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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 2470 Press / Mis.-

210-11

Dated 14. 10 1870.

Not to be folded or roughly handled

No. 210 Read the following Proceedings of the Government of India, Public Works Department, (Railway,) dated Simla, 26th September 1870, No 1,624-R. —

Uniform system for the Transport of Troops on all Indian Railways.

Read again —

From Bombay No 1,141, dated 12th Aug 1870.
To Military Dept. ,, 1,510-R ,, 2nd Sept ,,

Read also—

From Bombay No 1,233, dated 5th September 1870
,, Military Dept ,, 477, ,, 22nd ,, ,,

RESOLUTION.—The junction which has already been effected between the Railways of Bombay, Bengal, and the Punjab, and the approaching completion of the line that will connect Bombay with Madras, makes it necessary that one uniform system should be adopted for the transport of troops throughout the whole of India. At present, one system is in force throughout Upper India, while another, slightly differing from it, has been adopted in the Presidencies of Madras and Bombay. The Bombay Government has reported that there are no objections on the part of the Great Indian Peninsula Railway Company to the use of the forms of requisition prepared in the Bengal Presidency, and that no difficulty arises from the action of the Railway Companies on their side of India.

2. After full consideration of the rules at present in force, the Quarter Master General's Department has, under the orders of His Excellency the Commander-in-Chief, prepared a set of rules for general adoption which have been approved by the Government of India in the Military Department These rules should now be forwarded to all Local Governments charged with the administration of Railways for communication to the Agents of the different Railway Companies with a request that they may be adopted as soon as possible.

3. The importance of having one uniform system of transport for the whole of India is so great, that the Governor-General in Council trusts that the rules will be accepted as they stand Certain modifications must of course be introduced to suit local requirements. In paragraphs 10 and 25, the notice which is required by different Railway Companies before vehicles can be furnished will vary according to circumstances. The capacity of vehicles noted in paragraph 11 for the transport of troops under ordinary circumstances must be determined for each line by the Quarter Master General's Department, and certain other modifications of this nature in paragraphs 14, 29, and perhaps 146 will be necessary, all which should be inquired into, and the result reported.

4 In paragraph 23, the words "Native Troops" should be added after "British soldiers, their families," and the words "are lighted at night in the same manner as second-class carriages" should be read "are properly lighted at night," as it will evidently be impossible, in all cases, to light third-class carriages in precisely the same way as second-class carriages.

5. In paragraph 43 the rates of charge for soldiers' dogs which were liberally granted by the East Indian Railway some years ago are stated. The Governor-General in Council would be glad to learn that all Railway Companies were

prepared to accept these rates. Soldiers cannot afford to pay the ordinary rates for the carriage of their dogs when they are moved from one station to another, so that no loss will accrue to the Companies from the adoption of these low rates, while a considerable benefit will be conferred on British soldiers

6. The propriety of Section 133, paragraph 3, appears to be somewhat doubtful, as it seems to provide for the payment of full fares by certain Military Officers travelling on detached duty, who are recouped by a mileage allowance. This matter should be referred to the Military Department for consideration, and it should be explained that this rule is not intended to waive the rights of Government as defined in the Railway contracts.

ORDER.—Ordered that this Resolution, with copy of the papers now read, be communicated to the Governments and Administrations noted in the margin, for information and guidance. Very early reports should be submitted as to whether any slight local modifications are considered necessary, as it is important that the rules should be adopted, if possible, before the relief of troops during the coming season.

Madras
Bombay.
Bengal.
Punjab.
Oudh.

Ordered also that this Resolution be communicated to the Military Department for information, and such further action in connection with paragraph 6 as may appear desirable.

(Signed) E. C. S. WILLIAMS, Major, R.E,
Deputy Secretary.

To the Secretary to the Government of Madras, Public Works Department, (Railway)

From the Secretary to the Government of Bombay, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Bombay Castle, the 5th September 1870, No. 1,233.

IN continuation of my letter No 1,141, of the 12th ultimo, I am directed to forward to you copy of a letter from the Traffic Manager of the Great Indian Peninsula Railway, and of a report by the Quarter Master General of this Presidency, whose opinions are concurred in by the Military Department It will be perceived from these papers that this is a question which can only be dealt with by the Military Department, as the difficulty arises from their action, not that of the Railway Companies on this side of India.

From the General Traffic Manager, to the Quarter Master General, Bombay, dated Bombay, the 18th March 1870, No. 3,234

IN the arrangements which I have had to make with the East Indian Company in consequence of our opening through to Jubbulpoor, the question of the conveyance of troops has been brought forward.

It appears that on the Bengal side arrangements have been made for a fixed charge per carriage in which the Military authorities are entitled to put a specified number of troops

You are aware we charge for the actual number carried. It is not a question upon which the Company have any very decided opinion either way. It will make little difference to us whether our present plan is continued or the plan on the Bengal side is adopted, but as probably it would be trouble to your department if a uniform plan were to be adopted, I beg to call your attention to the matter, and, as before long, we shall probably have the troops from the Madras Presidency brought our way, it will facilitate matters if a uniform plan can be agreed to.

I shall prefer to retain our present plan, and as by far the largest number of troops will pass our Railway, you will, I dare say, give the preference expressed by the Great Indian Peninsula, the weight that is due to it At the same time as the troops most likely will have always to halt for a night at Jubbulpoor, there seems no imperative necessity for them to be booked at all.

If they are booked through, some arrangement will have to be made between the Quarter Master General's Department on the Bengal side and yours, for the payment of the accounts which would be probably made to the Company from which line the troops will start.

If I can help you in any way in the matter, I shall be glad to do so.

From the Quarter Master General, Bombay, to the Secretary to the Government of Bombay, Military Department, dated Poona, the 15th August 1870, No $\frac{11\cdot12}{5,406}$.

REPORT.

THE Quarter Master General has the honour, by direction, to report that the mode in which Railway carriage is furnished on the Great Indian Peninsula Railway in this Presidency, is made use of on the Baroda line, on the Sindh line, and in the Madras Presidency.

2. In the Commander-in-Chief's opinion, there seems to be no reason why, therefore, this procedure should be altered to meet the wishes of the Bengal Railway Company, unless the mode there is superior to that used here.

3. As far as the troops themselves are concerned, His Excellency sees no superiority in the Bengal plan, and, in a financial point of view, he would say that the balance is against them.

4 Moreover, our plan leaves to the Railway Company what seems a necessity where different kinds of vehicles are furnished, *i e*, the selection which will best suit their convenience of the plant at the disposal of the Railway authorities, and in addition to this the limit as to trains, necessary in consequence of the ghaut inclines might, when the selection of carriages is made by the Military authorities, lead to considerable inconvenience.

5. His Excellency thinks, therefore, on the whole that our plan is the best, namely, giving the amount of troops to be carried, and leaving to the Railway people the mode in which it is to be done.

6. Moreover, as troops will halt for at least twelve hours at Jubbulpoor in through transit, there can be no difficulty in supplying by telegram either way the numbers of troops to be carried from the respective point of departure, so that the means of furnishing fresh requisition shall be ready before these troops arrive from either side at Jubbulpoor.

Memorandum by the Acting Secretary to the Government of Bombay in the Military Department, dated Bombay Castle, the 26th August 1870, No. 6,017.

RE-TRANSFERRED to the Railway Department The views of the Commander-in-Chief, as expressed above, are concurred in by this department

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Extract from the proceedings of His Excellency the Governor-General of India in Council in the Military Department, under date Simla, the 22nd September 1870, *No.* 477

READ—

Letter from the Quarter Master General, No. 3,903, dated 3rd September 1870, forwarding copy of the revised rules for the transport of troops by Railway

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OBSERVATIONS—The Right Honourable the Governor-General in Council, in the Military Department, observes that the rules appear to be suitable for the purpose for which they have been compiled, and generally in accordance with existing Resolutions, but considers that in paragraph 23 after "British troops and their families" the words *Native troops* might be added

ORDER —Ordered that the documents above adverted to, with the foregoing observations, be forwarded to the Public Works Department for early consideration and approval, with reference to the communication from that department, No 257-R, dated 10th February 1870.

From the Quarter Master General, to the Secretary to the Government of India, Military Department, dated Simla, the 3rd September 1870, No 3,903

IN accordance with the instructions conveyed in Military Department letter No 451, dated 8th March 1870, I am desired to forward, for the consideration of Government, the accompanying "Revised rules for the transport of troops by Railway." Care has been taken to reduce the matter as much as possible, but at the same time to enter all subjects on which information is necessary

2. The rules have been framed chiefly to meet the requirements of this Presidency, but there is no reason why they should not be made generally applicable. All that is necessary is to modify a few paragraphs, such as 10, 11, 14, 25 (probably) 29 and 146, which allude especially to local points, and in which similar information regarding the Madras and Bombay Presidencies might be, with advantage, embodied.

3 Looking to the through communication which is now rapidly increasing, it seems very desirable that, if possible, one set of rules should be in force throughout India.

4. The first 42 paragraphs are strictly in accord with General Orders, or with decisions received from time to time from the Government of India in the Military Department.

5 Paragraph 43 is a slight modification of the existing order,* as it appeared preferable that soldiers' dogs, as in the case of extra baggage, should be paid for on the spot, instead of the amounts being afterwards realized by Commanding Officers, and credited to Government. Existing procedure is scarcely practicable with regard to invalids and time-expired men, or when individual soldiers or small detachments travel without an officer, and it is better that one rule should apply under all circumstances.

* General Order by the Commander in Chief, dated 1st August 1866

6 Paragraphs 44 to 48 comprise rules for the despatch of ammunition, convicts, insanes, and treasure

7 In paragraphs 49 to 95 the rules regarding "general arrangements for entering trains" are laid down, these agree with existing orders, and with the custom usually followed in England when troops travel by Railway.

8. Section III contains the regulations regarding baggage, it will be observed that in the scale given at paragraph 96, Apothecaries, Assistant Apothecaries, and Hospital Apprentices are ranked with second-class Warrant Officers, and Staff Serjeants and Native Medical pupils with Native Non-commissioned Officers, rank and file, senior Apothecaries, it is presumed, rank with first-class Warrant Officers With reference to the remark in the 4th paragraph of letter No 257-R, from the Secretary to the Government of India, Public Works Department, forwarded with Military Department letter under reply, regarding "the rate at which compensation should be claimable for baggage destroyed or lost when in charge of the Railway Company," paragraphs 107 to 115 give the latest orders on this subject, which, if carefully carried out, should generally prevent dispute between the Military and Railway authorities

There remains, however, the question as to compensation to soldiers, especially married ones, for the loss of baggage by Railway Companies, and for which Government have refused to give public indemnification, except for articles coming under the operation of Government General Order No 278 of 1855, as set forth in Military Department letter No 1,545, of 27th March 1868, and for which some provision is certainly required; but as this must take time for consideration, His Excellency trusts that the sanction for issue of these regulations may not be delayed on that account.

