

**JOINT /SELECT  
COMMITTEE REPORTS OF  
LEGISLATIVE ASSEMBLY -  
1949**

**The Indian Railways  
(Amendment) Bill,  
1949**

List of Reports of Select Committees presented  
to the Constituent Assembly of India  
(Legislative) in 1949.

S. No.	Short title of the Bill.	Date of presen- tation.	Date of publica- tion.
1.	The Banking Companies Bill, 1948.	1.2.49.	26.2.49.
2.	The Payment of Taxes (Transfer of Property) Bill, 1948.	10.2.49.	26.2.49.
3.	The Public Companies (Limita- tion of Dividends) Bill, 1949.	21.2.49.	16.4.49.
4.	The Chartered Accountants Bill, 1948.	1.3.49.	12.3.49.
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6.	The Indian Penal Code and the Code of Criminal Procedure (Amendment) Bill, 1947.	21.3.49.	16.4.49.
7.	The Ajmer-Merwara Tenancy and Land Records Bill, 1948.	21.3.49.	16.4.49.
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9.	The Hindu Marriages Validity Bill, 1948.	25.3.49.	2.4.49.
10.	The Child Marriage Restraint (Amendment) Bill, 1947.	25.3.49.	2.4.49
11.	The Estate Duty Bill, 1948. (FINAL REPORT)	31.3.49.	16.4.49
12.	The Indian Railways (Amendment) Bill, 1949.	28.11.49.	3.12.49
13.	<i>The Indian Judicial Procedure Bill, 1948</i>	<i>28.11.49</i>	<i>3.12.49</i>
14.	The Delhi Road Transport Authority Bill, 1949.	12.12.49.	24.12.49
15.	The Taxation Laws (Extension to Merged States and Amendment) Bill, 1949.	16.12.49.	24.12.49

REPORT OF THE SELECT COMMITTEE ON THE INDIAN RAILWAYS  
(AMENDMENT) BILL, 1949

We, the undersigned, members of the Select Committee to which the Bill further to amend the Indian Railways Act, 1900, was referred, have considered the Bill and have now the honour to submit this, our Report with the Bill as amended by us annexed thereto.

*Clause 5.*—Under section 42(2) of the Indian Railways Act, the Central Government alone has the power to increase or reduce the level of class rates, schedule rates and terminal and other charges and, although it is reasonably clear that the Tribunal has no jurisdiction in respect of these matters we would like clause (b) of section 41 to be recast so as to remove any doubt that may exist on this point. Hence the amendment.

*Clause 7.*—Some of us feel that the existing law has deliberately refrained from including an ordinary ticket in section 70, which prohibits the transfer of return and season tickets, and that no change in the law is called for. On a vote being taken we were equally divided in opinion with the result that this clause had to be deleted and *status quo* maintained. The remaining clauses have been renumbered accordingly.

*Clause 10 (old clause 11).*—We have had the proposed section 74A(1) redrafted, because in our opinion the words "bad condition" expresses a very vague state of affairs. We also think that the sender or his agent should be required to record in the forwarding note the condition of the goods at the time of delivery to a railway administration, and that for the word "misconduct" wherever it occurs the words "negligence or misconduct", should be substituted so that a railway administration is also rendered liable in cases where negligence is proved against it.

*Proposed section 74D.*—In our opinion the proposed section is defective. In the case of a total loss of a package or consignment, the burden should be placed upon the railway administration to prove how the package or consignment was dealt with in transit, and if the loss is due to fire or accident to the train, this fact also must be proved by the railway administration. Further, this section can only relate to goods carried at owner's risk rates.

*Clause 13.*—We have recast the proposed section 82B in accordance with section 20(1) of the Workmen's Compensation Act, 1923. It is understood that only District Magistrates, District Judges, Subordinate Judges or certain Revenue Officers will be appointed as Claims Commissioners and we have amended the rule making section so as to provide for the prescription of qualifications of Claims Commissioners.

