, pressed or unpressed

Flax and Hemp, Raw (pressed or unpressed)

Dried grass, pressed or unpressed

Reed flowers

Lanterns, native

Tables, chairs and furniture

Bamboo screens, new

Baskets, Basketwork

Willowstick

Kaoliang stalks

Dried leaves

Hemp stalks

Bran or chaff

Wall-nut

Eggs

14B H. H.  
Section  
of  
C. H. L.

*Re-Classification of Light and Bulky Goods*

In the General Classification, light goods, such as grass wicks, leather trunks, book racks, desks, empty kerosine tins, birds cages, native oil-paper lamps and empty match boxes, etc. are all classified in the II class. These goods cost very cheap and it seems too high to be rated at II class. Besides, the freight of light goods, according to the General Regulations, is to be calculated by measurement, this would be another obstacle and it is suggested to have them re-classified.

Item Proposed  
No. by

13A P.S.L. shipped over the Railways but are not mentioned in the General Classification of Goods, be classified and added therein. A list showing the names of articles is attached at the end of this Agenda for discussion and decision.

13B H. H. Section of C.H.L. *To revise Article 20 of the General Regulations for Goods Traffic as follows:—*

**“Articles not classified**—Any article or merchandise which is not mentioned in the General Classification may be classified according to resemblance. Those having no resemblance, shall be carried at Class 2 rates.”

Under the original version-goods not mentioned in the Classification will be carried at Class 2 rates. But there are many kinds of goods being not classified and the rate would seem to be too high should they all be treated as II class. It would be easier to carry out the classification according to resemblance.

14A P.S.L. *To name and determine certain Articles regarding “Light and Bulky,” goods for information and guidance of the station staff. (See Appendix D)*

With reference to the arrangements for freight charges on “Light and Bulky” goods, such as provided for in Article 25 of the General Regulations for Goods Traffic, it is considered advisable that certain articles may be selected and instanced as light and bulky goods to which Article 25 referred to can apply for guidance of the station staff. The following articles are therefore proposed to be treated “Light and Bulky” goods:—



Item Proposed  
No. by

11. P.S.L. *To correct the classification of Camel wool pressed and unpressed mentioned in the General Regulations for Goods Traffic in Chinese.*

It is found that in the General Classification of goods in English, wool pressed and unpressed is mentioned as at 2nd class and 3rd class rates respectively, while in Chinese wool, pressed and unpressed is mentioned as at 3rd and 2nd class rates respectively. This difference between the English and Chinese copies is likely to lead to misunderstanding. It is assumed that the English text is correct. Hence the Chinese text of the classification of wool should be corrected as per the English text.

12. P.H.L. *To revise the Classification of Goods.*

The General Classification of Goods in force at present is by far from being right and practicable, as articles classified therein do not belong to the class where they ought to, and there are many other articles that are not under any class at all.

It seems necessary that a Committee on Classification of Goods is to be formed, readjusting and revising what is best and perfect so that all railways will be able to operate smoothly and unanimately.

13A P.S.L. *To classify and add articles or merchandise conveyed by different railways, but not mentioned, in the General Classification of Goods.*

For the sake of securing uniformity in the General Classification of Goods, it seems advisable that any articles or commodities which have been

Item Proposed  
No. by

9. Ministry (8) Page 125. The Chinese translation of the word "Groceries" is ambiguous and should be changed into "油鹽雜貨"

(9) Page 126. The Chinese translation of the word "Scrap" is also ambiguous, and should be changed into "五金廢料"

10. C.K.L. *Proposals for alteration of class rates*

Dried lychees }  
Dried lung ngans } are classed 3rd class.

It is proposed that same be altered to 2nd class.

The market price for dried lychees averages from \$60.00 per picul for inferior quality to \$130.00 per picul for best quality.

Dried lung ngans average about \$50.00 to \$60.00 per picul.

Suggest that 3rd class rate is too low on account of high cost of goods.

Hay and straw are classed 3rd class.

It is proposed that same be altered to 5th class.

The market cost of hay and straw is low but these goods to be treated as light or bulky goods and charged by measurement.

Molasses are classed as 3rd class the same as sugar.

It is proposed to alter molasses to 4th class as same is the residue of sugar and the cost is low being only about \$8.00 subcoin per picul in Kwang-Tung.

Item Proposed  
No. by

8. Ministry (10) Special rate is offered for empties returned. It is necessary to have some means to determine them truly being returned.

9. Ministry *To make correction on the Chinese translation of the General Classification of Goods.*

(1) Page 52. In the English Copy, the Class of dried persimmons is 3, not 4.

(2) Page 81. Enamelled ware was classified as shown in the English copy as class 2 but in the Chinese copy as class 4.

(3) Pages 37 and 40. Flour Spar is a kind of mineral. It is translated with two Chinese terms 螢石及寒水石 One of them may be omitted or put together under one article.

(4) Pages 42 and 43. "Millet" may be translated either as 黍 or 小米 It is not necessary to have two heads separately.

(5) Pages 42 and 43. Two Chinese terms 荷蘭豆 豌豆 given to the word "peas" may be put together under one article.

(6) Page 46. "Spice" means a fragrant or aromatic vegetable production. The Chinese term "Power of medicine" does not show the exact meaning.

(7). Page 82. Gold and Silver plated wares. The meaning of the word "plated" is necessary to be added into the Chinese term.

Item Proposed  
No. by

8. Ministry

have made many complaints for the rate of the native alkalies is made higher than that of the imported alkalies. Was soda ash taken by the railways to be the imported alkalies? Hence it is proposed that soda ash is to be translated into 碱末 taken as foreign or imported Alkalies and charged with class 4 rate while sal ammoniac is to be translated into 土碱 taken as native alkalies and charged with class 5 rate (page 39 and 40).

(6) "Fur" is classified in H. V., while goat skin and sheep skin are classified respectively in class 3 and 2. They differ greatly in their value in accordance with the grade (coarse and fine) and (raw and manufactured). It is desirable to distinguish them and charge accordingly in order to save the shipped disputes.

(7) "Coir matting" or "Rope" is classified and charged with class 5 rate but there is no coir sheet mentioned. It is necessary to consider whether Coir Sheet to be added in the General Classification or not. (page 25)

(8) Shelled and unshelled Earth nuts differ greatly in their value. One is about twice as much as the other, but they are all charged with the same rate of class 4.

(9) The cost of tobacco stalks is about \$1.00 per picul and that of its powder used for manufacturing snuff is about \$2.00 per picul. It is desirable to classify them in different classes.

Item Proposed  
No. by  
& Ministry

(2) The value of hay is quite different from that of "Straw Braid." But hay is charged with class 3 rate while "Straw Braid" with class 4 rate. (page 75)

(3) It is necessary or not to distinguish the native tea and the imported coffee in the Classification as they were classified under the same class (class 3).

(4) Refer to page 26 of the General Classification of Goods. Cotton Yarn is charged with class 3 rate while Cotton Piece Goods (Chinese manufacture) is charged with Class 4 rate. But in view of the fact that Cotton Yarn is usually considered as raw or half manufactured material and its cost or market value is comparatively cheaper than that of Cotton Piece Goods which is considered as manufactured goods and its cost or market value is higher than that of Cotton Yarn. So it is desirable to consider the difference in rate-making between the above two articles in the present Classification and to revise same if necessary.

Again, Muslin is a kind of fine cotton fabrics combined with linen fabrics while cotton yarn is simply a kind of cotton fabrics, but the Chinese translation of Muslin is just same as that of Cotton Yarn, so it seems advisable to distinguish them by translating "Cotton Yarn" into 綿紗 and "Muslin" into 蘇紗.