9 Paragraph 118 gives the scale of servants as submitted for the approval of Government with this Office letter No 2,023, dated 10th June 1870, to which no reply has as yet been received.

10. Paragraphs 120 to 125 contain the rules for the conveyance of chargers.

Proceedings of the Madras Government, Public Works Department, 14th October 1870.

11 The last Section V comprises all the orders regarding "passages," these have been given at some length, as it was not found possible to conveniently reduce them, and it is considered that their compilation in this form will materially lessen correspondence in the shape of references, which are now constantly made, owing to despatching officers being unable to determine when free passages are or are not authorized The only paragraph in this section which has been in any way altered from existing orders is 158, in which the words "with a return passage" have been inserted, as it is believed that the intention of Government is to allow a soldier, who may be ordered to accompany a sick comrade, the benefit of a free pass to rejoin his Regiment

12. The forms are very much simpler than those hitherto in use. Form A is almost similar to the form used in the Bombay Presidency, the Warrants C and D differ somewhat from the Bombay warrants, but as they are found to answer admirably for the several lines of Railway in Bengal, there will probably be no difficulty in their being adopted in the other Presidencies

13 As the travelling season is now rapidly approaching, I am desired by His Excellency the Commander-in-Chief to respectfully recommend that early sanction may be given to the publication of these rules, as the want of some guide for the transport of troops is greatly felt both by the Military and Railway authorities

14 In conclusion, I am to suggest that, in addition to the rules being published in Army General Orders, they should be issued in a pamphlet form to correspond with the "Revised rules regarding measures to be adopted on the outbreak of cholera," as it will be necessary for this office to be supplied with a large number of copies for distribution.

TRANSPORT OF TROOPS BY RAILWAY.

I —PRELIMINARY ARRANGEMENTS, ACCOMMODATION, ETC.

II —GENERAL ARRANGEMENTS FOR ENTERING TRAINS.

III —BAGGAGE AND CAMP EQUIPAGE

IV —SERVANTS AND CHARGERS.

V —PASSAGES.

I —PRELIMINARY ARRANGEMENTS, ACCOMMODATION, ETC.

1. *Railway conveyance for troops to be provided through the Quarter Master General's Department* —All arrangements for the conveyance of troops proceeding by Railway will be made by the Quarter Master General's Department, and an officer of that department, or in his absence a Staff Officer of the station must be present when any number of troops, exceeding fifty, is to be despatched

2. *District Traffic Superintendents to be addressed regarding movements of troops.* —In all matters relating to the movement of troops on the several lines of Railway, the District Traffic Superintendents should be addressed, as Station Masters have no power to act themselves The limits of the several districts and stations at which the respective Traffic Superintendents reside can readily be ascertained from any Station Master

A G's Circular No 82, dated 9th November 1867

3 *Supply of Forms* —All forms for use in Railway transport will be supplied by the Superintendent of Government Printing, Calcutta, on indent, to officers of, or representing the Quarter Master General's Department, or any authorized Staff Officer, and they must invariably be used on every occasion of despatch of troops by rail, whether in large or small numbers

4 *Preparation of return of troops, etc, for whom conveyance is required* —When troops are ordered to move by Railway, Form A (Appendix) will be supplied by the Quarter Master General or Station Staff Officer, (as the case may be) to the Commanding Officer. This is to be carefully filled in, and returned, without delay, to the despatching officer who will be responsible that no troops, followers, baggage, stores, etc, are included for conveyance at the Government expense in excess of the regulations

5. *Despatching Officer decides whether troops are to proceed by "ordinary" or "extra" trains* —On receipt of this return, duly filled in, the despatching officer will decide whether the troops are to be conveyed in detachments, by the ordinary passenger trains, or in a body, by a "troop extra train."

6 *Maximum numbers for ordinary train, and maximum and minimum load for a troop extra train* —Ninety-six (96) officers and men, with sixty (60) followers, are the maximum numbers to be despatched by ordinary passenger trains, and for a troop extra train twenty-two vehicles, including the two break-vans, is to be the minimum load, and thirty-five vehicles, including two break-vans, the maximum

G O No 259, dated 17th August 1868.

7. *Twenty-four hours' notice required for detachments of upwards of twenty men, women, and children proceeding by ordinary train* —Whenever more than twenty men, women, and children* are to be despatched by ordinary passenger train, twenty-four hours notice will be furnished, in the Form B (Appendix), to the Railway Traffic Department, in order that the necessary arrangements for the proper number of second class-carriages may be made, and a covered waggon be specially provided for the soldiers' bedding, kits, etc

G O. No 259, dated 17th August 1868

* Note —Children above twelve years are considered as adults Under twelve years and above three years, two children are considered as one adult Under three years of age, no account is taken of children

8 *Notice of intended despatch of troops to be given to intermediate stations* —In order to prevent the possibility of troops arriving at intermediate stations in the expectation of securing conveyance in ordinary passenger trains when those trains are already filled with troops despatched from other stations, despatching officers shall, whenever the detachment consists of more than twenty men, women, and children invariably communicate by post according to Form F (Appendix) to the next station *en route* two days previous to the despatch of such detachments Intimation is also to be given by telegraph when necessary

9 *And to the authorities at destination* —In all cases the despatching officer must give timely notice to the authorities at place of destination of the intended day and hour of departure, and all particulars, whether the despatch be troops, stores, treasure, etc, in order that arrangements for its reception may be made.

10. *Notice to Railway authorities for a troop extra train* —For a troop extra train, the Railway authorities must have, at least, the following notice, namely —

G O No 259, dated 17th August 1868

At Allahabad and Howrah ...	...	.	..	... 48 hours
At all other stations	...	.	...	... 96 ,,

11 *Capacities of vehicles* —The following are the capacities of vehicles for the conveyance of British and Native troops —

G O No 259, dated 17th August 1868
Military Department No 773, dated 15th March 1870

Vehicles	Capacity.			
	East Indian Railway.	Punjab and Delhi Railway.	Eastern Bengal Railway	Great India Peninsula Railway
Breaks	.....			
Saloon Carriages	..	12 Seats ...	20 Seats. .	. ...
First-class ,, ...	12 Seats ..	... .	24 ,,	20 Seats
Composite ,, ...	..	12 Seats	28 ,,	24 ,,
Second-class ,, ...	32 Seats .	32 ,, ...	40 ,, .	30 ,,
Third-class ,, . ..	42 ,, ...	40 ,, ...	60 ,, ...	38 ,,
Third-class ,, ...	30 ,, .	..		40 ,,
Covered Waggons	650 Cub ft	5 Tons.	8 Tons ...	7 Tons
Ammunition Waggons	650 ,,	4 ,, .		5 ,,
Horse Box	6 Horses	3 Horses .	3 Horses ..	3 Horses
Horse Box	3 ,, .	... .	.	..
Cattle Waggon ..	6 Cattle .	6 Cattle	6 Cattle ...	7 Cattle
Invalid Carriage	12 Berths	8 Berths ...	. . .	4 Doolies.

Proceedings of the Madras Government, Public Works Department, 14th October 1870.

12 *Accommodation to be provided accordingly.*—Accommodation, as a rule, will be allotted according to this scale, but it is to be distinctly understood that whilst it will be the aim of the authorities to give officers and men this accommodation, no officer or soldier has any claim whatever on Government for more than ordinary full passenger's accommodation

G O No 259, dated 17th August 1868

13. *Railway warrants* —When troops proceed by ordinary passenger train, Railway warrant Form C (Appendix) will be used, and when by "troop extra train" Railway warrant Form D (Appendix)

14 *Separate warrants required for the several lines of rail* —Separate Railway warrants for the conveyance of troops, etc, are required to be furnished for the several lines of Railway, namely —

G O No 31, dated 30th January 1868

East Indian Railway	Oudh and Rohilcund Railway
Indian Branch Railway	Great Indian Peninsula Railway.
Delhi and Punjab Railway.	Eastern Bengal Railway
Calcutta and South-Eastern Railway	

15 *Warrants to be accepted by Railway authorities* —These warrants, countersigned by the Quarter Master General or Station Staff Officer will be accepted, without question, by the Railway authorities, the responsibility of issuing them resting with the officers signing the warrants

G O No 216, dated 24th July 1869

16. *Warrants to be signed by the responsible officer* —All warrants must be signed by the officer responsible for the same, and on no account whatever is the signature of a Transport Serjeant or other subordinate to be attached to such documents

17. When it is not shown on the warrant who ordered the passage, the officer who signed it is considered responsible, but if a general divisional or garrison order is quoted, then the officer under whose authority the order is given is called upon for explanation or payment

Quarter Master General's Circular No 8, dated 24th January 1868

18 *No alterations of warrants allowed* —No alterations of these warrants can be made without the concurrence of the officer who furnishes them, to whom application should at once be made in case there has been an unavoidable increase or decrease of numbers or baggage.

19 *Warrants for the different requirements of the entire journey to be issued at station of departure* —Whenever practicable, despatching officers are to supply detachments, individual officers, soldiers, etc, proceeding by Railway, horse van dâk, bullock train, etc, with passage warrants for the different requirements of the entire journey, from station of departure to destination

G O No 216, dated 24th July 1869.

20 *Certificate at foot of warrant to be signed by Officer Commanding the troops or the despatching officer* —All troops and followers, public and private, entitled to transport at Government expense, must be mustered and counted as they enter the carriages, in the presence, if necessary, of a Railway official After they have taken their seats in the train, the certificate, at the foot of the warrant, must be filled in and signed by the Officer Commanding the troops or the despatching officer. The warrant will then be delivered to the Station Master who, as a receipt, will furnish the Officer Commanding with a printed ticket for delivery to the Station Master at the end of the journey

21. *The warrants will regulate payment* —As these warrants regulate the payment by Government to the Railway Company, the greatest care should be taken that the number of men, quantity of baggage, etc, actually conveyed, correspond exactly with the entries in the warrants Commanding or despatching officers must satisfy themselves on these points before signing the certificate at the foot of the warrant.