*Proposed section 82F.*—In our opinion, a person aggrieved by a decision of the Claims Commissioner refusing to grant compensation or as to the amount of compensation granted should have a right of appeal to the High Court; but, subject to this, we agree that the decision of the Claims Commissioner should be final. This section has therefore been recast accordingly.

*Proposed section 82G.*—We think that in the case of applications for compensation by more applicants than one, there should be a provision for the furnishing of security as in the Succession Act. The proviso to sub-section (3) has been revised accordingly.

*Proposed section 82J.*—In our opinion all rules made under this section should be laid before the Dominion Legislature as soon as possible.

*Clause 16 (old clause 17).*—Amendments in the proposed section 114 are consequential upon the deletion of clause 7.

*The First Schedule.*—We have revised the valuation as in our opinion the proposed valuation was not satisfactory.

2. The Bill was published in Part V of the *Gazette of India*, dated the 16th April, 1949.

3. We think that the Bill has not been so altered as to require circulation under Rule 49(5) of the Rules of Procedure and Conduct of Business, and we recommend that it be passed as now amended.

K. SANTHANAM.

M. ANANTHASAYANAM AYYANGAR.

SATIS CHANDRA SAMANTA.

SITA RAM S. JAJOO.

ROHINI KUMAR CHAUDHURI.

GOKULBHAI D. BHATT.

KRISHNA CHANDRA SHARMA.

NAZIRUDDIN AHMAD.

\*THAKUR DAS BHARGAVA.

R. K. SIDHVA.

KHANDUBHAI K. DESAI.

\*TEK CHAND.

NEW DELHI:

The 26th November, 1949.

## MINUTES OF DISSENT

### I

I regret I am unable to agree with the interpretation of Section 42(2) and the proposed change to take away the power of the Tribunal lately conferred on it.

2. The proposed amendments in Clause 11 (now Clause 10) 74A to 74D are cleverly designed to lessen the responsibility of the railway administration imposed upon it by law. The consignor is usually a person very anxious to see his goods carried and unable to resist what the railway officials command him to agree to or to do. An agreement, statement or note secured from a person in such a helpless state, even if legally permitted to be secured, should not unduly benefit the railway administration and make them totally or virtually immune from the liabilities which the law has imposed upon them in their capacity of being bailees. The consignor does not stand on an equal footing with the railway administration and his capacity of giving full consent as required by law for a valid agreement is usually of an attenuated content. Moreover, the proposed immunity of railway administration is likely to make them and their servants reckless and inefficient and is likely to lead to more thefts and carelessness and general lowering of moral standard of public conduct.

3. Ordinarily speaking, the burden of proving proper care and diligence should be on the railway administration when the goods remain in their possession while in transit and they possess special means of knowledge. The law, however, allows them to enter into agreement whereby they can travel out of their obligations to a certain extent. It does not, however, follow that the policy of law should allow such presumptions to be raised in their favour as do not necessarily follow from a given set of circumstances so as to destroy the entire or substantial responsibility of the railway administration. I am, therefore, unable to agree with the provisions contained in Clause 10. Clause 12 also tends to limit to some extent the responsibility of the railway and to that extent I am unable to agree.

4. Clause 13 seeks to give relief to sufferers from accidents and provides for summary settlement of claims. No doubt the railway administration has, from a humanitarian point of view, done well in agreeing to pay to the sufferers compensation by way of social insurance when such liability was not, by the common law of the land, laid upon it in the absence of proved mis-conduct or negligence of its servants. The provisions relating to interim orders for compensation are very satisfactory and evince a commendable solicitude on the part of the railway authorities to help the poor sufferers from railway accidents to whatever cause the accident may be due to. But in this clause too the railway administration is not acting in a selfless spirit. I am afraid they are sacrificing justice and attempting to deprive persons rightfully entitled to payment of full compensation of their just rights. Justice cannot be sacrificed even for generosity. There is no reason why in a case of proved mis-conduct or negligence of the railway servant resulting in an accident, the ordinary citizen should be deprived of his right to have recourse to a law court for demand of adequate compensation where the railway administration fails to give it. This right has been enjoyed by the citizens for more than half a century and there is no warrant for taking it away. This extortion of immunity from liabilities imposed by law for a long number of years is hardly justifiable even if philanthropy and social insurance amenity for the poor buttress such attempt. The unsuspecting manner in which the policy of robbing Peter to pay Paul and getting credit for the payment is hardly one which can be supported. In my humble opinion the commendable policy