(5) "Sal Ammoniac" taken as native alkalies is charged with class 4 rate while on the other hand "Soda Ash" with class 5 rate. Chinese merchants

Item Proposed  
No. by

6 C.H.L. for each consignment is to be collected by the station, as required by the Railway Tax Office, and a separate receipt is to be issued. The collection is to be remitted daily to the Accounts Office of the Railway, and such remittance is to be recorded under separate register. A monthly report is to be made by the Accounts Office of the Railway for the total amount of the tax collected in the month and to be submitted to the Managing-Director for forwarding to the Ministry of Finance through the Ministry of Communications.

7. Ministry *To correct the term "Foreign" in the Chinese copy of the General Classification of Goods and the word "Imported" in the English copy, as both are not clear, into the words, as suggested in the following.*

As the word "Imported" in the English copy and the term "Foreign" in the Chinese copy are not clear, it is no doubt that some railways could not give an exact interpretation. In order to make a comprehensive interpretation of Foreign Goods, it seems necessary to change the term "Imported" into the words "Imported from Foreign Countries", and the Chinese 外國 into 外國進口.

8. Ministry *To revise the following in the General Classification of Goods (See the Chinese copy).*

(1) The value of high grade cereals is much higher than that of the low grade, but they were all classified under class 4. (Page 41-42)

Item Proposed  
No. by

5. P.H.L. *To advance Customs Duties and Likin for consignors by the Railways.*

Since the enforcement of carriage of goods at Railway Risk from January 1st. 1921, it seems this new enterprise is to be beneficial to merchants; but we do not see its development. The reason is due to unnecessary restrictions being laid on merchants by the Customs and Likin authorities and no watchman being allowed to travel with goods carried at Railway Risk.

In order to facilitate merchants booking their goods through without watchman escorting the goods, it is necessary to adopt the same procedure for Domestic Through Traffic relating to the execution of Customs Formalities as that for China-Japan Through Traffic for baggage at Antung. In case merchants entrust the Railways as to the execution of the formalities they should hand over all the waybills, the bills of lading, &c. to the Railways concerned which shall advance the Customs Duties and other expenses for them, and the same advanced shall be collected from the consignees on delivery of goods at the destination station.

6. C.H.L. *To collect Railway Tax on goods by stations instead of by tax offices.*

As Railway Tax Offices have been established along all Government Railways, it affects the traffic to a great extent. If the abolition of them will not be possible, it is proposed to tax goods by stations in lieu of the Railway Tax Offices. In addition to the freight charges, a certain percent

**AGENDA**  
**FOR**  
**The Third General Traffic Conference.**  
**Goods Traffic**  
**Particulars**

Item Proposed  
No. by

1. S.H.N.L. *To standardize the scales of Pay and Conditions of Service of Traffic Employees.*

Whether the scales of Pay and Conditions of Service can be adopted by all Chinese Government Railways. S.H.N.L. Scales can be supplied, if required.

2. S.H.N.L. *To standardize Telegraphic Instructions and Prefixes.*

For the convenience of the Railways, it is necessary to standardize the Telegraphic Instructions and Prefixes.

3. S.H.N.L. *To standardize the Leave Rules.*

It seems advisable to standardize the Leave Rules for the whole of the Government Railways. S.H.N.L. Leave Rules are attached at the end of the Agenda.

4. S.H.N.L. *To reduce Accidents to Trespassers.*

Using the Railroad as a highway should be made an illegal offence, punishable by fine or imprisonment, or both. The various local authorities could assist, and this would no doubt reduce the present lamentable number of accidents to trespassers to a minimum. Posters should be exhibited in the tea houses in all towns and villeges adjacent to the Railways.





The Minutes of the Third General Traffic Conference were officially signed with the following Signatures.

### Signatures

Acting Chairman

C. S. Liu

#### Railways

#### Delegates

Peking-Hankow Line	Tsien Yung
Peking-Mukden Line	W. H. Steele.
Peking-Suiyuan Line	Kwan Paulin
Tientsin-Pukow Line	S. T. Chow
Shanghai-Nanking and S'hai-Hanchow-Ningpo Lines	} D. P. Griffith
Taokow-Chinghua Line	J. Barber
Canton-Hankow Line	} Hsiao Chinan
Hunan-Hupei Section	
Lunghai-Pienlo Line	S. C. Cheng Fung Ping
Tcheng-Tai Line	L. Baines
Kirin-Changchun Line	Nakagawa per Liang Ga Hsiang
Szeping kai-Taonan Line	S. Tsukishima
Canton-Kowloon Line	C. T. Liu
Chuchow-Pinghsiung Line	Feng Ying Tong
Changchow-Amoy Line	C. Tang

Secretaries to the Conference,

K. Woo

L. S. Chen

Hsifan F. Pao

C. Chiu

Y. T. Tong

Lin Kai.

Item 50:

Clause 18 withdrawn.

- „ 36 suggested to revise Chinese Text.
- „ 40 decided minimum charge to be \$15.00 for each coach.
- „ 62 already covered.
- „ 63 dropped.
- „ 104 decided minimum charge to be \$30.00
- „ 108 already covered.



Item 46: P.S.L. agreed to bring this proposal up before the next General Conference. However, it was the opinion of the Committee that parcels should be transported at a higher rate by passenger than by goods trains.

Item 47:

Agreed to grant half rate to school children, students and teachers of recognized schools, colleges or universities during vacations or educational tours provided that they produce proper certificates from the Principals of their schools.

Item 48:

Decided to leave this matter to the individual railways.

Item 49:

Decided to strike out the following phrase (Regulation 5 paragraph 3) "for one hour or"

Reg. 6: Present wording unaltered but decided to refer to the Ministry for proper translation of the Chinese copy.

Reg. 7, 10, 12, 15, 25, 28, 30, 31, 35, 40, 49, 51, 53, 55, 58, 59, 60, 64, 67, 75, 76, 79, 87, 89, 98, 104, 107 were all withdrawn. Sections on Break of Journey and Obstructions in Traffic were dropped.

Reg. 45 was covered by Item 31.

### **Amendments to Appendix I.**

Decided to grant to students Periodical Tickets which will be 50% of the regular Periodical Tickets. Pupils under 12 years old will be granted quarter of the Periodical Ticket Rate.

Items 23A, 23D covered by Resolution 8 of this Conference.

Item 25 : Referring to Rule 10 covered by discussion on page 24 of the 9th Domestic Through Traffic Conference.

Referring to Rule 17, decided that money to be kept for one year if not claimed for within that time same will automatically belong to the railway.

Referring to Rules 22, 23, 24A, 24B, 25, 27 and 28 all withdrawn. Rules 29, 30, and 37 should be re-drafted.

#### IV. Consignment, Conveyance and Delivery of Goods :

The following para : "Goods will be accepted and delivered at Stations dealing with goods traffic during the daily working hours as fixed by the Traffic Managers of different lines, " Should be inserted as 32A and the present 32 will become 32B.

Loading of Goods in sequence cannot be adopted on Chinese Railways at present, due to the lack of proper facilities.

Item 29 : Recommended that article 22 of the General Regulations for Goods Traffic be revised as follows :—

Rates ; Except otherwise specified all freight rates will be calculated on the three following bases :

(a) 50 kilogrammes (83.778 piculs) rate

(b) Metric Ton (1000 kilogrammes)

(c) Carload (as per capacity of cars in metric tons.)

that such certificate is not necessary, because when returned empties are offered for transportation then they can be charged at half rate by referring to the original invoice.

The Sub-Committee decided to leave this to the General Conference for final decision.

Item 9: Sec. 1 and 2 changed the Chinese copy to agree with the English copy.

Sec. 3 agreed to keep both Chinese names 螢石及寒水石

Sec. 4, 5, 6, 7, 8, 9 referred to the Ministry for proper Chinese Translation.