22 *Accommodation for the several ranks*—European Commissioned Officers and their families are to be provided with seats in first-class carriages Native Officers, second-class Warrant Officers, Band Masters, British and Native troops, families of British soldiers, British and Native Clerks in Military Offices, Apothecaries, Hospital Assistants, and Native Doctors in second-class carriages. Officers' servants and all other followers, public and private, in third-class carriages

G G O No 1,209, dated 23rd November 1855
G O No 259, dated 17th August 1868

23. *Third-class carriages may be used for troops in cases of emergency*—In cases of employment of "troop extra trains," or exceptional emergencies, when a sufficiency of second-class carriages are not available, third-class carriages may be supplied for British soldiers, their families and others, provided such are equally protected from wind and weather and are lighted at night in the same manner as second-class carriages

G O No 259, dated 17th August 1868

24 *Hospital carriages and extra space for invalids*—Cases of very serious indisposition or of chronic illness, which it is absolutely necessary to move by Railway, will be provided for in specially-constructed invalid carriages, and invalids who are capable of travelling in ordinary carriages, will, when necessary, be provided with extra space, to admit of their assuming a recumbent position When invalid carriages are made use of, care must be taken to send in each carriage, capable of carrying twelve patients, a full complement, when practicable, of the invalids who may need such special conveyance

25 *Notice when hospital carriages are required*—Forty eight hours' notice at least must be given whenever a hospital or ambulance carriage is required

26 *Troops and invalids should not travel for more than twelve out of twenty-four hours*—Neither men in health, nor invalids should (except in emergencies) be required to travel for longer continuous periods than twelve hours in the twenty-four

Military Department No 49, dated 4th September 1867
Quarter Master General's Circular No 2,571, dated 8th August 1867
Quarter Master General's Circular No 100, dated 12th September 1867

27. *When necessary, invalids may halt for any required period*—Bodies of invalids, however, when considered necessary, may, under the orders of the General Officer Commanding, rest for any required period at any of the rest-camps or large stations on the line of rail affording the necessary conveniences

28 *Travelling by night preferable*—It is generally preferable for troops to move at night. In the case of journeys by day, the men should get one meal before their departure, and another on arrival at their destination, with bread and cold meat for consumption during the day

29. *Rest-camps*—Rest-camps are provided for troops at the following stations, where the train will usually be left for twelve hours, and the men accommodated in barracks or tents.

		Miles
E. I Railway	Sahebgunj	220
	Dinapoor	189
	Allahabad	221
	Cawnpore	120
	Toondla	144
Delhi and Punjab Railway	Meerut	144
	Umballah	118
	Mean Meer	193
E. I Railway	Allahabad to Sutna	110
G. I. P. Railway	Garrawara	197
	Khundwa	183
	Deolalee	241
	Callian	183
	Bombay	33

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14th October 1870

30 *Baggage required at rest-camps*—Only such portion of the baggage as is actually required for the use of the troops should be removed from the train at the rest-camp, to effect which, in the case of invalids and small detachments travelling with families, carriage or coolies will be supplied, on requisition, by the Commissariat Department In all other cases, the work will be performed by the troops themselves

31 *Establishment at the several rest-camps*—At each rest-camp a Transport Serjeant, an official belonging to the Commissariat Department, and a small establishment of servants will be provided with cooking pots, etc, for the purpose of preparing rations, attending to the conservancy of the camp, etc, a proportion of cots and barrack tables and half-casks for bathing will also be provided for the use of officers and troops

32 *Duties of the Transport Serjeant*—The duties of the Transport Serjeant are—

I—To attend the arrival and departure of all detachments

II—To take charge of all boards of orders and to show them to Commissioned and Non-commissioned Officers in charge of detachments on their arrival

III—To render every assistance and information in his power to all officers, and to make himself generally useful

IV—To see to the preservation of the tents, etc, and to the cleanliness and good order of the camp.

V—To see that no fires are lighted near the tents either by cooks or officers' servants, any infringement of this order to be reported immediately to the senior officer in camp

VI—To prohibit forbidden articles of consumption being sold in the camp

VII—To forward the arrival and departure report of troops, Form G (Appendix) signed by the Commanding Officer, to the Assistant Quarter Master General or Station Staff Officer, as soon as possible, after the arrival and departure of the detachment

VIII—To acquaint the officers in command of each detachment with the hour of departure of the train, and the time at which the troops should be marched to the Railway platform

IX—To report any irregularity without delay to the Assistant Quarter Master General or Station Staff Officer

X—The Transport Serjeant is on no account to sign a Railway warrant All such documents must be signed by an officer of the Quarter Master General's Department, or Station Staff

33 *Rules for the guidance of officers arriving at rest-camps*—The following rules are to be furnished "for the guidance" of officers arriving at "rest-camps in the command of troops"—

I—Officers in command of troops arriving at a Military station are not required to report themselves personally at the Brigade Office, unless they have some special reason for doing so.

II—They will send an arrival and departure report to the Assistant Quarter Master General or Station Staff Officer, according to Form G (Appendix) which will be furnished by the Transport Serjeant

III—Medical Officers of Her Majesty's British Service arriving at a Military station will report their arrival, in writing, to the Deputy Inspector-General of Hospitals, Superintending Surgeon Major, or Principal Medical Officer, British Troops

IV—All reports and service letters will be forwarded by the Transport Serjeant to the Office of the Assistant Quarter Master General or Station Staff.

V—Information of the departure of the trains, and the time at which the troops should be marched to the Railway platform, will be given by the Transport Serjeant No one should be allowed to approach the platform before the appointed hour

VI—No soldiers are to be allowed on the line of Railway on any account, nor are soldiers from the cantonments to be on the passenger platform without a pass signed by their Commanding Officer.

VII —The troops are to be cautioned against damaging the camp equipage, cots, etc, or interfering with any of the camp servants.

VIII —No men are to be left behind sick, unless it is deemed imperatively necessary by the officer in medical charge of the camp

IX.—A temporary hospital is established in the camp where medical attendance and medicines are at all times procurable

X —Small coffee shops will also, when practicable, be established, where ordinary articles of consumption can be purchased according to a priced list, which the vendor must produce whenever required

XI —The Transport Serjeant is directed to afford every assistance in his power, and to make himself generally useful, but as he has important duties to perform, he is to be interfered with as little as possible

XII —The particular attention of all Commanding Officers and Non-commissioned Officers in charge of detachments is directed to the instructions regarding "precautions against fire" as laid down in paragraph 15, Section IX, Bengal Military Regulations, of which the following is a copy —

"15 Whenever it may be necessary to have a light in a public tent pitched for the accommodation of British or Native troops, the light must be secured in a lantern and formally delivered over by the senior Non-commissioned Officer of the detachment to the Non-commissioned Officer or party in charge of the tent, who is to be held responsible that it is placed in a safe position and not removed therefrom while the light remains burning"

XIII —Open lights are on no account to be allowed in the tents

34 *Troop extra train.*—The troop extra train, according to requisition, will be made over by the Railway to the Military despatching authority, under whose orders the vehicles will be filled, uninterfered with by any Railway official, provided that it is not evident to such official that a greater number of persons, or amount of baggage, is being placed in carriages or waggons, than the said vehicles are calculated to hold.

G O No 259, dated 17th August 1868

35 *Special trains are not to be ordered without sanction from Army Head Quarters* — Special trains running at express speed can never be required, except under exceptional circumstances, despatching officers, therefore, are not authorized to make requisitions on the Railway authorities for such trains without having previously obtained sanction from Army Head Quarters

G. O No. 259, dated 17th August 1868

36 *Despatching Officers responsible that trains are not ordered until all preliminary arrangements are settled* —In special cases, officers arranging for the despatch of troops must be guided by time and circumstances, but they must bear in mind that, in ordering an extra or express train for troops on the arrangements for such trains being perfected by the Railway authorities, the Government is held liable for the actual cost incurred, and that, therefore, despatching officers are responsible for such cost should the troops not be despatched by the train ordered, as also should a train ordered for troops be countermanded, owing to such troops not being at the Railway station by the appointed time.

37 *Despatching Officers to draw the attention of Railway authorities to any irregularity* —The arrangement of the various carriages and trucks in all trains required for the conveyance of troops will be left, as a general rule, to the Railway authorities acting in concert with Staff and Commanding Officers, but it is incumbent on the officer superintending the despatch of troops to draw the attention of the Railway authorities to any irregularity that may be noticed in the supply of proper carriages, baggage, and ammunition vans, and their position in the train with reference to proximity to the engine, fastening of doors of baggage vans, or anything else objectionable. Such objections, however, must be confined to verbal or, if possible, written remonstrance, no other interference can be permitted

38 *Commanding Officers not to interfere with Railway authorities* —Officers Commanding detachments of troops proceeding by Railway incur heavy responsibility by interference with Traffic Manager's or Station Master's arrangements, and it cannot be too forcibly impressed on officers commanding troops journeying by rail that they are required in every respect to conform to the rules and regulations established for the government of such Railways, in a manner similar to that required of them on boardship, by civil intercourse with the Railway authorities, a cordial co-operation will be secured in the despatch of Government duty, which duty confines Commanding Officers to the distribution and supervision of officers and men under their command, and to assisting the Railway authorities by every means in their power to maintain the prescribed rules of the Railway

G O No 30, dated 25th January 1869

39 *Persons liable to be sued for injury done to Railway property* —All persons travelling by Railway at the Government expense, who may cause injury to the Railway property, are liable to be sued by the Railway authorities in the nearest Civil Court

40 *Soldiers similarly liable* —In like manner soldiers are liable to civil process for any infringement of the Railway Acts, and Commanding Officers are held responsible for their being duly cautioned

41 *Native Troops to be warned of the danger of getting outside carriages in motion* — Officers commanding detachments of Native troops proceeding by Railway are invariably to caution their men against the danger of attempting to get outside carriages in motion Commanding Officers are held responsible for the strict enforcement of this order, any infringement of which is to be severely dealt with

G O No 74, dated 20th March 1870

42 *No liquor to be sold to the troops without the Commanding Officer's sanction* — Without the sanction of the officer in command of the troops, the sale of liquor to soldiers travelling by rail is prohibited

G O C. C, dated 11th July 1860

Whenever the Commanding Officer shall sanction the sale of liquor to the troops, the liquor is invariably to be drunk at the counter, or bar, and none taken away.

This order will be placed at Railway stations, and officers concerned are warned that they will be held strictly responsible for a due observance of the same.

43 *Soldiers' dogs* —Soldiers' dogs accompanying the troops when travelling by Railway will be charged for at the following rates —

G O C C, dated 1st August 1865

For any distance	under	400 miles	8 Annas
Do	do	above 400 and under 800 miles	12 ,,
Do	do	above 800 miles	1 Rupee.

The number of such dogs is invariably to be entered in Form A and Railway Warrants C and D, and Commanding and Despatching Officers are held responsible for such amounts being paid for beforehand, or the dogs will be rejected and left behind at the risk of the owners

This rule is only applicable to soldiers' dogs, and does not include officers' dogs, on which full tariff rates will be charged

44 *Regimental ammunition* —When corps, batteries, etc, move by rail and carry ammunition with them, it will be conveyed in powder vans, which will be provided by the Railway Company on the number of boxes, for which conveyance is required, being noted in Form A, special arrangements being made for its transit by the Officer Commanding the station from which the regiment is proceeding, in communication with the Military authorities.