of paying compensation to all persons injured in an accident, whatever cause it may be due to, should not be linked with the policy of depriving the public of their long and established right to get proper compensation from law courts in proper cases. These two are not mutually destructive or logically inter-dependent and can therefore co-exist. I am opposed to the provision of 82F (2) of the original Bill.

5. The prices given in the schedule about mules or horned cattle and the residuary animals are not adequate.

NEW DELHI;

The 28th November, 1949.

-THAKUR DAS BHARGAVA.

## II

I regret I am unable to agree to the enactment of Clause 8 of the Bill, by which it is sought to omit sub-section (2) of Section 72 of the Act. This sub-section provides that an agreement purporting to limit the general responsibility of a railway administration as a bailee for loss, destruction or deterioration of animals or goods delivered to it to be carried by railway, shall in so far as it purports to effect such limitations, be void unless—

- (a) it is in writing, signed by or on behalf of the sender; and
- (b) is otherwise in a form approved by Governor General in Council.

Among the forms prescribed are—

- (i) Risk note A, which a sender has to execute in case the goods are defectively packed; and
- (ii) Risk note B which he has to execute if he wants to have the goods carried at his (owner's) risk.

Under the existing law therefore, unless a sender *specifically agrees in writing* to limit the liability of the railway, its responsibility as a bailee remains. The effect of the deletion of sub-section (2) of Section 72 and the enactment of the proposed Section 74C (which provides that the goods *shall be taken to be carried at owner's risk* unless the sender elects in writing to pay the railway risk rate) will be to enable the railway to have the benefit of risk note B without the express consent of the sender. This change will have the effect of virtually rendering nugatory the provisions of sub-section (1) of Section 72. There seems to be no justification for this drastic change. The only reason given in the Statement of Objects and Reasons for the amendment is that the attestation of a risk note by two witnesses "introduces complications and delays in booking." In the first place, it may be pointed out, that Section 72 does not lay down that the attestation of a risk note is necessary. It is the forms prescribed by the Railway Board which provide for attestation by two witnesses. It has been held by the Privy Council in "*Ardeshir Tamboli vs. Agent, G. I. P. Railway*" [A.I.R. (1928) P.C., p. 74] that attestation is not an essential part of the forms. Therefore, if it is felt that inconvenience or delay is caused by insistence upon attestation by two witnesses, the necessary changes can be made in the forms by an order of the Railway Board, without any amendment of the Act.

Under the present law, the execution of risk notes A or B pointedly brings to the notice of the sender that the goods are being conveyed at his own risk, and he relieves the railway of its liability as a bailee with open eyes. Further, in cases where the packing is defective, this gives him an opportunity to improve the packing before despatch. Under the changes in the Bill, the sender will be unconsciously relieving the railway of its legal responsibility

under Section 72(1) of the Act. There seems no justification why this change should be made to the prejudice of the sender and the benefit of the railway administration in the present state of their efficiency in handling goods traffic.

(2) I agree generally with the objections to Clause 10 of the Bill as set out by Pt. Thakur Das Bhargava in paragraphs 2 and 3 of his "Minute of Dissent."