Item 10: Reclassified:

Dried Lychees  
Lung Ngans or Kwei Yuan } to class 2  
Molasses to class 4

Item 11: Was referred to Ministry for correction to agree with the English copy

Item 12: Was referred to the Standing Committee

Item 13A Was referred to the Standing Committee

Item 13B Recommended as proposed.

Items 14A, 14B and 14 C were referred to the Standing Committee and the Through Goods Committee.

Item 17: Decided to provide the following rates:

By goods trains Perambulators	... ..	\$1.00
„ „ „ Rickshas	... ..	\$2.00
„ Passenger Trains Perambulators	... ..	\$2.00
„ „ „ Rickshas	... ..	\$4.00

- (1) Furs to be classed "High Value"
- (2) Undressed skins with wool to be classed II.
- (3) Dressed skins without wool to be classed III.
- (4) Undressed skins without wool to be classed IV.

But the general opinion decided that this should be referred to fur experts for investigation. Mr. Steele was requested to look into this matter and report to the next General Traffic Conference.

Sec. 7: Coir Sheeting }  
      " Fibre            } were added and put into the  
                          } same class as Coir Matting and Coir Rope.

Sec. 8: Not approved due to bulkness of unshelled nuts

Sec. 9: Tobacco Stalks to be added to Class 5

Sec. 10: Agreed to alter p. 91 of Goods Classification on Returned Empties by Goods Trains to read as follows:

"Empties returned after conveyance by rail will be charged half the class rates for such empties as shown in the General Classification."

The majority believe that in order to avoid fraudulent practices "Returned Empty certificates" good for one month from date of issue should be provided before  $\frac{1}{2}$  rate be granted. This is being successfully practiced on the Tientsin-Pukow Line. However, P.M.L. was of opinion

Para. (b)

The translation of Cotton Yarn and Muslin was adopted Cotton Yarn as 綿紗  
Muslin „ 蘇紗

Sec. 5 :

(a) In discussing "Sal Ammoniac" whether it should be taken as "Native Alkalies", it was decided that before any action it must be necessary to find out the various kinds of native alkalies. Therefore reclassification should be deferred until next General Traffic Conference.

(b) Decided to change :

Sal Ammoniac as 鹽腦	unchanged
Soda, Native 土碱	5th class
Soda, E.O.H.P. 碱	unchanged
Soda, Ash 碱末	

Sec. 6: It was referred to Mr. Kwan for investigation and his report was as follows:— Goat and sheep skins tendered for conveyance on the Peking-Suiyuan Line have hitherto been divided into two kinds, namely dressed and undressed skins. Dressed skins are valued higher than undressed skins and are treated same as furs.

In the General Classification there is no distinction made between dressed and undressed skins which differ greatly in value. It is therefore considered advisable that the following distinctions should be made in the matter of furs and skins:—



## THE THIRD GENERAL TRAFFIC CONFERENCE.

### Sub-Committee Report.

The Sub-Committee had four meetings and it has the honor to report the following conclusions by items:—

Item 7: That the Classification shall be revised so that the terms "Imported" and "Foreign" will be classed under one category; namely; Fine and/or Imported and the word "Native" will remain unchanged.

On page 24 of the Goods Classification Cloth, Cotton, Hay or Leather shall be altered to read:

Native—class 4

Imported Fine and/or Imported—class 3

Item 8:

Sec. (1) Husks and Bran changed to class 5

(2) Straw Braid changed from class 4 to class 3

(3) Classification of coffee is unchanged; but on p. 66 of the Goods Classification on tea the following words are added:

Tea, native or brick

(4) Para. (a) Before cotton yarn is separately classified with Cotton Piece goods, this entire item was referred to Mr. Griffith. In the third meeting Mr. Griffith was requested to get full particulars from Mr. Richardson and report same at the General Conference before its adjournment.

The Chairman stated that it is not quite certain that there would be permanent members representing different lines seating in the Ministry. There might be two kinds of members in the future.

(1) Non Resident

(2) Resident.

Whichever policy the Minister might approve; all lines should be equally represented.

It was suggested by P. H. L. that for lines not able to be represented in person, they may be represented by proxy by their connecting lines.

Upon the completion of this discussion there was no other business at hand. The Chairman thanked the members for their hearty co-operation and great patience which they have shown in this Conference. But he said that their work will surely be fully compensated and that he will be glad to see all the members again at the Hangchow Domestic Through Traffic Conference in October as a representative from the Chinese Eastern Railway.

Motion was made by Mr. Griffith that a vote of thanks be extended to the competent Chairman and was unanimously carried. Mr. Griffith then on behalf of the S. N. and S. H. N. L. extended his invitation to all members and hope that all will be able to attend the Conference at Hangchow in October.

The last meeting adjourned at 12.30 P. M.

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Item 47: Passed as proposed with the following modification:—

“In the case of students of recognised schools, colleges or universities travelling individually or collectively on vacation or on educational tour, a reduction of 50% of the ordinary fare shall be allowed on surrender of proper certificates. Teachers shall also be entitled to the same reduction in fare as is allowed to the students.”

Item 48: Adopted as proposed.

Item 49: Adopted as proposed, but in referring to all the questions suspended, it was the general opinion of the Conference that they are only temporarily suspended and it is to be clearly understood that they may be brought up again at any future conferences. They are suspended because most of the changes are generally covered by the present regulations.

Item 50: Adopted as proposed.

Referring to Item 1:—

The question of introducing a uniform scale of pay was next considered and it was the opinion of the entire Conference that since it affects all departments joint action should be taken by all concerned and petition should be made to the Ministry jointly by all lines through proper channels.

Concerning the work of the Standing Committee Mr. Barber asked that Tao-Ching Line be relieved from sending a member to the Ministry due to the shortness of that line.

“Empties returned after conveyance by rail will be charged half the class rates as *for such empties as shown in the General Classification*”.

Referring to Returned Empties Mr. Barber stated that considerable Kerosene tins are sent as empties on the Tao Ching and one car load of them weighed about three tons. He questioned whether they should not be classified as bulky goods and charge accordingly?

However, Mr. de Rotrou remarked that the shippers are entitled to the proposed reduced rate because we expect such empties be loaded for consideration of our special accommodation. He further pointed out that the phrase “to be filled” has been struck out in the section regarding to Returned Empties.

Items 9, 10, 11, 12, 13A, 13B, 14A, 14B, 14C were all passed as proposed without objection.

Item 17: The word “minimum” was inserted between the words “following” and “rates”. It was passed as proposed and modified.

Item 23A, 23D, 23E were passed as recommended.

Item 25: Adopted as proposed, but (IV) On Consignment Conveyance and Delivery of Goods — should be modified with only the word “added” substituted in place of the phrase beginning from the word “inserted” etc. Unanimously passed.

Item 29: Adopted as proposed with the word “piculs” hanged to “Catties”.

Item 46: Suspended as suggested.

Sal Ammoniac as 鹽腦 unchanged

Soda E.O.H.P. as 城

Soda Native as 土城 5th class

Soda Ash as 城末

It was pointed out by Mr. Tan that Soda ash on the P. S. L. is of a low grade quality and other members of the conference remarked that considerable quantity of higher grade is also imported. Since there is a great difference in grade of Soda Ash, the Chairman suggested that we would tentatively adopt the Sub-Committee's Classification but this item should be referred to the Standing Committee for investigation and report to next Conference.

Sec. 6: Adopted as proposed.

Sec. 7: Adopted as proposed with the word "sheeting" changed to "Sheets."

Sec. 8: Adopted as proposed but the Chairman wished to impress the idea of justice and due consideration should be given to merchants dealing with unshelled nuts.

Sec. 9: Adopted as recommended.

Sec. 10: In regard to Returned Empties Mr. Steele wished to express that he also agreed with the majority of the Committee, but he suggested that the following phrase should be added "for such empties as" after the work "as" of the proposed wording. Therefore the following wording was finally adopted:

should such time come when any line of industries need to be aided, the Chinese Government Railways may encourage same by granting special rates.