45 *Stores and ammunition other than regimental* —When it may be necessary to send ammunition other than regimental or any kind of Government stores by Railway, the requisition must be made by the Departmental Officer concerned at the station whence they are to be

despatched, who must furnish returns showing the number of packages, weight, and other necessary details These returns must be countersigned by heads of departments, or, in cases of emergency, by Officers Commanding Stations

46 *Convicts, Prisoners, Insanes* —On occasions of the transport by Railway of Military guards in charge of convicts, prisoners, or insanes, no persons whatever, except the escort and Railway guards, are to have access to the carriages or compartments in which the convicts are placed

47 *Treasure* —When treasure is ordered to be sent by Railway under charge of a Military guard, the Officer Commanding at the station whence it is despatched will report to the Officer Commanding the station the treasure is destined for, or to the Officer Commanding the nearest station on the line of rail, the intended day and hour of despatch, and the number of packages, in time to admit of a suitable guard and carriage being sent to the Railway station to receive and escort the treasure to its destination The Officer Commanding at the station whence the treasure is despatched will send such escort with it from the treasury to the Railway as he may consider necessary

48 *Treasure to be placed in separate carriages or compartments* —The boxes of treasure when deposited in the carriage or compartment allotted by the Railway authorities (and in which no parcels or goods save the treasure are to be placed, and to which no persons whatever but the escort and Railway guards are to have access) are to be accompanied by the Officer Commanding the escort and by a detachment of sufficient strength for their protection during the journey to the Railway terminus, where they will be met by the guard arranged for in the last paragraph, the new guard will either then take over the treasure, or the two united escorts will see it conveyed to its destination, as may be ordered

II —GENERAL ARRANGEMENTS FOR ENTERING TRAINS

49 *Party to be sent on to mark carriages* —When troops are ordered to move by Railway an officer and an intelligent Non-commissioned Officer will precede them, and, in concert with the Station Master, will label or mark off with a piece of chalk on the foot-board of passenger carriages, and in a conspicuous place on the side of the cattle trucks and horse boxes the troop, battery, or company allotted to them, and the number of men or horses each will hold The bottoms of cattle trucks should be carefully inspected the day before being used for the conveyance of horses, as accidents are likely to arise from the planks being unsound

Queen's Regulations 1863, paragraphs 1,125 and 1,126

50 *Troops should be at the station one hour before departure of train* —The troops themselves should arrive at the station an hour before the time named for the departure of the train, the families preceding the troops under the charge of an Officer or Non-commissioned Officer, furnished with a nominal list, and with orders to see them placed at once in their carriages

Do, paragraph 1,122.

51 *Families to be counted as they enter the carriages* —The women, with their husbands and children, should be counted as they enter the carriages in the presence of the Station Master, and they should be discouraged, as much as possible, from taking with them in the carriages an inordinate quantity of bundles tending to the discomfort of all

52 *Entering carriages* —When the troops are ready to enter the carriages, one man belonging to each compartment will get in, and after stowing away his cloak or great coat, knapsack, etc, under the seat, he will receive those belonging to the other men and place them in like manner under the part of the seat on which each man has to sit The remaining men will then get into the carriage Each man will retain possession of his arms and accoutrements

53 *Halting for refreshment* —On long journeys when it is intended to halt for refreshments an officer and Non-commissioned Officer should be sent forward, when practicable, to make the necessary preparations for what the troops may require, and to have buckets and a supply of water ready for watering the horses ; they must be furnished with a statement of the number of persons who require refreshments, and the nature of the articles they require.

54 *Report by Telegraph* —A report of the departure of the train should in all cases be made, by telegraph, to the place where the troops are to halt for refreshment

Queen's Regulations 1868, paragraph 1,130

55 *Starting* —When the train is ready to proceed "The Advance" will be sounded Silence must be maintained until the train moves off, no shouting to be allowed, and no man is to put his head out of a window or leave a carriage without permission, or get out on the reverse side of the train, except when ordered by his officers, or requested by the Railway officials to do so

Do, paragraph 1,131

56 *Halting on the Railway* —On arrival at the place agreed upon for the train to halt, the officers will get out and go to their companies' carriages Sentries from the quarter guard will be posted to prevent the men from straggling or getting out at the wrong side of the train. When these arrangements are completed, the "*Halt*" will be sounded, and those who require to do so will get out of the train, leaving their arms in the carriages

Do, paragraph 1,132

Getting out.

57. *Getting in.*—When it is time to proceed, the "*Close*" will sound, on which the men will all return to their carriages, the officers will see that their men are all present, and having so reported to the Commanding Officer, the Serjeant of the guard will be ordered to withdraw the sentries and return to his carriage Lastly, the officers will get in, and the Commanding Officer will give directions that the train may proceed.

Do, paragraph 1,133.

58 *Feeding horses on journey* —When it is intended to water and feed the horses of mounted corps during a halt, the "*Feed*" will be sounded, when the men will get out of their carriages and proceed at once to the trucks containing their horses, water in buckets having been provided by previous arrangement, one man will then get into the truck and water each horse in succession, the buckets being passed to him from the outside The horses may then be fed with corn from the nose-bag in the usual manner.

Do, paragraph 1,134

* II —*Cavalry*

59 *Arrival at the station* —On arrival at the station, the men will dismount, each man taking nothing but his carbine, except when the cloak is required for wear, and they will then be told off in sections corresponding with the capacity of the carriages provided Having deposited their accoutrements on the spot selected, and in the same order in which they stood in the ranks, they will be told off into sections of three or six horses according to the capacity of the vans or waggons

Do, paragraph 1,137

60 *Embarkation of horses* —The sections will be numbered off from the right of the squadron, and they will afterwards file from the most convenient flank, each halting opposite the truck marked with the number of the section A quiet horse should be selected to go in first, followed by No 1 of the front rank of each section, and then his rear rank man. Should a horse be very restive, backing him in will generally succeed

Do, paragraph 1,138

* The following number of vehicles will usually be required for the conveyance of troops by Railway. Each unit being fully equipped with camp equipage, etc

	On relief (British Troops accompanied by their families)	*On service* (No families)
Battery of Royal Horse Artillery	75 vehicles	87 vehicles
Do of Field Artillery	59 ,,	71 ,,
Do of Garrison Artillery or Company of Infantry	12 ,,	11 ,,
Troop of British Cavalry	28 ,,	28 ,,
Do of Native Cavalry	24 ,,	24 ,,
Company of Native Infantry	5 ,,	5 ,,

d

61 *How secured* —As a rule, the first horse is to be led in and secured to the opposite side of the carriage by the bridoon reins and the head collar chains, either to a ring placed for the purpose, or to the bars of the truck. The other horses will follow in order, each dragoon taking off the bridle bit, hanging it round the horse's neck, and leaving the truck the moment he has secured his horse

Queen's Regulations 1868, paragraph 1,139

62 The horses' heads, when it is possible, should be placed facing away from the second line of rails, as the horses are easily frightened by trains and engines passing. The moment the last horse is in, the door must be at once shut, and the fastenings of the trucks afterwards carefully examined by a Railway official

Do , paragraph 1,140

63 *Fastenings to be examined* —A Non-commissioned Officer and a couple of intelligent men from each troop, previously told off for the purpose, will go round and examine the fastenings of all the troop horses, and make such alterations as may be necessary under the personal superintendence of the Troop Officers

Do , paragraph 1,141

64 *Embarking the men.*—The men, when the whole of the horses of the section to which they belong have been embarked, should at once proceed to the spot where they have left their arms, cloaks, etc , which they will resume, and fall in ; they will also be desired to remember the number and position of the truck containing their horses, and to fall in in front of it when they are ordered to disembark.

Do , paragraph 1,142

65 *Disposal of lances.*—In a lancer regiment certain men previously told off will collect the lances and deposit them, the leading troop in the front luggage van, and the other troop in the rear van

Do , paragraph 1,143

66 *Disembarking the men* —On arrival at the destination the "*Halt*" is to be sounded, when the men will get out and fall in opposite the carriages, and will be marched to some convenient spot selected by the Commanding Officer to deposit their arms and cloaks. They will then fall in again near the trucks , should, however, the cloaks have been left on the saddles, the men can get the horses out with their swords on, and carbines under their arms

Do , paragraph 1,144

67. *Disembarking the horses* —The door of each truck is then let down and a mat or loose straw, if it can be procured, spread upon it, the horse opposite the entrance is to be immediately bridled and led or backed out by the man to whom it belongs , the horses to the right and left following it in turn The troop will then be formed up in the most convenient place, and the horses again held until the arms, etc , are resumed and placed upon the saddle.

Do., paragraph 1,145

68 *Distribution of lances* —In a lancer regiment, the men who collected the lances are to be marched over to the baggage vans, take them out, and bring them to the front of each troop, when a Non-commissioned Officer will superintend their distribution

Do , paragraph 1,146

69. *Officers' chargers* —The embarkation and disembarkation of the officers' chargers from the horse boxes should go on simultaneously with that of the troop horses , but, if possible, at a different part of the station

Do , paragraph 1,147.

70 *Time required.*—When the arrangements before detailed are properly carried out, the train can be ready to start in half an hour from the time of beginning to load, and even less time will be sufficient for unloading

Do , paragraph 1,148.

Proceedings of the Madras Government, Public Works Department,
14th October 1870.

71. *Cavalry unsaddled* —When it is necessary for the Cavalry to unsaddle, owing to the doorways of the cattle trucks on some lines being too low, one large covered goods waggon for each troop will be required to pack the saddles in , the waggon for the first troop being placed in front, that for the second troop in rear, of the cattle trucks

Queen's Regulations 1868, paragraph 1,149

72 *Packing equipment in corn sacks* —After the men have deposited their arms, etc , as already detailed, they will be ordered to unsaddle and hold their horses , they will then remove their saddles, bridles, and appointments, and pack them in the corn sacks, laying them on the ground in a regular manner opposite to the waggon which has been told off to their respective troops

Do , paragraph 1,150

73 *Arranging corn sacks in train* —A Non-commissioned Officer and two men, previously selected for each waggon, will then arrange the corn sacks with their contents in the luggage vans in a convenient manner, so as to take up the least possible space The same men will be employed to take out and distribute the corn sacks with their contents on arrival at the destination

Do , paragraph 1,151

III —Artillery

74 *Arrival of the troops at the station* —On the arrival of the battery at the station, it should be drawn up in the nearest convenient spot The men will dismount, and after being permitted to fall out for necessary purposes, will then be formed up two deep, take off their packs, (if Horse Artillery, their swords,) and, some convenient place being selected, will lay them on the ground in the order they stood in the ranks

Do , paragraph 1,153

75 *Embarking horses* —The horses will then be unhooked, the traces hooked over their backs in the usual manner, and told off in sections according to the capacity of the cattle trucks , each section will then file off to the truck allotted to it, under the direction of the Officer Commanding the division, and be embarked in the same manner as laid down for Cavalry—(*See* paragraphs 60 to 63) The gunners will assist the drivers in the embarkation of the horses, and on the conclusion of this duty, the whole will proceed to embark the *material*

Do , paragraph 1,154

(Gunners to assist drivers)

76 *Embarking guns, waggons, etc.*—In embarking the guns, waggons, and carriages, trucks loading from a dock are, if possible, to be used , when, as is the case on some Railways, the ends of these trucks let down and meet, the carriages of the battery may be run on from one to the other in a few minutes. These trucks, however, are not so convenient when there are no docks or other facilities for unloading, and should in such cases be avoided

Do , paragraph 1,155

77 *Trucks* —Trucks having sides letting down are next in point of convenience, and lastly low-sided trucks Most of these take conveniently a gun or waggon with its limber.