(3) As regards Clause 13 of the Bill, I am unable to agree to the enactment of Section 82(F) in the form proposed. This Section provides for payment of compensation in cases of death, injury or loss (caused in railway accidents) after inquiry by a Claims Commissioner appointed under Section 82B. This provision is satisfactory so far as it goes. But I do not agree with the provision in clause 5 which bars an action for recovery of damages in ordinary courts in all cases. The enquiry before the Claims Commissioner will necessarily be summary; the period of limitation for making the claim is reduced from one year to three months; and the maximum liability of the railway is fixed at Rs. 10,000. In my opinion, the Section should be so modified as to bar a suit under the Indian Fatal Accidents Act or for compensation under the ordinary law only in those cases in which the persons concerned have availed themselves of the provisions of Section 82C *et seq.* But when such a person has not filed a claim application before the Commissioner, his right to maintain an action against the railway in Civil Courts under the ordinary law and within the period prescribed by the Indian Limitation Act, should be kept intact.

TEK CHAND.

NEW DELHI;

The 28th November, 1949.

[AS AMENDED BY THE SELECT COMMITTEE]

(Words *sidelined* or *underlined* indicate the amendments suggested by the Committee; *asterisks* indicate the omissions.)

A

BILL

further to amend the Indian Railways Act, 1890

WHEREAS it is expedient further to amend the Indian Railways Act, 1890 (IX of 1890), for the purposes hereinafter appearing;

It is hereby enacted as follows:—

1. Short title and commencement.—(1) This Act may be called the Indian Railways (Amendment) Act, 1949.

(2) It shall come into force on such date as the Central Government may, by notification in the official Gazette, appoint in this behalf, and different dates may be appointed for different provisions of this Act.

2. Omission of section 30, Act IX of 1890.—In the Indian Railways Act, 1890 (hereinafter referred to as the said Act), section 30 shall be omitted.

3. Amendment of section 31, Act IX of 1890.—In section 31 of the said Act, for the words “the two last foregoing sections” the word and figures “section 28” shall be substituted.

4. Substitution of new section for section 32, Act IX of 1890.—For section 32 of the said Act, the following section shall be substituted, namely:—

“32. *Power of general controlling authority to fix terminal and other charges.*—The general controlling authority may, by general or special order, fix the rates of terminal and other charges for the whole or any part of a railway, and prescribe the conditions in which such rates will apply.”

5. Substitution of new section for section 41, Act IX of 1890.—For section 41 of the said Act, the following section shall be substituted, namely:—

“41. *Complaints against a railway administration.*—(1) Any complaint that a railway administration—

(a) is contravening the provisions of section 28, or

(b) is charging station to station rates or wagon load rates which are unreasonable or rates which are unreasonable owing to any condition attached to them regarding minimum weight, packing, assumption of risk or any other matter, or

(c) is levying charges (other than standardised terminal charges) which are unreasonable, or

(d) is unreasonably refusing to quote a new station to station rate, or

(e) has unreasonably placed a commodity in a higher class,

may be made to the Tribunal, and the Tribunal shall hear and decide any such complaint in accordance with the provisions of this Chapter.

(2) In the case of a complaint under clause (a) of sub-section (1),—

(i) whenever it is shown that a railway administration charges one trader or class of traders or the traders in any local area lower rates for the same or similar animals or goods, or lower rates for the same or similar services, than it charges to other traders or classes of traders, or to the traders in another local area, the burden of proving that such lower charge does not amount to an undue preference shall lie on the railway administration.



(u) in deciding whether a lower charge does or does not amount to an undue preference, the Tribunal may, in addition to any other considerations affecting the case, take into consideration whether such lower charge is necessary in the interests of the public.

(3) In the case of a complaint under clause (d) of sub-section (1), the Tribunal may fix a new station to station rate.

(4) A complaint under this section may be made jointly against two or more railway administrations."

**6. Amendment of section 47, Act IX of 1890.**—In sub-section (1) of section 47 of the said Act, for the words "railway administered by the Government" the words "railway administered by the Central Government, any Provincial Government or the Government of any Acceding State" shall be substituted.