- (2) Because, there is a practical difficulty for the Station Staff to distinguish what is Foreign or Imported from those manufactured in China in a modern style.

The views of Mr. Chow were substantiated by the detailed minutes of the Sub-Committee.

The Chairman remarked that he might accept this proposal if it were only a tentative measure, however, he suggested to recommend this to the Ministry with his desenting opinion as well as the report of the Sub-Committee.

Mr. Steele corrected the word "hay" into "hemp" in the Sub-Committee's report relating to the discussion on Goods Classification as to Cloth, cotton, hemp, or leather, and the rest was passed as suggested.

Item 8:

Sec. (1), Sec. (2), Sec. (3) were all passed as proposed.

Sec. (4) Para. (a) was passed as proposed with the modification that the last sentence beginning from the word "report" was struck out and the following words were substituted:— "at the next Conference".

Para. (b) passed as proposed.

Sec. 5—(a) passed as proposed.

(b) It was modified and passed as follows:

“services and to offer more facilities to the travelling public as well as to the shippers. We must try to serve the public best. By serving the public best, we shall be fulfilling our duty best. Before closing my remarks, I wish you to give me from time to time any suggestion or advice in order to enable me to have a close touch with the existing traffic problems.”

Dr. C. C. Wang then retired from the meeting and Mr. C. S. Liu again took the chair. The acting Chairman, resumed the discussion on the question of charge for transporting bank-notes. Mr. Chow suggested that more time should be given to the different railways to consider this question and to submit their decision to the next Conference for discussion. Mr. Chow's suggestion was agreed by all.

The Report of the Sub-Committee on Revision of Rates and Classification was next discussed:

Item 7:

Referring to this item the Chairman expressed his opinion that Native Industries must be nourished and he, therefore, believed that the Classification proposed by the Sub-Committee would place the native industries at a disadvantage as compared with imported articles. But Mr. Chow pointed out the reasons that the committee proposed to put native manufactures the same as Foreign or Imported were:

- (1) Because the native manufactures are at such stage that they are still in the position to compete with the foreign. It was the intention of the Committee that

But according to the usual practice, railways were giving half rate for transportation of bank-notes belonging to Government Banks and charging full rate for carriage of those belonging to private banks. Therefore, in order to encourage private institutions it is necessary to give due consideration to provide proper rates.

Mr. Chow then suggested that there are two phases of charging the carriage of bank-notes—(1) Bank-notes belonging to Government Banks should be free of charge (2) All bank-notes should be charged as sycee or other specie. Or in other words—(1) What is the fair charge? and (2) Should we unify the reduction in charge for transporting bank-notes?

Dr. C. C. Wang, Chairman of the Conference, Chief of Railway Department and Director of the Railway Through Traffic Administration, then came to the meeting. After a brief introduction given by acting Chairman Mr. C. S. Liu, Dr. Wang made the following remarks:

“Gentlemen:

“It gives me great pleasure to be with you again  
“as I have been away from the Ministry during the  
“past two years on account of travelling in business.  
“Upon my return to the Ministry I am greatly  
“impressed with the work of the various Conferences  
“that you gentlemen have taken part. I intended to  
“attend this Conference but due to the pressure of my  
“new duties which I have just taken up, I have been  
“unable to be with you until now. This Conference  
“is to discuss general traffic problems concerning  
“rates and classification, to improve the existing



## FIFTH MEETING

Wednesday, May 25, 1921.

The meeting was called to order at 9 A.M. by Mr. C. S. Liu, the Acting Chairman, with the following present :

Mr. K. Wóo	Mr. H. F. Pao
Mr. L. S. Chen	Mr. Tsien Yung
Mr. P. Y. Chang	Mr. S. S. Hoo
Mr. B. Bellion	Mr. S. T. Chow
Mr. Kwan Paulin	Mr. W. E. Steele
Mr. H. C. Tan	Mr. K. S. Tsang
Mr. Lin Kai	Mr. Leopold Baines
Mr. D. P. Griffith	Mr. E. S. F. Yang
Mr. Y. C. Liang	Mr. Hsiao Chi Nan
Mr. M. Nakagawa	Mr. J. Barber
Mr. S. Tsukishima	Mr. C. S. Ren
Mr. Tcheng Fung Ping	Mr. Y. C. Tan
Mr. C. T. Liu	Mr. C. K. Tang
Mr. de Rotrou	Mr. Liu Wen Kow
Mr. P. Chu	Mr. R. Hall
Mr. Y. T. Tong	Mr. T. T. Feng

The Minutes of the fourth meeting were read and accepted as modified.

The Question concerning the Carriage of Bank-notes etc, as transferred from the Ninth Domestic Through Traffic Conference was then considered.

Chairman remarked that as Chinese Government Railways, due measures must be taken to encourage business.

Item No. 41 concerning the change of the term "Coaching" was dropped as already dealt with by the 9th Domestic Through Traffic Conference.

Consideration on Item No. 42 relating to the opening of ticket-offices all day long was then followed.

The Peking - Mukden Line, Peking - Hankow Line, Peking-Suiyuan Line and Tientsin-Pukow Line are requested to make a study as to the opening of booking office all day long and to report to the next Traffic Conference for discussion.

Item No. 43 on "Line up" system in front of the ticket-office windows was also referred to the 4 lines— Peking-Mukden Line, Peking-Hankow Line, Peking-Suiyuan Line and Tientsin-Pukow Line, for reports at the next General Traffic Conference.

Item No. 44 concerning the providing of parcel rooms at important stations for checking parcels etc. was then considered. The different lines are requested to improve their parcel as well as baggage service for the reason that imperfection would be unavoidable in many cases.

Item No. 45 on adopting printed baggage labels was then considered.

The Traffic Managers of different lines are requested to carry out the Tao-Ching's proposals.

Item Nos. 46-50 concerning revisions on General Regulations for Passenger Traffic were referred to Sub-Committee for consideration.

The Fourth Meeting was adjourned at 12.00 noon.

### **Unanimously Carried.**

The question of uniform charge for the use of tarpaulin and rope in carrying owner's risk goods should be taken up for careful consideration by the Peking-Hankow, Peking-Mukden, Peking-Suiyuan, and Tientsin-Pukow Lines and due report should be jointly submitted to the Ministry for consideration and adoption.

Item No. 38 concerning improvement on goods traffic was then considered.

Chairman stated that due appreciation should be given to the Sze-Tao Line for its work in presenting such detailed and important question to the Conference.

Part 1, concerning Warehouse Service should be given to the different lines for consideration.

Part 2, regarding loading of goods, etc, should be referred to the different lines for improvement in their service.

Part 3, was similar to Rules for Car Distribution as adopted and promulgated by the Ministry. Any modification should be carefully drafted by Sze-Tao Line basing upon the present system and be submitted to the next Conference for discussion.

Chairman remarked that Item No. 38 was very important, and he asked the Traffic Managers of the different railways to make careful study and to take into consideration for improvement in every respect.

Item No. 39, concerning car distribution forms should be cancelled as it was already dealt with by the 9th Domestic Through Traffic Conference.

Item No. 40 on fixing a standard car should be referred to the Commission on Railway Technics for consideration.

Regarding the insertion of a clause for "Investigating Charge" in part IV-Consignment, Conveyance and Delivery of Goods of the General Regulations relating Railway Risk Service as proposed by the Sze-Tao Line, Mr. Steele suggested that no charge should be made for examination of Railway Risk goods when so requested by consignee.

The following Resolution was proposed by Mr. Tan of S. T. L. and seconded by Steele :—

**Resolution No. 16.** That at the time of delivery of goods conveyed at Railway Risk the consignee may have the right to ask the railway to examine his goods free of charge as to any loss or damage that might be incurred during transit.