Do , paragraph 1,156

78 *Method of securing* —Carriages must, when loaded from a dock, be run on to the truck unlimbered The wheels must be well secured with lashing rope and scotches, the latter being generally procurable at Railway stations Should there be hay on the waggons, it is not to be suffered to remain during the journey, but must be placed in a luggage van

Do , paragraph 1,157

79 *Low-sided trucks* —Low-sided trucks are found on most Railways ; the loading on these requires more manual labour than on other trucks, as it is necessary to lift the carriage over the sides by main force The gun (or waggon) and its limbers are to be placed on the truck with the trail or (perch,) and the shafts pointing inwards and resting on the floor

Do , paragraph 1,158

80 *Loading guns and carriages* —There are some trucks on which more than a gun and limber may be placed, reference being always had to the weight which they are calculated to bear In loading, the gun should first be placed on the truck close to one end, the trail on the floor, then its limber is to be backed upon it as close as possible, the shafts resting on the floor, the waggon limber is then to be placed on the truck the reverse way to the first limber, and its shafts elevated Finally, the waggon body is to be embarked, perch pointing inwards and resting on the floor

Queen's Regulations 1868, paragraph 1,159

81. *Lashing* —This mode of conveyance requires much lashing, and these large trucks are not recommended when others can be obtained When used they should, if possible, be loaded at the end, as the operation when performed from the platform is most laborious

Do, paragraph 1,160

82 *Projections*—No projections, whether guns, shafts, or spare wheels, are on any occasion to extend beyond the buffers

Do, paragraph 1,161

83 *Embarking men.*—The carriages being embarked and secured, the gunners will take up their knapsacks (or swords) and the whole detachment fall in two deep and be told off in squads corresponding to the capacity of the compartments of the Railway carriages; care being taken that one Non-commissioned Officer at least should be in each compartment, and in cases where this is not practicable, the senior soldier is to be placed in charge.

Do, paragraph 1,162

84 *Disembarking* —On the arrival of the train at its destination, the officers will get out first, and the trumpeter will be ordered to sound the "*Halt,*" when the men will descend. The gunners will fall in and be marched to a convenient spot to deposit their swords or knapsacks. Should the drivers have been wearing their cloaks, those of each sub-division will place them together where directed by the Non-commissioned Officer in charge.

Do, paragraph 1,163

85 *Short platforms* —In the event of the platform not being of sufficient length to enable the entire train to draw up alongside it, the horses are to be disembarked first. The door of each truck will be let down, a mat or straw placed upon it, and the horse opposite the door led or backed out, the rest following in turn. The horses are to be formed up at the discretion of the Commanding Officer, and the carriage trucks brought alongside the platform

Do, paragraph 1,164

86. *Unloading guns* —The guns, etc, will be taken off by the gunners, and whether this is done at a dock or at the platform, the horses of each carriage will be hooked in as soon as it is disembarked, and it will be drawn to the place of parade indicated by the Commanding Officer, so as to clear the ground as soon as possible.

Do, paragraph 1,165

87. *Disembarking horses and materiel simultaneously* —Should it be possible to disembark horses and *materiel* simultaneously in consequence of the capacity of the platform, it may be done When this is the case, the gunners being unable to assist in disembarking the horses, the Non-commissioned Officer of drivers should take the first horse of each pair out of the truck, the driver, following with the other, should then take charge of both horses.

Do, paragraph 1,166

88. *Without aid of platform.*—As it may become necessary to disembark without the aid of a platform of any sort, some strong skids not less than 15 feet long, and some planks to form a ramp, should always be carried. In case of urgent necessity, two lengths of rail may be used

Do, paragraph 1,167.

for the same purpose; but it is believed that a small temporary platform may be made by the employés of the Railway in a sufficiently short time in ordinary cases

IV.—Infantry

89 *Marching into station* —The Adjutant, accompanied by an Orderly or covering Serjeant from each company, and one from the band, and from the guard will precede the troops so as to be at the station ten minutes before them The officer sent on to mark the carriages, assisted by the Non-commissioned Officers who accompany him, will place each coverer opposite the compartment where the head of his company is to rest The arrangements being completed, the battalion will march into the station in fours (or for a broad gauge train in sections of five), and each company will form on its coverer, and will be ordered to halt and face towards the train

Queen's Regulations 1868, paragraph 1,168

90 *Storing arms, etc, in carriages* —Each Captain will then proceed as follows — "*Ground Arms*" The men nearest the train are to take care to place their rifles so that the muzzles will not project beyond the edge of the platform "*Packs off*"— One man belonging to each compartment, etc — *Vide* paragraph 52

91. *Getting into carriages* —When all the packs are in, the men will be ordered to shift their pouches, havresacks, bayonets, and water canteens round to the front of their bodies, both straps of the havresacks should be outside the waist-belt, so that it may be shifted without difficulty. This done they will receive the order "*Take up Arms,*" and get into their carriages, the men taking with them their drinking cups and covered soda water bottles.

Do., paragraph 1,128

92. *Rifles how carried* —Each man must retain possession of his rifle, unless the Commanding Officer should think fit to allow them to be placed upon the packs under the seats when this can be done, but they are never to be laid upon the floor of the carriage

Do, paragraph 1,169

93 *Arrival at destination* —When the train arrives at its destination, the officers will first get out and go to their companies' carriages On the "*Halt*" being sounded, the men will get out of the train, with their rifles in their hands, on to the platform, and will fall in in the same order in which they embarked, the last man in each compartment remaining to hand out the packs The men will "*Ground Arms*" and adjust their accoutrements and havresacks, after which the packs will be handed out and put on

Do, paragraph 1,170

94. *Marching off* —The men are to be marched off in the same manner as they entered the station before starting, or the Commanding Officer may order the coverers to be placed on some convenient spot outside the station, and on the "*Close*" being sounded, the men will form on their coverers, and will be told off in the ordinary manner.

Do., paragraph 1,171

95 *Any detention of men in consequence of sickness to be immediately reported* — In the event of any extraordinary or unforeseen detention of men in consequence of dangerous illness at any Railway station, an immediate report of the circumstance must be made to the Quarter Master General for the information of His Excellency the Commander-in-Chief through the General Officer in whose command the case may have happened.

Quarter Master General's Circular No 64, dated 23rd May 1867

III —BAGGAGE AND CAMP EQUIPAGE.

96 *Baggage* —The quantity of baggage for the several ranks to be conveyed at Government expense exclusive of side-arms for officers, rifles or other arms and accoutrements in the case of troops, is fixed as follows —

G O No 170, dated 25th July 1867
G O No 239, dated 24th October 1866, Military Department, No 79, dated 3rd June 1870

	lbs	mds
General Officer Commanding Forces, (Discretional)		
General Officer Commanding Division ..	720	or 9
General Officer Commanding Brigade	640	,, 8
Colonels .. .	560	,, 7
Lieutenant-Colonels .. . Majors .	480	,, 6
Captains	400	,, 5
Subalterns	320	,, 4
Officers' wives	320	,, 4
,, children above twelve years, each	160	,, 2
,, children under twelve years, each	80	,, 1

When camp equipage is authorized to be taken, the scale laid down in G G O No 1,129, dated 23rd December 1862, is to be adopted, the camp equipage must be weighed separately and entered in the Warrant, and charged to Government under special sanction of Quarter Master General or Station Staff Officer's signature.

	lbs	Mds
Second-class Warrant and Native Commissioned Officers, Staff Serjeants, whether Regimental or Departmental, Native Doctors, European, Eurasian, and Native Clerks, Apothecaries, Assistant Apothecaries, and Hospital Apprentices	160	or 2
British Non-commissioned Officers, Rank and File	80	,, 1
Wives of Warrant and Non-commissioned Officers, Rank and File, Native Commissioned Officers, Native Doctors, European, Eurasian, and Native Clerks, Apothecaries, Assistant Apothecaries, and Hospital Apprentices.	120	,, 1½
Children of do, each	20	,, ½
Native Non-commissioned Officers, Rank and File, Native Medical Pupils and authorized public and private servants	40	,, ½
Wives of do	40	,, ½
Children of do .. . . ,...	20	,, ½

—	Officers' Mess	Serjeants' Mess	Soldiers' cooking utensils	Library and other Regimental Institutions	Soldiers' Voluntary Workshops
	Mds	Mds	Mds.	Mds	Mds
Regiment of British Cavalry or Infantry . ..	24	8	... ..	8	..
Wing of British Cavalry, four troops.	13	5	.	4	. .
,, of ,, ,, three ,, .	10	4	. ...	4	.
,, of Infantry with Head-Quarters	18	6	. . ..	4	. .
,, of ,, without ,,	16	5	...	4	
Troop of British Cavalry, Company of British Infantry or Sappers and Miners . ..	4	2	4 .	2	.....
Battery of Royal Artillery... .	6	4	Horse and Field 6 / Garrison heavy and mountain 8	4	.....
Regiment of Native Cavalry or Infantry	16	... ..	.....	.....	.....
Wing ,, ,, ,, ,,	10	...	. ....	.....	...

Medical and other Officers according to corresponding rank —Medical and other officers according to corresponding rank, including Warrant Officers having honorary commissioned rank

The quantity of baggage allowed to Regimental Officers will be regulated by their regimental rank when travelling on regimental duty, and by their army rank when travelling on other duties

97. *Extra baggage allowed to the wife and children of an officer on first arrival* —

G O No 343, dated 14th November 1868

The wife of an officer who has been provided with passage under the operation of the Royal Passage Warrant of 1865, when completing her inland journey by rail with her husband, in continuation of the voyage by sea, is permitted carriage at the public expense for herself and children, under fourteen years of age, for six cwt of baggage, and for each child above fourteen years for a half cwt

This quantity of baggage is, however, only allowed in cases of first landing until arrival at corps or station, subsequent moves being regulated by the above scale

98 *Free baggage in small quantities* —Each passenger may, in addition to the above scale take with him in the carriage such bundle or package as he can keep in his own charge, and at his own risk, and which he can pass under the seat

99. *Extra baggage allowed on pre-payment* —Extra baggage also may be carried to a reasonable extent by troops, when travelling by

G G O No 1,209, dated 23rd November 1855

rail, if not proceeding on field service, provided it be paid for beforehand at the Government contract rate, namely, one pie per maund per mile, otherwise it will be rejected and left behind at the risk of the owners

100. *Baggage to be weighed before proceeding to the Railway station* —In order that this excess baggage may be correctly settled for, and that those who do not take more than the regulated quantity may not pay for those who do, before troops proceed to the Railway station, Officers Commanding regiments or detachments are to have their baggage paraded and weighed,* and each Officer Commanding a troop, company, or detachment is to report to the Commanding Officer the amount for which he requires carriage for payment The weighing at the Railway station will then take place in gross, and consequently be effected rapidly

101. *Excess baggage to be loaded in a special waggon in a troop extra train* —In the

G O No 259, dated 17th August 1868

event of an extra train being ordered, provision is to be made by the despatching officer, in concert with the Railway officials, for the transit of all baggage in excess of the regulations, which is to be made over to the Railway authorities to be loaded in a special waggon attached to the extra train for that purpose, such baggage previous to despatch is to be paid for by the Commanding Officer at Government contract rate.