**7. Amendment of section 72, Act IX of 1890.**—In section 72 of the said Act, sub-section (2) shall be omitted.

**8. Insertion of new section after section 72, Act IX of 1890.**—After section 72 of the said Act, the following section shall be inserted, namely:—

"72A. *Execution of forwarding notes in respect of animals or goods carried on a railway.*—Any person delivering to the railway administration any animals or goods to be carried on a railway shall,—

(a) if the animals or goods are to be carried by a train intended solely for the carriage of goods, or

(b) if the goods are to be carried by any other train and consists of articles of any of the following categories, namely:—

(i) articles carried at owner's risk rates;

(ii) articles of a perishable nature;

(iii) articles mentioned in the Second Schedule;

(iv) articles defectively packed or in a defective condition;

(v) explosives and other dangerous goods,

execute a note (in this Act referred to as the forwarding note) in such form as may be prescribed by the railway administration and approved by the Central Government, in which the sender or his agent shall give such particulars in respect of the animals or goods so delivered as may be required."

**9. Substitution of new section for section 73, Act IX of 1890.**—For section 73 of the said Act, the following section shall be substituted, namely:—

"73. *Further provision with respect to the liability of a railway administration as a carrier of animals.*—(1) The responsibility of a railway administration under section 72 for the loss, destruction or deterioration of any animal delivered to the administration for carriage by railway shall not exceed the amount respectively specified in column two against the item relating to the animal in column one of the First Schedule, unless the person delivering the animal to the railway administration, declares in writing a higher value in the forwarding note and has paid or engaged to pay to the railway administration a percentage specified by it upon the excess of the value so declared over the respective sums mentioned in the second column of the said Schedule.

(2) Where such higher value has been declared, the railway administration may charge, in respect of the increased risk, a percentage upon the excess of the value so declared over the respective sums aforesaid.

(3) Nothing contained in this section shall render the railway administration liable for any damage or loss arising from fright or restiveness of the animal."

10. Insertion of new section after section 74, Act IX of 1890.—After section 74 of the said Act, the following sections shall be inserted, namely:—

**74A. Liability of a railway administration for goods in defective condition or defectively packed.**—(1) When any goods tendered to a railway administration for carriage by railway—

(a) are in a defective condition as a consequence of which they are liable to deterioration, leakage, wastage or damage in transit, or

(b) are either defectively packed or packed in a manner not in accordance with the general or special order, if any, issued under sub-section (2) and, as a result of such defective or improper packing, are liable to leakage, wastage or damage in transit,

and the fact of such condition or defective or improper packing has been recorded by the sender or his agent in the forwarding note, the railway administration shall not be responsible for any deterioration, leakage, wastage or damage, or for the condition in which such goods are available for delivery at destination, except upon proof of negligence or misconduct on the part of the railway administration or of any of its servants.

(2) The general controlling authority may, by general or special order, prescribe the manner in which goods tendered to a railway administration for carriage by railway shall be packed.

**74B. Liability of a railway administration for goods carried in open vehicles.**—When any goods which, under ordinary circumstances, would be carried in covered vehicles or vessels and would be liable to damage if carried otherwise are, at the request of the sender or his agent recorded in the forwarding note, tendered for carriage by railway in open vehicles or vessels, the railway administration shall not be responsible for any destruction, deterioration or damage which may arise by reason of the goods being so carried.

**74C. Liability of a railway administration for animals or goods carried at owner's risk rate.**—(1) When any animals or goods are tendered to a railway administration for carriage by railway and the railway administration provides for the carriage of such animals or goods either at the ordinary tariff rate (in this Act referred to as the railway risk rate) or in the alternative at a special reduced rate (in this Act referred to as the owner's risk rate), the animals or goods shall be deemed to have been tendered to be carried at owner's risk rate, unless the sender or his agent elects in writing to pay the railway risk rate.

(2) Where the sender or his agent elects in writing to pay the railway risk rate under sub-section (1), the railway administration shall issue a certificate to the consignor to that effect.

(3) When any animals or goods are carried or are deemed to be carried at owner's risk rate, a railway administration shall not be responsible for any loss, destruction or deterioration of or damage to such goods from any cause whatsoever except upon proof that such loss, destruction, deterioration or damage was due to negligence or misconduct on the part of the railway administration or of any of its servants.