Discussion on the modification of Article 14—Liability of Railways—as contained in the General Regulations relating to Railway Risk Service was followed and no action was made.

Amendment to Article 15—Period of Responsibility of Railways—was considered unnecessary.

The Chinese words "value and weight" as contained in Article 16 (i) of the General Regulations of Chinese copy should be deleted.

It was the majority opinion of the Conference that Clauses (H) and (I) of Article 18 must not be deleted from the General Regulations relating to Railway Risk Service.

Discussion on Item No. 37 on provision of charges for hire of tarpaulins and ropes was followed. On the proposal of Mr. Griffith, seconded by Mr. Tsien, it was resolved.

**Resolution No. 17.** That no charge should be made for the use of tarpaulins and ropes in carrying railway risk goods.

that which would be levied by other lines even if they charged only 5%. The Chairman again remarked that the Ministry would solve this question in time with the co-operation of the different railways by the appointment of a Commission to deal with the matter.

It was finally agreed to extend the application of the surcharge of 10% for another 6 months and to ask the Traffic Managers of different lines to make reports to the next Conference.

Item No. 34 concerning goods conveyed at Railway Risk was then considered. The Chairman explained that owing to the inadequate facilities provided by the different Railways for Railway Risk Traffic, it was impossible to cancel the surcharge. Mr. Steele suggested that this item should be dropped as covered by Item No. 33 and it was agreed.

Item No. 35 on uniform working rules relating to carriage of goods at Railway Risk was then discussed. Mr. Griffith submitted the working Rules of the Shanghai-Nanking Line and Shanghai-Hangchow-Ningpo Line for the carriage of goods at Railway Risk to the meeting for consideration and reference with a view of adopting a uniform set of working rules among all the railways. The Chairman explained that the Railway Risk Regulations had been drafted in haste, so imperfection was unavoidable, and suggested that the Ministry should draft the uniform working rules, basing upon those sent in by the different lines, and submit them to the next conference for consideration and approval.

Item No. 36 concerning amendments to Railway Risk Regulations was then discussed.

**Resolution No. 15.** That Regulation 23 of the General Classification of Goods be revised as follows :

“In calculating freight and other sundry charges the following equivalents of weight or measurement will be followed.”

59.68	Kilogrammes.....	1 Picul
1,000	<del>Cubic decimetres</del> <sup>Kilogrammes</sup> (16.75 Piculs).....	1 Metric Ton
250	Cubic decimetres (8.83 cubic feet).....	50 Kilogrammes
5	Cubic metre (176.6 cubic feet).....	1 Metric Ton

NOTE. The Traffic Managers of different Railways may use other equivalents regarding the conversion of Piculs into Kilogrammes to suit their local conditions, taking metric system as a standard.

**Unanimously Carried.**

Item No. 33 on reduction of surcharge on goods conveyed at Railway Risk was then considered. The Chairman remarked that the Ministry had received a number of complaints concerning 10% surcharge on goods conveyed at Railway Risk. As high-value goods were not accepted for conveyance at Railway Risk it would seem safe to have no extra charge for goods at Railway Risk. Owing to the inadequate equipment on different railways it was not advisable to cancel the surcharge meantime. Mr. Griffith stated that on account of low rates, the surcharge of 10% collected by the Shanghai-Nanking Line was lower than

## FOURTH MEETING

Tuesday, May 24, 1921.

The meeting was called to order at 9:15 A.M. by Mr. C. S. Liu, acting Chairman, with the following present:

Mr. K. Woo	Mr. H. F. Pao
Mr. L. S. Chen	Mr. Tsien Yung
Mr. S. S. Hoo	Mr. B. Bellion
Mr. Kwan Paulin	Mr. W. H. Steele
Mr. H. C. Tan	Mr. Lin Kai
Mr. D. P. Griffith	Mr. E. S. F. Yang
Mr. Y. C. Liang	Mr. Hsiao Chi Nan
Mr. M. Nakagawa	Mr. J. Barber
Mr. S. Tsukishima	Mr. C. S. Ren
Mr. Tcheag Fung Ping	Mr. Y. C. Tan
Mr. C. T. Liu	Mr. C. K. Tang
Mr. P. Chu	Mr. de Rotrou
Mr. Y. T. Tong	Mr. R. Hall
Mr. T. T. Feng	Mr. L. Baines

The Minutes of the third meeting were read and accepted as corrected.

Mr. Griffith suggested that the meeting should be finished by Wednesday, as he wished to return to Shanghai as well as other members wished to go back to their individual offices. The Chairman asked the Sub-Committee to bring before the meeting their report to-morrow morning.

Consideration on Item No. 32, left over from yesterday was resumed. On the proposal of Mr. Hsiao, seconded by Mr. Tsien, it was resolved.

The Railway does not guarantee the conveyance of a coffin with corpse by any train, unless sufficient notice be given to enable the necessary arrangement to be made.

### **Unanimously Carried**

Item No. 29 concerning revision of Article 22 of General Regulations for Goods Traffic was referred to the Sub-Committee.

Item No. 30 concerning a uniform method of indicating the capacity and tare weights on goods cars, Mr. Chow proposed that Item No. 30 should be referred to the Commission on Railway Technics. It was then seconded by Mr. Steele and passed.

Item No. 31 on Revision of Article 45, 49 and 67 of the General Regulations for Passenger Traffic was next discussed. Mr. Steele stated that the original provision was quite clear and it was unnecessary to have it revised. The general opinion of the conference was not in favor of such revision. On the motion of Mr. Steele seconded by Mr. Tsien, it was resolved.

**Resolution No. 14.** That Item No. 31 proposing the revision of Articles 45, 49, 67 should be cancelled as they conflict with the China-Japan as well as Domestic Through Traffic Regulations. The general feeling of the meeting was that the alterations proposed were not required.

### **Carried by Majority.**

Item No. 32 concerning revision of Article 23 of General Regulations for Goods Traffic was then considered. As the Sub-Committee wished to have their meeting at two o'clock in the afternoon, this Item was left over for discussion at the next general meeting.

The Third Meeting adjourned at 12.15 P.M.



**Resolution No. 12.** That this meeting shall adopt Resolution No. 30 of the Ninth Domestic Through Traffic Conference.

(*Resolution No. 30*—That copper coins carried by passenger trains shall be charged at the rates fixed for carriage by goods trains, plus 50% of these rates).

### **Unanimously Carried**

Item No. 28 concerning provision of proper rate for carrying coffin with corpse was then considered. On motion of Mr. Chow, seconded by Mr. Steele, it was resolved.

**Resolution No. 13.** That coffins with corpses and empty coffins carried by goods trains be charged  $\frac{1}{2}$  of the rate for those conveyed by passenger trains with a minimum charge of \$3.00 each for coffins with corpses and \$1.50 for empty coffin. When special cars are requested for conveyance of coffins with corpses the following additional charges will be made.

Saloon Cars.....	35 cts per Kilometre
Third Class or Baggage Cars...	25 cts per Kilometre
Covered Goods Cars.....	15 cts per Kilometre

The freight for the Coffins with corpses conveyed will be charged in addition to these rates.

Some responsible person, who will be required to pay his or her ordinary fare for the class of carriage occupied, must in all cases travel with the coffin containing corpse to take charge of, and remove it on arrival at destination.

In connection with Item No. 26, relating to Revision of Articles 24 and 35 of general Classification of goods, it was found that the first part of the item was covered by Resolution No. 10 of the last meeting. Regarding the second part Mr. C. T. Liu proposed and seconded by Mr. Yang, that the original version of regulation 24 (c) of the General Classification of Goods be revised. As the general opinion of the conference was in favor of the original provision contained in the General Classification of Goods and as any revision would make other lines to re-calculate all their rate-sheets the motion was finally dropped.