102 *The two break-vans are allowed for the authorized quantity of free baggage* —

G O No 259, dated 17th August 1868
G O No 1,209, dated 23rd November 1855

The two break-vans with each extra train are allowed for the conveyance of the authorized quantity of free baggage, namely, two tons or 54½ maunds of 82 lbs for each hundred persons, exclusive of the arms

103 *Baggage of every description to be at the station two hours before the departure of the train* —Baggage of every description

G G O, No 1,209, dated 23rd November 1855.

should arrive at the Railway station two hours at least before the departure of the train, in charge of a guard, and accompanied by a fatigue party, when necessary, to assist in weighing, loading, etc, as laid down in paragraph 30, coolies will be supplied in cases of invalids, etc, for this purpose

104 *An Officer to be in charge of the baggage* —An officer should be appointed to the

G O No 215, dated 24th July 1869

charge of the baggage and to superintend its weighing and loading at the Railway station, and in cases of difficulty or delay in getting this done, owing to the backwardness or inactivity of the Railway authorities, a report should be at once made to the Staff Officer superintending the despatch of the troops

* *Note*—The scales in use with Commissariat Agent will generally be available for this purpose.

105 *Baggage to be carefully stowed*—The officer in charge of the baggage should endeavour so to stow it that the portion, such as bedding, clothing, cooking utensils, etc, which may be required *en route* is easily accessible. With this view he should mark all waggons, noting such as may require to be opened on the journey.

106 *And the baggage waggons to be properly filled*—Public baggage of every kind, the cost of which is to be charged to Government, must be packed in waggons especially allotted for the purpose, and, as in case of "troop extra trains," Government is charged for the number of waggons used, Commanding Officers are held responsible that all such waggons are properly filled.

107 *Valuable property to be declared*—All officers and soldiers travelling by rail are especially warned that it is necessary that all boxes containing money or other valuable private property should have their contents declared, and the packages especially booked and paid for in accordance with the rules of the Railway Company; for, without these precautions, the Railway authorities are not responsible for their safe custody or transit

G O No 191, dated 10th June 1868

108 *Indemnification for loss of baggage, etc, by fire, etc*—The attention of officers in command of troops travelling by rail is drawn to the fact that, in cases of destruction of baggage, etc, by fire or otherwise, indemnification for losses from Government is only recognizable under the operation of, and to the extent laid down in, G G O No 278, of 26th February 1855

G O No 3, dated 10th January 1868

109 *Loss of Government or other property*—In all cases of losses of Government or other property in transit by rail, the Officer Commanding is responsible that a prompt and thorough investigation is at once entered into, and the proceedings recorded, and that a written statement of such losses is given over to the local Railway authorities for despatch to the nearest Traffic Manager within twenty-four hours of the arrival of the train at its destination A duplicate copy of the same to be at once forwarded to the Quarter Master General for the information of the Commander-in-Chief and of Government Losses before baggage is loaded up, secured, and made over to the Railway Company, and after opening waggons at destination, will fall on the parties themselves.

G O No 3, dated 10th January 1868

110. *Baggage of small detachments will be weighed and ticketted as ordinary passengers' baggage*—The baggage of small detachments of twenty men and under, or of officers and men travelling singly, will be weighed, booked, and ticketted in the same manner as that of private passengers, all excess of the regulated allowance of their rank being paid for before starting.

111. *Baggage of larger detachments to be packed under the Superintendence of the troops*—But when parties above twenty men in number are proceeding, it may be impossible to book and ticket the whole baggage, it will then be packed in the vans, under the supervision of selected Non-commissioned Officers or men, who will see that it is properly stowed away (counting the articles as they go in), and the vans properly locked by the Railway officials, reporting any omission to the Commanding Officer, in order that it may be at once brought to the notice of the Railway authorities Up to this point the baggage is in charge of the troops; during transit all responsibility rests with the Railway, and on arrival at destination, the vans being opened in the presence of the same Non-commissioned Officers and men detailed specially for this duty, the responsibility of the troops for their own baggage will commence

G O No 191, dated 10th June 1868

112 *On baggage ticket depends the safety of baggage*—Men about to proceed singly or in small parties should be warned that on the baggage ticket depends the safety of their kit, if it is not produced at the end of the journey, the Station Master will not deliver up the property, and no claim for redress for loss of baggage will be attended to.

113. *Procedure on loss of baggage*—In those cases when the whole or any part of the baggage is not forthcoming, the Commissioned or Non-commissioned Officers in charge must *before leaving the station* make their claims on the Station Master and demand redress, and on giving up

the baggage ticket they must endorse on it what baggage is deficient receiving from the Station Master a signed copy of such luggage ticket and endorsement The Railway Company to produce such original luggage ticket when called on to do so in case of claim They must at once report the case to the Commanding Officer of the Regiment or Depôt to which the men are going, or to the Staff Officer on the spot, and each and all of these officers are hereby directed to place themselves, without a moment's delay, in direct communication with the local Railway officials, with a view to the recovery of the property In the event of no officer accompanying the detachment the senior Non-commissioned Officer or Soldier present will act as herein laid down.

114 *Mode of redress*—If the property lost is not recovered, or compensation for it not given within a reasonable period by the Railway Company, the case must be taken by the aforesaid Commanding Officer or Staff Officer before a Magistrate for disposal, previous intimation having been given to the local Railway officials

115 *Responsibility of Commanding and Staff Officers in case of loss of baggage*—Commanding Officers of Regiments or Depôts, Brigade or Station Staff Officers, to whom the loss of baggage is reported, are therefore to understand that the *onus* of recovering or obtaining proper compensation for it rests with themselves, and that, until all the means above specified have been tried without success, they are not to forward any case to Army Head Quarters for disposal by the Commander-in-Chief

116 *No combustible materials to be conveyed in baggage or kits*—The particular attention of all despatching officers is required to the prohibition against the despatch of any baggage or parcels containing gun-powder, vitriol, aqua-fortis, turpentine, lucifer matches, or such combustible materials which the Railway authorities refuse to carry except under special agreement, and care is to be taken by Commanding Officers that none of the articles above enumerated are allowed to be conveyed in the men's kits Ammunition and all such material as above referred to will always be specially provided for by the despatching officers

G O No 3, dated 10th January 1868

117. *Camp equipage*—Officers proceeding by rail, on duty of a nature likely to render the use of camp equipage necessary, will, when practicable, be allowed free conveyance for such camp equipage within the regulated scale* according to the officer's rank, or as may be in each case specially ordered, the necessity for taking camp equipage being decided by the authorities sanctioning the passage

G G O No 108, dated 4th February 1868

* G G O No 1,129, of 1862

IV—SERVANTS AND CHARGERS

118 *Servants and followers*—Officers, troops, and others travelling by Railway at the public expense, are permitted to take with them, when practicable, servants and followers according to the following scale —

	Personal servants exclusive of horse attendants	Followers allowed when Camp Equipage is taken.
	Discretional	
General Officers Commanding Forces	12	6
General Officer Commanding a Division	9	5
Do do do a Brigade	5	3
Colonels and Lieutenant-Colonels	5	1
*Majors, Captains, and Subalterns	1†	
Second-class Warrant and Native Apothecaries, Assistant Apothecaries, Hospital Apprentices, Commissioned Officers, Staff Serjeants, whether regimental or departmental, Native Doctors, European, Eurasian, and Native Clerks		
Troops 10 per cent, exclusive of the Regimental Native Establishment paid by Government		

* Majors and Captains in command, one follower additional
† Provided the Clerk's salary is Rupees 50 per mensem or upwards

	Personal servants exclusive of horse attendants.	Followers allowed when Camp Equipage is taken.
Mess		
Regiment of British Cavalry or Infantry	16	4
Wing of British Cavalry or Infantry ...	10	2
Troop of Cavalry, Company of Sappers and Miners, or British Infantry	3	1
Battery of Royal Artillery	6	2
Regiment of Native Cavalry or Infantry	8	2
Wing of Native Cavalry or Infantry	5	1

Medical and other officers, according to corresponding rank, including Warrant Officers having honorary commissioned rank.

119 Mounted officers are allowed in addition two attendants for each horse authorized to be conveyed free by rail, one attendant to be entered in the warrant as accompanying the horse, the other to be included in the list of followers.

120. *Scale of chargers for Staff Officers*—The following is the authorized scale of chargers for officers for which they are entitled to conveyance by rail when proceeding on permanent duty at the Government expense, as also of the number they may be allowed to take when proceeding on service in the field, unless the particular nature of such service renders a special reduction of the complement necessary.

G. O No 212, dated 20th July 1863
G O No 5, dated 6th January 1870

Officers whatever their rank when proceeding on ordinary tours of inspection, or on a duty of a temporary nature, for the performance of which it is necessary they should be mounted, will only be allowed free passage for one charger, except on the occasion of any of the Head Quarters or personal staff attending His Excellency the Commander-in-Chief on tour or inspection duty, when free conveyance will be allowed for their chargers to the extent laid down as the ordinary complement

G O No 319, dated 21st October 1868

Army and Departmental Staff Officers.

	Ordinary complement	Allowed on field service
The Commander-in-Chief in India	8	Discretional *
Major-General Commanding a Division	2	4
Brigadier-General Commanding Brigade		
Adjutant General		
Quarter Master General		
Commissary General		
Inspector-General of Hospitals		
Judge Advocate General	2	3
Deputy Adjutant do		
Do Quarter Master General		
Do Commissary do		
Do. Inspector-General of Hospitals		
Inspector-General of Ordnance	2	0
Deputy Inspector-General of Ordnance		
Inspector of Artillery		
Chief Inspector of Musketry		
Staff Surgeon Major in charge of a Circle		

* M D No. 25, dated 2nd December 1864

Proceedings of the Madras Government, Public Works Department,
14th October 1870.

Army and Departmental Staff Officers.—(Concluded)

	Ordinary complement	Allowed on field service
Military Secretary to the Viceroy	2	3
Do do to Governors of Presidencies		
Do do to Commanders-in-Chief		
Aide-de-Camp to the Viceroy		
Do. to Governors of Presidencies		
Do to Commanders-in-Chief		
Interpreter to do		
Surgeon to Commander-in-Chief in India		
Deputy Judge Advocate General	1	2
Assistant Adjutant do		
Deputy Assistant Adjutant do		
Assistant Quarter Master do		
Deputy Assistant Quarter Master General		
Brigade Major		
Aide-de-Camp to Lieutenant-Governors		
Do to General Officers		
Field Engineer		
Commissary of Ordnance		
Assistant Commissary General		
Deputy Assistant do		
Field and Staff Surgeon Major or Surgeon		
Staff Veterinary Surgeon		
Commandant of Artillery	0	4
Chief Engineer		
Brigade Quarter Master	0	1
Baggage Master		
Provost Marshal		
Deputy Commissary		
Assistant do		
Deputy Assistant Commissary		
Senior Apothecary	1	0
All other departmental commissioned officers, each		

Regimental Officers.

