M.R.O. 1—77,000—4-6-37.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Reference _____

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. 229 Press Mrs.

Dated 1 11 18 .

Not to be folded or roughly handled

No. 19. Read the following letter from the Secretary to the Government of India, Public Works Department, (Railway), to the Secretary to the Government of Madras, Public Works Department, (Railway), dated Simla, 6th October 1866, No. 1,008 R:—

I am directed to acknowledge the receipt of your letter No. 2,658, of the 23rd August 1866, asking for a copy of the Order passed with reference to extra trains for the carriage of troops, alluded to in the 13th paragraph of the Resolution No. 669 R, of the 6th July 1866, and in reply to forward copy of a Memorandum of conclusions come to at a conference of Government officers and authorities of the East Indian Railway, in April 1864, which contains the basis of the arrangements referred to in that paragraph. I am to explain that though these arrangements are applicable specially to the East Indian Railway only, and were quoted by inadvertence as if adopted by all Companies, the Governor General in Council is of opinion that they include the proper basis on which, under the contract, the troop service should be preformed on all guaranteed railways.

Memorandum of conclusions adopted at a Meeting of Officers, as ordered by Government of India Resolution, Public Works Department, No. 1,056, dated 5th March 1864, regarding the conveyance of troops by Railway.	*Suggested modifications of His Excellency the Commander-in-Chief to make the principles more fully applicable to the requirements of the case of troops travelling by Railway.*
1. The first point considered was the extent to which troops could be sent by the ordinary trains. It was recognized that so far as this was practicable, it was in all respects the best plan to adopt in the despatch of small detachments. 2. The Agent and Traffic Manager of the East Indian Railway agreed that the following strength could be accommodated in the ordinary daily trains, and engaged to arrange for the despatch of such detachments from Howrah without special notice, viz.:— 160 Europeans with Officers and 50 followers, or 200 Natives with Officers and followers. 3. Although special notice would not be *necessary*, it was understood that the Quarter Master General's Department would always give such notice as was possible to the Traffic Manager.	Approved by Commander-in-Chief.
4. In order to prevent the risk of local detachments coming to intermediate stations to travel by the ordinary trains when those trains were already filled with troops despatched from Howrah, it was settled that the local Military Officers should always report to the Quarter Master General's Office in Calcutta their intention of sending by rail any party in excess of twenty men, in sufficient time to prevent the inconvenience referred to.	4. In order to prevent the risk of detachments coming to intermediate stations to travel by the ordinary trains when those trains are already filled with troops despatched from other stations, Officers of the Quarter Master General's Department, or others authorized to arrange for the despatch of bodies of troops exceeding twenty men, shall invariably communicate by telegraph to all stations *en route* two days previous to the despatch of such detachment, in order to prevent the possibility of troops arriving from intermediate stations in the expectation of securing transport by rail already taken up.

5. So far as is practicable, troops should be sent in detachments as above by ordinary trains, in preference to ordering extra trains.

6. When, however, the despatch of a larger force at one time than mentioned in paragraph 2 is deemed necessary, an extra train will be provided, the Quarter Master General's Department giving as long notice to the Traffic Manager as can conveniently be arranged.

7. When an extra train is provided, the Railway Company will be entitled to at least 400 fares (including all classes) at the same rates as are charged for troops by the ordinary trains, for the whole distance travelled, whatever be the force sent. If the number sent be less than 400, the payment will be calculated on the actual numbers of each class, and the difference will be charged at the rate of the lowest class. If the number be in excess of 400, the actual numbers will be paid for. The rates for troops travelling by extra trains will otherwise be the same as for the ordinary trains.

Approved by Commander-in-Chief.

8. Mounted Cavalry or Artillery to be excluded from the above arrangements. These troops will be charged for at the ordinary rates: the horse-boxes or wagons for Artillery guns and stores, and so forth, being also charged at the ordinary Government rates whether sent by extra train or ordinary train.