The third part of Item No. 26 concerning Regulation 35 of the General Classification of Goods was then discussed. Mr. Steele suggested that the provision of 250 kilogrammes &c be eliminated from the last part of that regulation and that any difference in weight up to 2% be dropped and any weight over 2% be charged for in accordance with Regulation 24 clause (a). On the proposal of Mr. Steele, seconded by Mr. Barber, it was resolved.

**Resolution No. 11** That the last paragraph of Regulation No. 35 be amended to read as follows:—

When difference in weight does not exceed 2% no charge will be made, if over, in accordance with Regulation 24 Clause (a).

### **Unanimously Carried**

Item No. 27 on provision of rates for copper coins carried by passenger trains, it was pointed out by Mr. Chow that it was covered by Resolution No. 30 of the 9th Domestic Through Traffic Conference and on his proposal, seconded by Mr. Steele, it was resolved.

### THIRD MEETING

Saturday, May 21, 1921.

The meeting was called to order at 9:15 A.M. by Mr. Kwan Paulin in the absence of Mr. C. S. Liu, with the following present:

Mr. K. Woo	Mr. H. F. Pao
Mr. L. S. Chen	Mr. Tsien Yung
Mr. S. S. Hoo	Mr. B. Bellion
Mr. Kwan Paulin	Mr. W. H. Steele
Mr. H. C. Tan	Mr. S. T. Chow
Mr. D. P. Griffith	Mr. E. S. F. Yang
Mr. Y. C. Liang	Mr. Hsiao Chi Nan
Mr. M. Nakagawa	Mr. J. Barber
Mr. S. Tsukishima	Mr. C. S. Ren
Mr. Tcheng Fung Ping	Mr. Y. C. Tan
Mr. C. T. Liu	Mr. C. K. Tang
Mr. J. E. Baker	Mr. de Rotrou
Mr. Ling Kai	Mr. P. Chu
Mr. Y. T. Tong	Mr. R. Hall
Mr. T. T. Feng	

The Minutes of the second meeting were read and amended.

On motion of Mr. Griffith, seconded by Mr. Barber, the minutes of the previous meeting were accepted as amended.

The meeting then resumed consideration of the Agenda Proposals.

### **Unanimously Carried**

Item No. 24B concerning calculation of the metric-ton goods was dropped, as covered by action mentioned hitherto.

Item No. 24C concerning revision of Article 24 of the General Regulation for Goods Traffic (a) providing for a minimum charge of 10 cents per consignment was dropped on account of general opposition. The second portion (b) of this item was dropped, having been covered by action hitherto reported. Section (c) was similarly treated.

Item No. 25 making amendments to General Regulations for Goods Traffic was referred to the Sub-Committee.

The meeting adjourned at 12 o'clock.



Item No. 23E concerning the provision of piece rate on buffaloes was discussed and accordingly on the proposal of Mr. Chow, seconded by Mr. Kwan it was resolved:—

**Resolution No. 9.** That Buffaloes should be charged \$0.03 per head per Kilometer.

**Unanimously Carried**

Item No. 23F on revision of minimum charges for Live Stock was dropped as covered by the action on Item No. 23C.

Item No. 24A, concerning alteration of Regulation 24, clause (b) of General Classification of Goods was considered and on the proposal of Mr. Steele, seconded by Mr. Chow, it was resolved.—

**Resolution No. 10.** That this meeting shall adopt Resolution No. 18 of the Ninth Domestic Through Traffic Conference.

[*Resolution No. 18.* That clause (b) of Regulation 24 relating to carriage of goods by goods trains be amended to read as follows:—

(b) Goods conveyed at Metric Ton Rates Charges will be based on units of a metric ton as a minimum consignment. In cases of consignments weighing more than one metric ton the weight in excess shall be charged for in units of a quarter of a metric ton, part of that weight to count as a quarter of a metric ton. The minimum charge for each consignment shall be \$1.00]

the same rate as sheep. So he proposed to reduce the minimum charge on pigs to 25 cents per head. Mr. Kwan suggested that the minimum charge on pigs should be reduced to 50 cents per consignment. It was agreed that Item 23 A be referred to the Sub-Committee.

Item No. 23B regulating the rates on sucking pigs was then discussed. On motion by Mr. Steele, seconded by Mr. Kwan, it was resolved.

**Resolution No. 7.** That Sucking pigs (in convenient portable packages strong enough to bear weight of contents) should be charged class 4 goods rates.

### **Unanimously Carried**

Item 23C on reduction of minimum charges for Live Stock and Vehicles was next considered. It was reported that the minimum charges on live stock were too high. The shorter roads especially complained that the minimum distance in many cases was longer than the entire length of their lines. On the proposal of Mr. Tsien, seconded by Mr. Chow, it was resolved.

**Resolution No. 8.** That minimum charge for live stock carried by goods train be calculated on 50 Kilometers with a minimum charge of \$0.25 and the minimum charge for vehicles etc. carried by goods train be calculated on 100 Kilometers with a minimum charge of \$0.50.

### **Unanimously Carried**

Item No. 23D on revision of minimum charges on Live Stock was referred to Sub-Committee.

Item No. 18 relating to the Formation of a Permanent Rate-Making Committee in the Railway Department of the Ministry was decided yesterday in connection with Item No. 15.

Item No. 19 dealing with the Standard of Rate-making was referred to the Permanent Committee for reference.

Item No. 20. concerning lists of Handling Charges etc., to be circularized to different lines was then discussed. The words "cubic capacity for food grains" was deleted and it was resolved.

**Resolution No. 5.** That Handling Charges, Storage Charges, Wharfage Dues, Storage Capacity of Godowns, and List of Officially Recognized Transportation Companies be compiled by the Ministry and circulated to all Railways.

**Unanimously Carried**

Item No. 21 concerning the conversion of car-capacity from English tons to Metric tons was withdrawn.

Item No. 22 relating to the freight charges on goods sent by mixed trains was then considered, and the following resolution was moved by Mr. Kwan and seconded by Mr. Steele :

**Resolution No. 6.** That Freight charges on goods sent by mixed trains be based on goods rates.

**Unanimously Carried**

Item No. 23A to reduce the minimum charges on pigs was discussed. Mr. Steele stated that the charge for carrying pigs on P. M. L. is too high and that pigs should be charged

Item No. 16 concerning charge for carrying mails, was then considered. Mr. Barber protested against proposal to allot 1000 cubic feet on each train for free use by the Postal Administration. Mr. de Rotrou felt that the Post-Office would be getting more service free under this proposition than at present. Mr. Chow suggested that the practice of foreign countries be followed and that a weight be taken for a definite period upon which the average service rate would be charged for a period like two or three years, when a re-weighing would take place. Mr. Griffith stated that the S. N. L. and S. H. N. L. receive payment for the carriage of mails but considered the amount inadequate. Mr. Kwan said that many parcels were sent through the Post Office and thus the Post Office really made profit at the expence of the railways, which otherwise would be forwarded as railway traffic. Mr. Liu suggested that there were two distinct propositions involved in the Agenda proposal. First, whether or not any free allowance should be given; second, what should be the proper basis to charge. It was the unanimous opinion of the Conference that no free allowance should be given, and therefore it was proposed to recommend the following resolution :

**Resolution No. 4.** That the Postal Administration should be charged \$0.001 per kilometer for each cubic meter of space provided for carrying mails.

### **Unanimously Carried**

Item No. 17 concerning the revision of rates charged for conveying Rickshas and Perambulators by Passenger and Goods Trains was referred to the special Committee.



## SECOND MEETING

Friday, May, 20, 1921.

The meeting was called to order at 9.20 by Mr. Kwan in the absence of Mr. Liu, with the following present.