		Ordinary complement.	Regimental Officers.
Royal Horse Artillery and British Cavalry	Field Officer	4	
	Captain, 2nd Captain, Surgeon Major, Surgeon, Assistant Surgeon above six years' service	3	
	Subalterns, Assistant Surgeon under six years' service, Riding Master, and Quarter Master.	2	
	Veterinary Surgeon	1	
Field Artillery including Mountain Train, Heavy Field, and Siege Train Batteries	Field Officer	1	
	Captain and 2nd Captain	2	
	Subalterns, Surgeon Major, Surgeon, Assistant Surgeon, Quarter Master and Veterinary Surgeon.	1	

When the Adjutant of a Horse or Field Brigade is held temporarily by a Subaltern Officer an additional charger is allowed.

Subaltern Officers of Field Artillery on service are allowed a second charger.

	Personal servants exclusive of horse attendants	Followers allowed when Camp Equipage is taken.
Mess		
Regiment of British Cavalry or Infantry	16	4
Wing of British Cavalry or Infantry ..	10	2
Troop of Cavalry, Company of Sappers and Miners, or British Infantry	3	1
Battery of Royal Artillery	6	2
Regiment of Native Cavalry or Infantry	8	2
Wing of Native Cavalry or Infantry	5	1
Medical and other officers, according to corresponding rank, including Warrant Officers having honorary commissioned rank		

119 Mounted officers are allowed in addition two attendants for each horse authorized to be conveyed free by rail, one attendant to be entered in the warrant as accompanying the horse, the other to be included in the list of followers.

120 *Scale of chargers for Staff Officers*—The following is the authorized scale of chargers for officers for which they are entitled to conveyance by rail when proceeding on permanent duty at the Government expense, as also of the number they may be allowed to take when proceeding on service in the field, unless the particular nature of such service renders a special reduction of the complement necessary.

G. O No 212, dated 20th July 1863
G O No 5, dated 6th January 1870

Officers whatever their rank when proceeding on ordinary tours of inspection, or on a duty of a temporary nature, for the performance of which it is necessary they should be mounted, will only be allowed free passage for one charger, except on the occasion of any of the Head Quarters or personal staff attending His Excellency the Commander-in-Chief on tour or inspection duty, when free conveyance will be allowed for their chargers to the extent laid down as the ordinary complement

G O No 319, dated 21st October 1863

Army and Departmental Staff Officers

	Ordinary complement	Allowed on field service.
The Commander-in-Chief in India	8	Discretional *
Major-General Commanding a Division		
Brigadier-General Commanding Brigade	2	4
Adjutant General		
Quarter Master General		
Commissary General		
Inspector-General of Hospitals		
Judge Advocate General	2	3
Deputy Adjutant do		
Do Quarter Master General		
Do Commissary do		
Do. Inspector-General of Hospitals		
Inspector-General of Ordnance	2	0
Deputy Inspector-General of Ordnance		
Inspector of Artillery		
Chief Inspector of Musketry		
Staff Surgeon Major in charge of a Circle		

* M. D No. 25, dated 2nd December 1864

Army and Departmental Staff Officers—(Concluded)

	Ordinary complement	Allowed on field service.
Military Secretary to the Viceroy	2	3
Do do to Governors of Presidencies		
Do do to Commanders-in-Chief		
Aide-de-Camp to the Viceroy		
Do to Governors of Presidencies		
Do to Commanders-in-Chief		
Interpreter to do		
Surgeon to Commander-in-Chief in India		
Deputy Judge Advocate General	1	2
Assistant Adjutant do		
Deputy Assistant Adjutant do		
Assistant Quarter Master do		
Deputy Assistant Quarter Master General		
Brigade Major		
Aide-de-Camp to Lieutenant-Governors		
Do to General Officers		
Field Engineer		
Commissary of Ordnance		
Assistant Commissary General		
Deputy Assistant do		
Field and Staff Surgeon Major or Surgeon		
Staff Veterinary Surgeon		
Commandant of Artillery	0	4
Chief Engineer		
Brigade Quarter Master	0	1
Baggage Master		
Provost Marshal		
Deputy Commissary		
Assistant do		
Deputy Assistant Commissary		
Senior Apothecary	1	0
All other departmental commissioned officers, each		

Regimental Officers.

		Ordinary complement.	Regimental Officers.
Royal Horse Artillery and British Cavalry	Field Officer	4	
	Captain, 2nd Captain, Surgeon Major, Surgeon, Assistant Surgeon above six years' service	3	
	Subalterns, Assistant Surgeon under six years' service, Riding Master, and Quarter Master.	2	
	Veterinary Surgeon	1	
Field Artillery including Mountain Train, Heavy Field, and Siege Train Batteries	Field Officer	1	
	Captain and 2nd Captain	2	
	Subalterns, Surgeon Major, Surgeon, Assistant Surgeon, Quarter Master and Veterinary Surgeon.	1	

When the Adjutant of a Horse or Field Brigade is held temporarily by a Subaltern Officer an additional charger is allowed.

Subaltern Officers of Field Artillery on service are allowed a second charger.

		Ordinary complement.
Garrison Artillery and British Infantry.	Field Officer Officer of whatever rank if in command of the Brigade or Regiment, Adjutant and Quarter Master when marching to or beyond the Railway Station, Medical Officer of relative rank of Field Officer, when the combatant officer's chargers are so conveyed	1 Regimental Officers
Officers of Royal Engineers	Commanding Officer ... ... Adjutant	1 1
British Infantry	Instructor of Musketry, officer acting as Field Officer under circumstances which involve forfeiture of the allowance by the officer for whom he is acting, Officer Commanding a detached wing, Adjutant of a detached wing when marching to or beyond the Railway Station	1 1
Native Cavalry	Commandant, Surgeon Major, and Surgeon... All other European Combatant Officers and Assistant Surgeon Veterinary Surgeon ...	3 2
Native Infantry	All European Combatant Officers Medical Officer in charge when the Combatant Officer's chargers are so conveyed	1 1

121. *Warrant for a charger granted in addition to mileage allowance*—In cases of officers proceeding on an ordinary tour of inspecton, for which they are entitled to receive mileage allowance, the allowance will be passed and a passage warrant for a charger granted in addition for such portions of the journey as may have to be travelled by Railway, when the officer is entitled to take a charger.

G O No 154, dated 31st May 1869

122 *Rate to be paid for a second charger*—In the event of an officer taking a second charger by rail when entitled to free conveyance for only one horse, the second horse should be entered in the warrant as "to be paid for in cash by owner," the officer will then be required to pay one Anna per mile for the second horse, the two horses being considered as sent in one consignment, and Government being charged two Annas per mile as freight for one horse

Quarter Master General's Circular No 422 C, dated 3rd February 1865

123 *Chargers of officers arriving in the country, conveyed free*—An officer, on arriving in the country and proceeding to join his regiment or appointment, where his duties require him to be mounted, may, if he provide himself with a charger on the spot, be allowed a pass for it by rail under the condition of General Order No 98, dated 11th May 1867.

124 *Mounted officers under orders for England not allowed free passage for their chargers to port of embarkation*—Mounted officers under orders to proceed to England are not allowed free passage by rail for their chargers to the port of embarkation.

125 *Description of train required for the conveyance of horses, cattle, etc, to be entered in requisition*—In submitting requisitions on the Railway authorities for the conveyance of horses, mules or other Government cattle, despatching officers are to state in their requisitions the description of train required, *i e*, passenger, goods or extra, otherwise they will be conveyed by passenger trains, and full fares charged accordingly

Quarter Master General's Circulars Nos 65, dated 23rd July 1866, and 32, dated 26th May 1869.

V—PASSAGES

126 *Occasions when all officers are entitled to passages at the public expense*—Officers and others directed in General, Divisional, District or Station orders to proceed by rail *on duty at the public expense* will be provided with the authorized accommodation on

G O, No 773, dated 22nd September 1864.

production of a Railway Warrant* (Form C) properly signed, on which their rank and names, and the nature of the duty is to be stated Officers or individuals who omit to procure these Railway Warrants when necessary, either for themselves, or those under their command, will be responsible for the cost of transit.

127 *Definition of the term "on duty"*—The term "on duty" will comprise all movements of officers ordered from their stations for the advantage of the service, as distinct from their personal convenience It will include—

G O No 773, dated 22nd September 1864

I—Officers belonging to, or doing duty with, troops ordered to proceed more expeditiously than by marching or by water

II—Officers ordered on Courts Martial, Courts of Inquiry, or Committees, at other stations than their own, or returning after the performance of such public duty

III—Officers employed on special, periodical, or other authorized tours of inspection

IV—Officers ordered to join their corps proceeding on service, or on any emergency rendering their presence necessary, or when their corps are ordered to embark for England or the Colonies

V.—Officers removed for the convenience of the service from one staff appointment to another, or from one corps or battery to another, or from Head Quarters to a separate wing or detachment, as also officers doing station duty when removed from one station to another

VI—Officers absent on leave, directed by competent authority to rejoin on public grounds, if required to proceed by a quicker mode than ordinary marching, are entitled to a free passage by rail and dâk

G O No 197, dated 17th September 1866

VII—Officers entitled to a free passage by rail on return to India do not forfeit such claim by obtaining six months' leave at the Presidency to study the Native languages, *provided they pass*

128 *Occasions when officers of Her Majesty's British Service are entitled to passages at the public expense*—Officers of Her Majesty's British Service are entitled to passages at the public expense

G G O No 471, dated 11th May 1865
G O No 187, dated 3rd September 1866

1stly—If proceeding from England to take up any of the following appointments in India, namely —

G O No 89, dated 4th May 1867

Major-General on the Staff, Adjutant General, Quarter Master General,	Deputy Adjutant General, Deputy Quarter Master General, Aide-de-Camp,

Medical Staff,

* The following officers being entitled to mileage allowance are not to be supplied with Railway Warrants —

I—Deputy Inspector General of Hospitals
II—Officers of the Commissariat Department
III—Barrack Masters
IV—Government Timber Agent when on duty in the forests
V—Inspecting Veterinary Surgeons when on tour of inspection
VI—Chief Inspector of Musketry when on tour of inspection
VII—District Inspectors of Musketry when on tour of inspection
VIII—Officers of the Quarter Master General's Department when inspecting barracks
IX—Superintendent of Army Schools when on tour of inspection
X—Officers of the Stud Department when they travel a distance more than twenty miles going and coming from their stations
XI,—Deputy Inspector General of Ordnance when on tour of inspection.
XII—Inspector of Royal Artillery when on tour of inspection
XIII—Brigade Major of Royal Artillery
XIV—Director of Gymnastics when on tour of inspection
XV.—Analyst of potable waters
XVI—Officers Commanding Artillery in Divisions or separate Districts, and their Staff Officers when travelling on inspection duty only in their Divisions and Districts
Officers of the Commissariat Department and Barrack Masters are entitled to mileage allowance when transferred from one station to another

or returning therefrom in consequence of reduction or removal, or on the expiration of their term of staff duty, or on ceasing to hold their appointments

2*ndly* —If attached to, and ordered to proceed with their regiments, or in charge of detachments of their regiments

3*rdly* —If proceeding to fill up vacancies occasioned by death, by promotion, by augmentation, by resignation, by dismissal, or by the exchange, removal or retirement of officers who have returned home on account of ill health, who have been ordered home on duty, or who have served two years at the depôts of their regiments

4*thly* —If returning home in consequence of regular regimental promotion, of promotion to the rank of General Officer, of promotion under the Warrant of 6th October 1854, of being placed on retired full pay under the Warrant of 14th October 1858, or on half pay under the Warrants of the 17th December 1855 and 2nd December 1857, or of promotion to the Medical Staff

5*thly* —If ordered home to undergo instruction at the Staff College or School of Musketry, to join the regimental depôts of their regiments in their regular tour of duty, and actually joining such depôts without obtaining previous leave of absence

6*thly* —If returning home on leave on account of ill health, upon the report and recommendation of a Medical Board, or if returning to their stations after the expiration of such leave

G O. No 35, dated 25th January 1869
" " 80, " 25th April 1870

7*thly* —If promoted or transferred on public grounds from one brigade to another of Royal Artillery.