9. It is understood that extra trains are not to be required for small mounted detachments, and that due notice should be given of the despatch of mounted troops, to admit of the needful arrangements being made for the supply of horse-boxes or cattle-vans.

10. The passage of troops across the Hooghly by the Railway Company's Steamers, whether going by ordinary or extra train, to be paid for on all occasions at the fixed rates. Fares of troops going from or to Calcutta to be reckoned accordingly, and not to or from Howrah with a separate additional charge for the ferry.

10. The passage of troops across all rivers by Steamers belonging to Railway Companies, whether such troops may be proceeding by ordinary or extra trains, to be paid for on all occasions at the fixed rates. Fares of troops going to and from locations separated from Railway termini by rivers, across which communication is maintained by Railway Company's Steamers or boats, is to be reckoned accordingly, and not to or from any District Station to the Railway Terminus, with a separate additional charge for the ferry.

11. Troops going by the ordinary trains will be taken over by the regular Ferry Steamer that plies for the ordinary passengers, baggage being sent on previously.

11. At Howrah troops going, &c.

12. The muster of troops to be taken at Howrah, as more convenient to the Railway Company.

12. The muster of troops is invariably to be taken at Railway Stations, as more convenient to the Railway authorities.

13. All questions now pending between the Railway Company and Military authorities as to charges for the conveyance of troops by rail or steamer, to be settled on the above basis. Payments actually made however not to be questioned.

Unnoticed.

14. When it can so be arranged, the heavy baggage of troops should go in advance of the men by a separate train with a suitable small guard, for which the Railway will provide conveyance with the baggage. The men in this case will only take with them their ordinary marching kit.

14. When it can so be arranged, &c., &c., ordinary marching kit. But the Railway authorities are not to require such heavy baggage to be unloaded from the baggage-vans until the arrival of the Regiment.

15. Troops travelling from Calcutta to the North-Western Provinces should halt at Sultanabad on the Monghyr branch line, about four or five miles from Jumalpore, where a special siding and platform should be constructed by the Railway Company, and suitable Rest-houses for troops by the Government. This will be a convenient half-way halting place between Calcutta and Allahabad, and it will be removed far enough from the Jumalpore Railway Station, where there are a great number of European Railway servants to prevent risk of irregularities, while it will be conveniently situated for the Railway arrangements.

16. Between Allahabad and Delhi, Etawah will be the best place for halting, and a similar arrangement may be carried out there, placing the Rest-houses at such a distance from the Railway Station as to prevent risk of trouble.

Superseded by Orders passed in Public Works Department, No. 93-5 M. of 24th January 1866.

17. The proposals contained in Public Works Resolution No. 1,890, dated 20th August 1863, relating to baggage, to be generally adopted, excepting Clauses III. and IV. of paragraph 7. For the definition of small bodies, such a number should be fixed as the Consulting Engineer and Railway Company may agree upon, subject to final approval by the Government. In the case of individual soldiers, the Railway Company will provide a ticket, and carry the regulation amount of baggage under the pass provided by the Military authorities, which pass will serve as a voucher for the Railway charge.

18. The details of the charges for wagons for baggage and the valuation of Soldiers' baggage under Clauses I. and V., to be arranged between the Railway Companies and the Local Governments.

Unnoticed.

No. 20. ORDER THEREON, 1st November 1866, No. 3,487.

RAILWAY, No. 1.