Mr. C. S. Liu	Mr. K. Woo
Mr. H. F. Pao	Mr. L. S. Chen
Mr. S. S. Hoo	Mr. Tsien Yung
Mr. P. Y. Chang	Mr. B. Bellion
Mr. Kwan Paulin	Mr. W. H. Steele
Mr. H. C. Tan	Mr. S. T. Chow
Mr. D. P. Griffith	Mr. Ed. S. F. Yang
Mr. T. T. Lin	Mr. Y. C. Liang
Mr. Hsiao Chi Nan	Mr. M. Nakagawa
Mr. J. Barber	Mr. S. Tsukishima
Mr. C. S. Ren	Mr. Tcheng Fung Ping
Mr. Y. C. Tan	Mr. C. T. Liu
Mr. C. K. Tang	Mr. J. E. Baker
Mr. de Rotrou	Mr. C. Chiu
Mr. Ling Kai	Mr. P. Chu
Mr. Y. T. Tong	Mr. R. Hall
Mr. Liu Wen Kow	Mr. Y. T. Feng

The Minutes of the first meeting were read and corrected.

Mr. Liu then arrived and assumed the Chair. On motion of Mr. Kwan, seconded by Mr. de Rotrou, the minutes of the last meeting were accepted as corrected.

On motion of Mr. Tsien, seconded by Mr. Kwan, Resolution No. 3 was passed.

arrive at the same end and in a simpler way. He further suggested that each Traffic Manager keeps a record of all discrepancies, etc. found in the Classifications and bring them up at the next conference for discussion and adjustment. Mr. Liu pointed out that the Committee should go beyond correcting discrepancies in the present classification and should have a broad view, such as, encouraging industry and commerce. The Traffic Managers being very much occupied with the pressing demands of administration are hardly in the position to give constructive thought to this subject except when definite complaints are brought to their notice. Therefore, it is desirable to have a body of men to make or revise rates or classifications in accordance with the Changes of industrial and commercial conditions. Mr. de Rotrou suggested that such a Committee would assist in preserving the uniformity in the present classifications. In connection with this question Mr. Tsien then moved the following resolution :

**Resolution No. 3.** That a Standing Committee on Rates and Classification be formed, same to be composed of members from the Ministry and delegates of the various lines to be approved by their Directors on recommendations of the Traffic Managers.

The Meeting was adjourned at 12 Noon with Resolution 3 unpassed.

The Meeting then proceeded to discuss on Item No. 7, to change the term "Foreign" in the General Classification of Goods to the word "Imported".

With reference to the Classification of Goods it is to be noted that some articles have been classified as Chinese and Foreign, while others are classified as Imported and Chinese, still others as Native and Imported. The word "Foreign" may have several senses. In one, it means "Imported from a foreign country;" in another, it may mean merely an article made in foreign style, without reference to the place of manufacture or the persons who manufactured it. However, in making out tariffs, two points of view should be considered: I. To encourage native industries, II. To charge according to the value of the article. On account of the difficulty of the question involved it was agreed to refer this subject to a Sub-Committee to be reported at a later date.

Item Nos. 8-14c together with Item No. 7 are left in the hands of a Sub-Committee composed of: Messrs. Chow as Chairman, Woo, Tsien, de Rotrou, Hsiào, Kwan, C. T. Liu, Steele, Liang and Tong as Secretary.

Item Nos. 15 and 18 relating to the Formation of a Permanent Rate-Making and Goods Classification Committee in the Railway Department of the Ministry was discussed.

Mr. Steele suggested that an exchange of views in regard to rates and questions of classification between the Traffic Managers by correspondence before conferences is preferable as it would save time in discussion at the conferences and

tariff rates for Likin or Internal Customs and, therefore, it is impossible for the Railway to take any responsibility in the matter; also that new taxes are frequently imposed by the provincial authorities without any notice. So he suggested that an agreement should be made between the Railways and the Likin authorities as to have a definite schedule of rates for proper application. Mr. De Rotrou pointed out that this would be difficult to obtain because the Likin authorities prefer to conceal the amount of their collections. Mr. Steele explained that an attempt has been made by the P. M. L. to get a flat rate per year to cover collections at each Likin station, but also pointed out that his line was encountering exorbitant demands. The Chairman then stated that while it would be no easy matter to make the arrangement contemplated, that if commerce is to be developed the subject must be pressed. If we give up and merely make complaints nothing will ever be done, but if a serious attempt is made to secure the assistance of the Ministry of Finance and the various provincial authorities, as well as the organized merchants, something will result in time. Mr. Chow also suggested that the Conference should recommend to the Ministry that it is necessary for the Ministry to obtain a regular tariff from the Likin authorities. The Chairman then appointed the following Sub-Committee to make a complete investigation into this subject and report same within two months: This Sub-Committee is composed of: Messrs. Chow, Steele, Tsien, Kwan, De Rotrou, and Hsiao.

- Item No. 6. on collection of railway tax on goods by stations for Railway Tax Offices was also referred to this same Committee for investigation.

### **Unanimously Carried**

Item No. 4 relating to the prevention of Accidents to Trespassers was then considered.

Mr. Griffith of the S.H.N.L. explained to the Conference that the Safety First movement on his line and displayed certain posters which are used for educating the public concerning accidents to trespassers. Mr. De Rotrou stated that something should be done in the case of trespassers, accidents to whom constitute by far the largest proportion of accidents on his line and perhaps on all lines. It was the general impression of the Conference that the only procedure is by means of an educational campaign and a good means is the illustrated poster. Mr. Yang was asked to make a report to the Ministry on the methods followed by the S.H.N.L. and copies of this report will be circularized to the other lines with the suggestion that similar methods be adopted.

Item No. 5 as to the advance of Custom Duties and Likin for consignors by the Railways was then discussed.

Mr. De Rotrou stated that any considerable use of Railway Risk privilege must be preceded by an arrangement whereby the Railway would look after the handling of Customs and Likin collections, otherwise, merchants must send a representative along with the goods and will always ship the goods at their own risk. Mr. Griffith suggested that the large vested interests in transportation companies would object to having the railways taken care of Likin and Customs collections for the reason that they can often arrange for lower rates. Mr. Chow stated that in his judgement the principal difficulty was the fact that there are no definite

in this Sub-Committee. Mr. Steele believed that prefixes having peculiar reference to Railway work be retained. In reference to this item the following resolution was moved by Mr. Barber and seconded by Mr. Griffith.

**Resolution No. 1.** That a Sub-Committee be appointed to study and unify the telegraphic instructions and prefixes and to report same at the next General Traffic Conference.

**Unanimously Carried.**

Discussion on Item No. 3 to standardize the Leave Rules was as follows:—

Mr. Griffith suggested that the Leave Rules of all departments should be considered by commission appointed by the Ministry because it has been found that these rules are different even in the departments of the same line. Mr. Liu pointed out that this difference often causes discontent, hence he favored that the Conference should recommend to the Ministry that steps be taken to standardize the Leave Rules for all departments applicable to all lines. Mr. De Rotrou suggested that in formulating such Leave Rules due consideration should be given to those that are in force in the Customs Administration, the salt Gabelle and the Postal Administration. The following resolution was then moved by Mr. Tsién and seconded by Mr. Yang.

**Resolution No. 2.** As the question of Standard Rules for Leave is beyond the power of this Conference, it is hereby recommended that the Ministry should collect data from the different lines as well as from the Chinese Postal, Customs, and Salt Administrations with a view toward drafting Standard Leave Rules in order to apply uniformly to all of the Chinese Government Railways.

Item No. 1: to standardise the scale of Pay and Conditions of Service of Traffic Employees was then discussed.