**74D. Burden of proving misconduct where goods carried at owner's risk rate are not delivered to the consignee or are pilfered in transit.**—Notwithstanding anything contained in section 74C.—

(a) where the whole of a consignment of goods or the whole of any package forming part of a consignment carried at owner's risk rate is not

delivered to the consignee and such non-delivery is not proved by the railway administration to have been due to any accident to the train or to fire, or

(b) where, in respect of any consignment of goods or of any package which had been so covered or protected that the covering or protection was not readily removable by hand, it is pointed out to the railway administration on or before delivery that any part of such consignment or package had been pilfered in transit,

the railway administration shall be bound to disclose to the consignor how the consignment or package was dealt with throughout the time it was in its possession or control, but if negligence or misconduct on the part of the railway administration or of any of its servants cannot be fairly inferred from such disclosure, the burden of proving such negligence or misconduct shall lie on the consignor.

**74E. Liability of two or more railway administrations for through traffic.—** When any animals or goods tendered to a railway administration for carriage by railway have been booked through over the railways of two or more railway administrations or over one or more railway administrations and one or more transport systems not belonging to any railway administration, the person tendering the animals or goods to the railway administration shall be deemed to have contracted with each one of the railway administrations or the owners of the transport systems concerned, as the case may be, that the provisions of sections 73, 74A, 74B, 74C, 74D and 75 shall apply, so far as may be, in relation to the carriage of such animals or goods in the same manner and to the same extent as they would have applied if the animals or goods had been carried over only one railway administration:

Provided that—

(i) where there is a deviation in the route by which the animals or goods are to be carried, such deviation was due to a cause over which the railway administration, or the owner of the transport system concerned, as the case may be, had no control;

(ii) for the purpose of making the provisions of section 74C or section 74D applicable, the benefit of the railway risk rate and the owner's risk rate was available in the alternative to the sender on each of the railway administrations or transport systems concerned at the time of the tender."

**11. Amendment of section 75, Act IX of 1890.—**In section 75 of the said Act,—

(i) in sub-section (1) for the words "to be declared or declared them at the time of the delivery of the parcel or package for carriage by railway, and, if so required by the administration, paid or engaged to pay a percentage on the value so declared by way of compensation for increased risk", the words "to be declared in writing or declared them in writing at the time of the delivery of the parcel or package for carriage by railway, and, if so required by the administration, paid or engaged to pay in writing a percentage on the value so declared by way of compensation for increased risk" shall be substituted;

(ii) in sub-section (2); the words "and the burden of proving the value so declared to have been the true value shall, notwithstanding anything in the declaration, lie on the person claiming the compensation" shall be omitted.

**12. Substitution of new section for section 76, Act IX of 1890.**—For section 76 of the said Act, the following section shall be substituted, namely:—

**“76. Burden of proof in suits for compensation.**—In any suit against a railway administration for compensation for any delay, loss, destruction, deterioration or damage, the burden of proving—

(a) in the case of animals, the value thereof, or the higher value declared under section 78, and, where the animal has been injured, the extent of the injury; or

(b) in the case of any parcel or package the value of which has been declared under section 75, that the value so declared is its true value, shall lie on the person claiming the compensation, but, subject to the other provisions contained in this Act, it shall not be necessary for him to prove how the delay, loss, destruction, deterioration or damage was caused.”

**13. Insertion of new sections after section 82A, Act IX of 1890.**—In Chapter VII of the said Act, after section 82A, the following sections shall be inserted, namely:—

**“82B. Claims Commissioners.**—The Central Government may, by notification in the official Gazette, appoint any person to be a Claims Commissioner for such local area as may be specified in the notification.

**82C. Application for compensation.**—(1) An application for compensation under section 82A arising out of any accident of the nature specified therein may be made—

- (a) by the person who has sustained the injury or suffered any loss. or
- (b) by any agent duly authorised by such person in this behalf, or
- (c) where such person is a minor, by his guardian, and
- (d) where death has resulted from the accident, by any dependant of the deceased.