Communicated to the Consulting Engineer for Railways, with reference to Major Shaw Stewart's letter No. 349, dated 18th August 1866.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Memorandum of conclusions adopted at a Meeting of Officers, as ordered by Government of India Resolution, Public Works Department, No. 1056, dated 5th March 1864, regarding the conveyance of troops by Railway.	*Suggested modifications of His Excellency the Commander-in-Chief to make the principles more fully applicable to the requirements of the case of troops travelling by Railway.*
1. The first point considered was the extent to which troops could be sent by the ordinary trains. It was recognized that so far as this was practicable, it was in all respects the best plan to adopt in the despatch of small detachments.	
2. The Agent and Traffic Manager of the East Indian Railway agreed that the following strength could be accommodated in the ordinary daily trains, and engaged to arrange for the despatch of such detachments from Howrah without special notice, *viz.*:— 160 Europeans with Officers and 50 followers, or 200 Natives with Officers and followers.	Approved by Commander-in-Chief.
3. Although special notice would not be *necessary*, it was understood that the Quarter Master General's Department would always give such notice as was possible to the Traffic Manager.	
4. In order to prevent the risk of local detachments coming to intermediate Stations to travel by the ordinary trains when those trains were already filled with troops despatched from Howrah, it was settled that the local Military Officers should always report to the Quarter Master General's Office in Calcutta their intention of sending by Rail any party in excess of 20 men, in sufficient time to prevent the inconvenience referred to.	4. In order to prevent the risk of detachments coming to intermediate Stations to travel by the ordinary trains when those trains are already filled with troops despatched from other Stations, Officers of the Quarter Master General's Department, or others authorized to arrange for the despatch of bodies of troops exceeding 20 men, shall invariably communicate by Telegraph to all Stations *en route* two days previous to the despatch of such detachment, in order to prevent the possibility of troops arriving from intermediate Stations in the expectation of securing transport by Rail already taken up.
5. So far as is practicable, troops should be sent in detachments as above by ordinary trains, in preference to ordering extra trains.	
6. When, however, the despatch of a larger force at one time than mentioned in paragraph 2 is deemed necessary, an extra train will be provided, the Quarter Master General's Department giving as long notice to the Traffic Manager as can conveniently be arranged.	
7. When an extra train is provided, the Railway Company will be entitled to at least 400 fares (including all classes) at the same rates as are *charged for troops by the ordinary trains, for the* whole distance travelled, whatever be the force sent. If the number sent be less than 400, the payment will be calculated on the actual numbers of each class, and the difference will be charged at the rate of the lowest class. If the number be in excess of 400, the actual numbers will be paid for. The rates for troops travelling by extra trains will otherwise be the same as for the ordinary trains.	Approved by Commander-in-Chief.
8. Mounted Cavalry or Artillery to be excluded from the above arrangements. These Troops will be charged for at the ordinary rates: the horse-boxes, or wagons for Artillery guns and stores, and so forth, being also charged at the ordinary Government rates whether sent by extra train or ordinary train.	
9. It is understood that extra trains are not to be required for *small mounted detachments*, and that due notice should be given of the despatch of mounted troops, to admit of the needful arrangements being made for the supply of horse-boxes or cattle-vans.	