Mr. Ed S. F. Yang of the S. H. N. L. explained the scale of pay and conditions of service of traffic employees on his line and pointed out that other lines have different scales. Mr. Liu mentioned that the Ministry had drawn up a scale for various employees, but Mr. Yang remarked that the Ministry's Scale does not apply to clerks and minor employees. Mr. Steele remarked that the S. H. N. L. scale of pay was higher than that of the P.M.L. Mr. Liu stated that since the scale of pay required the sanction of Directors of the different lines and that reduction in pay always creates trouble while increase is more preferable, hence it would be well to have the S. H. N. L. scale of pay before all the members of the conference for further consideration. Mr. Griffith promised to furnish copies of S. H. N. L. scale of pay to the members for reference and further discussion at a later date of the conference.

Item No. 2. concerning the Standardization of Telegraphic Instructions and Prefixes was next discussed.

Mr. De Rotrou of the P.H.L. stated that each line had its own system of prefixes and instructions and that these should be standardized along the same lines as the Chinese Telegraph Administration. The Chairman stated that the Through Traffic Administration had compiled the codes of all lines and this would serve as a basis of study for the standardized system and suggested that this should be referred to a Sub-Committee. Mr. De Rotrou suggested that a member from the Telegraph Administration and another from the Through Traffic Administration should be included

## THIRD GENERAL TRAFFIC CONFERENCE.

### FIRST MEETING

Thursday, May 19th, 1921.

The first meeting was called to order at 9 A.M. by Acting Chairman Mr. C. S. Liu in the absence of Dr. C. C. Wang, Chief of the Railway Department and Chairman of the Conference, who, owing to the pressure of his duties, was not able to attend the meeting. The meeting was held in the Reception Hall of the Ministry of Communications, Peking. The following members were present ;

Mr. C. S. Liu,	Mr. K. Woo,
Mr. H. F. Pao,	Mr. L. S. Chen,
Mr. S. S. Hoo,	Mr. Tsien Yung,
Mr. P. Y. Chang,	Mr. B. Bellion,
Mr. Kwan Paulin,	Mr. Leopold Baines,
Mr. H. C. Tan,	Mr. W. H. Steele,
Mr. S. T. Chow,	Mr. D. P. Griffith,
Mr. T. T. Lin,	Mr. Ed. S. F. Yang,
Mr. Hsiao Chi Nan,	Mr. Y. C. Liang,
Mr. J. Barber,	Mr. M. Nakagawa,
Mr. C. S. Ren,	Mr. S. Tsukishima,
Mr. Y. C. Tan,	Mr. C. T. Liu,
Mr. C. K. Tang,	Mr. J. E. Baker,
Mr. de Rotrou,	Mr. C. Chiu,
Mr. Ling Kai,	Mr. P. Chu,
Mr. Y. T. Tong,	

The Chairman informed the members that the Agenda was compiled on the basis of proposals sent in by the different Railways and complaints made by the general public.



## IV

### **ADVISERS TO THE CONFERENCE.**

Mr. J. E. Foley, Manager, Railway Clearing House, Railway Through Traffic Administration.

Mr. J. E. Baker, Advisor, Ministry of Communications.

Mr. de Rotrou, Chief Traffic Inspector, Peking-Hankow Line.

### **SECRETARIES TO THE CONFERENCE.**

Mr. K. Woo, Assistant Chief of Traffic Division, Railway Department.

Mr. H. F. Pao, Traffic Division, Railway Department.

Mr. L. S. Chen, Traffic Division, Railway Department.

Mr. C. Chiu, Traffic Division, Railway Department.

Mr. Ling Kai, Secretary of Railway Through Traffic Administration.

Mr. P. Chu, Secretary of Railway Through Traffic Administration.

Mr. J. Lockhart, Chief Accountant, Railway Clearing House, Railway Through Traffic Administration.

Mr. C. S. Huang, Accounts Section, Railway Department.

Mr. Y. T. Tong, Peking-Hankow Line.



### III

#### **HUNAN-HUPEI LINE.**

Mr. Hsiao Chi Nan, Traffic Manager.....Delegate.

Mr. Y. C. Liang, Traffic Inspector.....Advisory Member.

#### **LUNGHAI-PIENLO LINE.**

Mr. Tcheng Fung Ping, Engineer .....Delegate.

#### **TAOKOW-CHINGHUA LINE.**

Mr. J. Barber, Traffic Manager.....Delegate.

#### **KIRIN-CHANGCHUN LINE.**

Mr. M. Nakagawa, Chief of Traffic Section.....Delegate.

Mr. C. S. Ren.....Advisory Member.

#### **SZEPINGKAI-TAONAN LINE.**

Mr. S. Tsukishima, Traffic Manager .. .....Delegate.

Mr. Y. C. Tan, Chief of Traffic Section.....Advisory Member.

#### **CHUCHOW-PINGHSIANG LINE.**

Mr. Y. T. Feng, Traffic Manager .....Delegate.

#### **CANTON-KOWLOON LINE.**

Mr. C. T. Liu, Traffic Manager.....Delegate.

#### **CHENG-TAI LINE.**

Mr. Leopold Baines, Traffic Manager.....Delegate.

#### **CHANGCHOW-AMOY LINE.**

Mr. C. K. Tang, Chief of Transportation  
Section.....Delegate.

## II

Mr. J. Lockhart, Chief Accountant, Railway Clearing House.....Advisory Member.

### **PEKING-HANKOW LINE.**

Mr. Tsien Yung, Traffic Manager.....Delegate.

Mr. P. Y. Chang, Assistant Traffic Manager...Advisory Member.

Mr. Hsu King Tsing, Chief of Transportation section .....Advisory Member.

Mr. Liu Wen Kow, Chief of Audit Section...Advisory Member.

Mr. B. Bellion, Accountant.....Advisory Member.

### **PEKING-SUIYUAN LINE.**

Mr. Kwan Paulin, Traffic Manager.....Delegate.

Mr. H. C. Tan, Chief of Transportation Section .....Advisory Member.

### **PEKING-MUKDEN LINE.**

Mr. W. H. Steele, Acting Traffic Manager.....Delegate.

Mr. H. J. W. Marshall, Acting Chief Accountant .....Advisory Member.

Mr. K. S. Tsang, Assistant Traffic Manager.....Advisory Member.

Mr. R. Hall, Accountant.....Advisory Member.

### **TIENTSIN-PUKOW LINE.**

Mr. S. T. Chow, Traffic Manager.....Delegate.

### **SHANGHAI-NANKING AND SHANGHAI-HANGCHOW-NINGPO LINES.**

Mr. D. P. Griffith..... Delegate.

Mr. Edw. S. F. Yang, Assistant Traffic Manager .....Advisory Member.

Mr. T. T. Lin, Auditor.....Advisory Member.

## CHINESE GOVERNMENT RAILWAYS

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### THE THIRD GENERAL TRAFFIC CONFERENCE.

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#### LIST OF MEMBERS, DELEGATES, AND ADVISORY MEMBERS.

Dr. C. C. Wang, Chief of Railway Department and Director  
of Railway Through Traffic Administration....Chairman.

#### RAILWAY DEPARTMENT.

- Mr. C. S. Liu, Chief of Traffic Division of  
Railway Department and Co-Director  
of Railway Through Traffic Adminis-  
tration .....Member.
- Mr. K. Woo, Assistant Chief of Traffic  
Division of Railway Department .....Member.
- Mr. H. F. Pao, Traffic Division, Railway  
Department.....Member.
- Mr. L. S. Chen, Traffic Division, Railway  
Department.....Member.
- Mr. S. S. Hoo, Traffic Division, Railway  
Department .....Advisory Member.

#### RAILWAY THROUGH TRAFFIC ADMINISTRATION.

- Mr. Huang Wen En, Acting Chief of Do-  
mestic Through Traffic Section.....Member.
- Mr. C. M. Chen, Acting Chief of Interna-  
tional Through Traffic Section.....Advisory Member.

*Hey Hsu*  
*1921*

Chinese Government Railways

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Minutes

of the

Third General Traffic  
Conference

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Peking, May 19th to 25th, 1921.