(2) No application for compensation under this section shall be entertained unless it is made within three months of the occurrence of the accident, but the Claims Commissioner may on good cause shown allow any application to be made at any time within one year of such occurrence.

(3) If in an application for compensation under this section, any person makes a statement which is false and which he knows or believes to be false or does not believe to be true, he shall be punishable with imprisonment for a term which may extend to three years, or with fine, or with both.

*Explanation.*—In this section, the word “dependant” has the meaning assigned to it in clause (d) of section 2 of the Workmen’s Compensation Act, 1923 (VIII of 1923).

**82D. Procedure and powers of Claims Commissioners.**—(1) In inquiring into and determining any claim for compensation payable under section 82A, the Claims Commissioner may, subject to any rules that may be made in this behalf, follow such summary procedure as he thinks fit.

(2) The Claims Commissioner shall have all the powers of a civil Court for the purpose of taking evidence on oath (which the Claims Commissioner is hereby empowered to impose) and of enforcing the attendance of witnesses and compelling the discovery and production of documents and material objects and the Claims Commissioner shall be deemed to be a civil Court for all the

purposes of section 195 and Chapter XXXV of the Code of Criminal Procedure, 1898 (Act V of 1898).

(3) Subject to any rules that may be made in this behalf, the Claims Commissioner may, for the purpose of determining any claim for compensation, choose one or more persons possessing special knowledge of any matter relevant to the inquiry to assist him in holding the inquiry.

**82E. Interim orders for compensation.**—(1) Where, in the opinion of the Claims Commissioner, circumstances exist which require relief to be afforded to an applicant for compensation immediately, he may, pending determination of the actual amount of compensation payable, direct the railway administration to deposit with him forthwith such sum as he considers reasonable for affording such relief:

Provided that the Claims Commissioner is satisfied, that—

(i) no grounds exist for doubting the correctness of the facts stated by the applicant;

(ii) on the facts so stated, if proved, the applicant would be entitled to compensation; and

(iii) the amount of compensation directed to be paid under this section is not likely to exceed the actual amount of compensation that may ultimately become payable.

(2) Any sum directed to be paid under sub-section (1) by way of *interim* payment shall be deducted from the amount of compensation that may ultimately become payable.

**82F. Liability to pay compensation, etc. to be decided by Claims Commissioners.**—(1) Any question as to the liability of the railway administration to pay compensation under section 82A, or as to the amount thereof, or as to the person to whom such compensation is payable, shall be decided by the Claims Commissioner.

(2) Any person aggrieved by a decision of the Claims Commissioner refusing to grant compensation, or as to the amount of compensation granted to him, may prefer an appeal to the High Court having jurisdiction in the place where the accident occurred:

Provided that nothing in this sub-section shall be deemed to authorise the High Court to grant compensation in excess of the limit specified in section 82A.

(3) The period of limitation for an appeal under this section shall be ninety days.

(4) The provisions of section 5 of the Indian Limitation Act, 1908 (IX of 1908), shall be applicable to appeals under this section.

(5) Subject to the decision of the High Court in cases in which an appeal is preferred under sub-section (1), the decision of the Claims Commissioner on any question referred to in sub-section (1) shall be final and shall not be called in question in any Court.

**82G. Recovery and payment of compensation.**—(1) A railway administration shall comply with an order for compensation, including an *interim* order for compensation under section 82E forthwith by depositing the amount of the compensation with the Claims Commissioner.

(2) Where any compensation has been deposited as required by sub-section (1), the railway administration shall, notwithstanding anything in any other law for the time being in force, be discharged from all liability to any person whatsoever in respect of any compensation so deposited.

(3) Any compensation deposited with the Claims Commissioner under section 82E or this section shall, with the least possible delay, be paid to the applicant for compensation to whom it is payable.