10. The passage of troops across the Hooghly by the Railway Company's Steamers, whether going by ordinary or extra train, to be paid for on all occasions at the fixed rates. Fares of troops going from or to Calcutta to be reckoned accordingly, and not to or from Howrah with a separate additional charge for the ferry.	10. The passage of troops across all rivers by Steamers belonging to Railway Companies, whether such troops may be proceeding by ordinary or extra trains, to be paid for on all occasions at the fixed rates. Fares of troops going to and from *locations separated from Railway termini* by rivers, across which communication is maintained by Railway Company's Steamers or boats, is to be reckoned accordingly, and not to or from any District Station to the Railway terminus, with a separate additional charge for the ferry.
11. Troops going by the ordinary trains will be taken over by the regular Ferry Steamer that plies for the ordinary passengers, baggage being sent on previously.	11. At Howrah troops going, &c.
12. The muster of troops to be taken at Howrah, as more convenient to the Railway Company.	12. The muster of troops is invariably to be taken at Railway Stations, as more convenient to the Railway authorities.
13. All questions now pending between the Railway Company and Military authorities as to charges for the conveyance of troops by Rail or Steamer, to be settled on the above basis. Payments actually made however not to be questioned.	Unnoticed.
14. When it can so be arranged, the heavy baggage of troops should go in advance of the men by a separate train with a suitable small guard, for which the Railway will provide conveyance with the baggage. The men in this case will only take with them their ordinary marching kit.	14. When it can so be arranged, &c., &c., ordinary marching kit. But the Railway authorities are not to require such heavy baggage to be unloaded from the baggage-vans until the arrival of the regiment.
15. Troops travelling from Calcutta to the North-Western Provinces should halt at Sultanbad on the Mongheyr branch line, about four or five miles from Jumalpore, where a special siding and platform should be constructed by the Railway Company, and suitable rest-houses for troops by the Government. This will be a convenient half-way halting place between Calcutta and Allahabad, and it will be removed far enough from the Jumalpore Railway Station, where there are a great number of European Railway servants to prevent risk of irregularities, while it will be conveniently situated for the Railway arrangements.	Superseded by orders passed in Public Works Department, Nos. 93-5M. of 24th January 1866.
16. Between Allahabad and Delhi, Etawah will be the best place for halting, and a similar arrangement may be carried out there, placing the rest-houses at such a distance from the Railway Station as to prevent risk of trouble.	
17. The proposals contained in Public Works Resolution No. 1890, dated 20th August 1863, relating to baggage, to be generally adopted, excepting Clauses III. and IV. of paragraph 7. For the definition of small bodies, such a number should be fixed as the Consulting Engineer and Railway Company may agree upon, subject to final approval by the Government. In the case of individual soldiers, the Railway Company will provide a ticket, and carry the regulation amount of baggage under the pass provided by the Military authorities, which pass will serve as a voucher for the Railway charge.	Unnoticed.
18. The details of the charges for wagons for baggage and the valuation of soldiers' baggage under Clauses I. and V., to be arranged between the Railway Companies and the Local Governments.	

No. 1008 R

Government of India
Public Works Department
Railway

To
The Secy. to the Govt. of Madras
P.W. Deptt. (Railway)

Simla, 6th October 1866

Sir,

I am directed to acknowledge the receipt of your letter No. 2658 of the 23d. August 1866, asking for a copy of the order passed with reference to extra trains for the carriage of troops alluded to in the 13th para: of the Resolution No. 869 R of the 6th July 1866, and in reply to forward copy of a Memorandum of Conclusions come to at a conference of Govt. officers and authorities of the East Indian Railway in April 1864, which contains the basis of the arrangements referred to in that para: I am to explain that though these arrangements are applicable specially to the East Indian Railway only, and were quoted by inadvertence as if adopted by all Companies the Governor General in

Council is of opinion that they include the proper basis on which, under the contract, the troop service should be performed on all guaranteed railways

I have the honor to be
Sir
Your most obed.t servt.

J.W. Dicken Lt.Col R.A

Secy to the Govt. of India

Fwd.g

Pro. 7 Nov 1866 Dept
Pro. of Govt of India for November
No 4307.

From
The Secy. to the Govt
of India

To
The Secy. to Govts
&c &c &c

Dep.
Rec'd 22 } Oct 16.
Ent.
No. } No 1008 C.

Forwarding
Memorandum of Exclusions
adopted at a Meeting of
Officers, as ordered by Govt
of India Resolution, Public
Works Dept. No 1056,
dated 5 March 1864,
regarding the Conveyance of troops by
Railway —

No 3487 - 1st Nov. 1866

Copy - 20.

Dec 26 Oct 66. D. 29 Oct 66.
C. 24 Oct 66 Rd. 25 "

With one Cover

Cie
Court Rules

No 3487

Communicate to
the Consulting Engineer
for Railways, with
reference to Major
Shaw Stewart's letter No
349, dated 18 August 66 -

Dept 2d November

Dart St Leger
1st Nov 1866