(4) Where there are more applications than one for compensation, the compensation may be apportioned amongst the applicants in such manner as the Claims Commissioner thinks fit, or may be allotted to the applicant who in the opinion of the Claims Commissioner is best entitled thereto:

Provided that the Claims Commissioner shall in any case in which he proposes to proceed under this sub-section require as a condition precedent to the granting of compensation that the person to whom the compensation is to be paid shall give to the Claims Commissioner a bond with one or two sureties, or other sufficient security, for rendering an account of the compensation received by him and for indemnity of persons who may be entitled to the whole or any part of the compensation.

(5) The Claims Commissioner may, on application made to him by petition and on cause shown to his satisfaction, and upon such terms as he thinks fit, assign the bond or other security given under sub-section (4) to some proper person, and that person shall thereupon be entitled to sue thereon in his own name as if it had been originally given to him instead of to the Claims Commissioner, and to recover, as trustee for all persons interested, such amount as may be recoverable thereunder.

82H. *Saving as to certain rights.*—Nothing contained in the foregoing sections relating to the right of any person to claim compensation under section 82A shall affect the right of any such person to recover any compensation payable under the Workmen's Compensation Act, 1923 (VIII of 1923), or any other law for the time being in force or under any contract or scheme providing for payment of compensation for death or personal injury or for damage to property or any sum payable under any policy of insurance.

82I. *Bar of certain legal proceedings.*—No suit, prosecution or other legal proceeding shall lie against any person for anything in good faith done or intended to be done in pursuance of sections 82A to 82H inclusive or of any rules made under section 82J.

82J. *Power to make rules.*—(1) The Central Government may, by notification in the official Gazette, make rules to carry out the objects of sections 82A to 82H inclusive.

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for—

(i) the qualifications and conditions of service of Claims Commissioners;

(ii) the nature of the injury for which and the rates at which compensation shall be payable;

(iii) the rates at which compensation shall be payable for death or total disablement;

(iv) the manner in which claims for compensation may be inquired into and determined by the Claims Commissioner;

(v) the matters in respect of which any person may be chosen to assist the Claims Commissioner under section 82D, and the functions exercisable by such person;

(vi) generally for the effective exercise of any powers conferred on the Claims Commissioner."

(3) All rules made under this section shall be laid before the Dominion Legislature as soon as may be after they are made.

14. Amendment of section 106, Act IX of 1890.—In section 106 of the said Act, for the words "ten rupees" the words "fifty rupees" shall be substituted.

15. Substitution of new section for section 114, Act IX of 1890.—For section 114 of the said Act, the following section shall be substituted, namely:—

"114. *Penalty for transferring season ticket or any half of a return ticket.*—

If a person sells or attempts to sell, or parts or attempts to part with the possession of, any \* \* season ticket or any half of a return ticket, in order to enable any other person to travel therewith, or purchases such \* \* season ticket or half of a return ticket, he shall be punishable with fine which may extend to two hundred rupees, and if the purchaser of such \* \* season ticket or half of a return ticket, travels or attempts to travel therewith, he shall be punishable with an additional fine which may extend to the amount of the single fare for the journey authorized by the ticket."

16. Insertion of First Schedule in Act IX of 1890.—In the said Act, the following shall be inserted as the First Schedule, namely:—

### "THE FIRST SCHEDULE

(See section 78.)

*Limits of responsibility of railway administration for loss, destruction or deterioration of animals when higher value has not been declared in the forwarding note.*

(1)	(2)
<i>Description of animals</i>	<i>Limit of responsibility of railway administration</i>
Elephants . . . . .	Rs. <u>1,500</u> per head.
Horses . . . . .	Rs. <u>750</u> per head.
Mules, *horned cattle or camels . . . . .	Rs. <u>200</u> per head.
Dogs, donkeys, goats, pigs, sheep or other animals not mentioned above, or birds . . . . .	Rs. <u>30</u> per head"

THE CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE)

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Report of the Select Committee on the Bill further to amend the  
Indian Railways Act, 1890, with the Bill as amended.

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*(As amended by the Select Committee)*