G O No 35, dated 25th January 1869
" " 356, " 14th Dec "
" " 58, " 3rd March "

8*thly* —If promoted or transferred on public grounds from one to another battalion of the same regiment.

9*thly* —If proceeding to Bombay in view of being provided with a passage in one of Her Majesty's Troop ships, under the operation of General Order No 321, dated 19th November 1869

10*thly* —If arriving in India to join their corps on first appointment, or from the regimental depôts

G O C C dated 30th October 1865
G O. No. 140, dated 20th May 1869

11*thly* —If proceeding to and from any station for the purpose of passing an examination on promotion, or for admission to the Staff Corps

12*thly*.—If an officer in India is promoted to a battalion of the same regiment at home, and exchanges so as to admit of his remaining in India, the officer who proceeds to England in his place is allowed a free passage provided no additional expense is thrown on the public by the arrangement

G O No 363, dated 21st December 1869

13*thly* —Royal Engineer Officers who come to India, under the conditions of the Royal Engineer General Corps Order No 462, dated 1st July 1862, are, on the completion of seven years Indian service, entitled to a free passage to England, as they virtually vacate their appointments on completing the prescribed tour of duty.

M D. No. 1,056, dated 22nd March 1870

129 *Occasions when officers of Her Majesty's Indian service are entitled to passages at the public expense* —Officers of Her Majesty's Indian service, who may be entitled to passage money under the rules of the Indian Military Funds when proceeding to England on Medical certificate, are entitled to free conveyance or themselves and families by rail to Bombay, on production of a certificate that accommodation has been secured for them on board one of Her Majesty's Troop ships.

G G O No. 338, dated 26th March 1870

130. *Also officers of the Pay Department* —Officers of the Pay Department, who may certify that they are proceeding on the public service, are entitled to a free passage by rail

G O No 216, dated 1st October 1866

131 *Also Warrant Officers* —Warrant Officers when proceeding to Bombay to embark on Her Majesty's Troop ships, either on duty or when proceeding to England on leave, on medical certificate, under the provisions of Government General Order No 1,109, of 10th November 1869, are allowed a free passage by rail for themselves and families.

G O No 200, dated 6th August 1870

132 *Orders regarding officers travelling "on duty" at their own expense* —Commissioned or Warrant Officers travelling "on duty" but without a Government passage warrant, or proceeding on or returning from leave on medical certificate, and paying their own fares, are to be allowed to travel in the next higher class of carriage than that for which they purchased tickets, on their producing a certificate, Form E (Appendix) properly countersigned, directing them to travel on duty This, however, is subject to the limitation that Commissioned Officers only are to travel first class with second-class tickets, and Warrant Officers second class with third-class tickets

G O No 162, dated 31st May 1869
G O No 104, dated 10th May 1870

The certificate is to be given up at the station when the ticket is purchased, the ticket issued being backed up as follows —

*To travel*_____*Class, under Government*

*Certificate No.*_____

*Name of Officer*_____

Station Master.

133 *When not applicable* —This order does not apply to any class of Government servants other than those specified above.

Nor is it applicable to the wives and families of Commissioned or Warrant Officers

G O No 258, dated 7th September 1869

Nor to officers travelling on duty and drawing mileage allowance.

G O. No 333, dated 26th November 1869

134 *Second-class rates to be recovered from officers who may have been supplied with free passes without being entitled to the same* —As the Railway Companys are bound to convey officers proceeding on public duty, as first-class passengers, at second-class rates, whether payment is made by the Government or by the officers, only second-class rates are recovered from officers who, though not entitled to free conveyance, have been supplied with passes

G O No 45, dated 6th March 1867.

135 *Appeal to the Controller allowed* —Any officer can appeal to the Controller against a disallowance made by the Examiner of the Pay or other Department, but only after recovery of the sum disallowed has been effected by the Pay Department This procedure is to be adopted by officers previous to making references to the Quarter Master General on the subject of retrenchments on account of transport and Railway charges.

G G O No. 550, dated 29th August 1863
Quarter Master General's Circular No 76, dated 17th August 1865

136. *Free passages to families* —When British Commissioned Officers, Warrant Officers, and Non-commissioned Officers in staff employ, travel by rail at the Government expense in course of relief or on a duty of a permanent nature, and are allowed to take their families* with them, free passages will be sanctioned for their wives and children.

G O No 239, dated 24th October 1866

* The term "family," when used in these rules, is confined strictly to the wife and children of parties entitled to travel at the public expense

Commanding.

137. *Not applicable to families of officers not serving in the Military Department, nor to officers' sons above sixteen years* —This rule applies equally to British Officers holding relative or honorary rank, but is not applicable to the wives of officers not serving in the Military Department, free passes being only sanctioned when debitable as a Military charge, nor is it applicable to officers' sons above sixteen years of age

G O No 52, dated 11th March 1867
G O No 141, dated 15th June 1870

138 *But applicable to families of officers of Head Quarters Staff* —Officers of the Army Head Quarters Staff proceeding to the seat of Government under orders from His Excellency the Commander-in-Chief are considered as travelling "on duty of a permanent nature," and therefore allowed free passages for their families.

M D No 803, dated 22nd April 1867

139 *Also the family of an officer permanently detained on duty at a station* — When an officer is ordered on temporary duty from one station to another, and permanently retained at his destination in the interests of the service, or permanently posted to any other station, he is as much entitled to a pass to enable his family to join him as he would have been for them to accompany him if he had been originally ordered on permanent duty.

G O No 275, dated 8th September 1868

But should the transfer of an officer be made for his own convenience, or at his own request, he would, of course, have no claim to a passage either for himself or for his family.

140. *Non-commissioned officers promoted to commissioned grade entitled to a free passage* —In the event of a Non-commissioned Officer of a British Regiment being promoted to a commissioned grade, the latter shall be considered as a first appointment, and as such he will be entitled to proceed at the public expense to join the corps to which he may be posted

G O No 267, dated 8th September 1868

141. *Armourer Serjeants and Schoolmasters* —Armourer Serjeants and Schoolmasters proceeding on duty are to be provided with free transport by rail just as other Non-commissioned Officers are

G O No 122, dated 30th June 1866

142. *Chief Civil Armourer* —A Chief Civil Armourer on first joining from England, or on being transferred from one arsenal to another, should be provided with free passage in the same way as a first-class Warrant Officer, but when he proceeds on tours of inspection to magazines or stations, he should draw mileage allowance, namely, eight Annas a mile by dâk, and three Annas a mile by rail.

143 Trained Army Schoolmistresses who may be sent on Medical Certificate to a station in India for change, under the operation of G. O C C, dated 14th January 1861, are to be provided with passages at the Government expense

G O. No 211, dated 15th August 1870.

144 *British Soldiers transferred from one corps or battery to another, provided with free passage* —Soldiers of British Regiments and Batteries of Royal Artillery transferred from one corps or battery to another at their own request are to be provided with transport by the State.

G O. No 158, dated 31st May 1869

145. *Native Soldiers only when the transfer is made on public grounds* —Soldiers belonging to Native Corps are only to be provided with such transport on occasions where the transfer is made on purely public grounds

146 *Families of British and Native Soldiers and authorized camp followers conveyed free* —The wives and children of British and Native Soldiers are conveyed at the public expense, also the wives and children of authorized camp followers.

G O. No 239, dated 24th October 1867

147 *Children and their guardians proceeding to the Lawrence Military Asylums provided with free passages* —Free passages are to be granted to all children (whether wards of the Military Orphan Society, or the offspring of living parents), and to persons proceeding in charge of them, including transit from the stations of departure to the Lawrence Military Asylums at Sunawur and Murree, and back again, but no rations or day batta are to be allowed

G O C C, dated 3rd October 1861
G O C C, dated 24th August 1863

148 *But only on occasions of first joining.*—This indulgence is granted on occasions of placing children at those Institutions in the first instance only, any expense incurred by subsequent visits or by children proceeding on leave will not be defrayed by the State.

G O No 194, dated 26th August 1867

149 *Military Orphan Society defrays expenses of orphans* —In the case of orphans, the Military Orphan Society will defray all expenses of transit that it has hitherto been in the habit of doing

G O C C, dated 3rd October 1861

150. *Period when travelling is not permitted* —No children are to be permitted to travel from distant stations to the Asylums between the 15th April and 15th October

G O No 284, dated 11th October 1869
G O No 325, dated 26th November 1869

151 *Free passages are similarly granted to Roman Catholic children* —Passages are similarly granted to the Roman Catholic Orphanages* at Simla and Mussoorie, or to the nearest Roman Catholic Orphanage in the plains, on its being certified in each case by the Superintendent General, Roman Catholic Institutions, that the child (or children) cannot be received into either of the above-named orphanages

G O C C, dated 4th April 1862
G O C C, dated 22nd September 1863

* The Orphanage at Simla is especially for girls, that at Mussoorie especially for boys

152 *Also on their transfer from an Orphanage in the plains to Simla and Mussoorie* Passages are also similarly granted to children on first occasion of their being transferred from the Roman Catholic Orphanages in the plains, where they may have remained for some time intermediately to the Orphanage at Simla or Mussoorie, in consideration of the advantage to the children of the change to the hills

G O No 57, dated 3rd March 1869

153 *Passes to be given only as far as Umballah to children proceeding to Sunawur or Simla* —In the event of children proceeding to the Lawrence Military Asylum at Sunawur, or the Roman Catholic Orphanage at Simla, passes should be given to Umballah only, from which place the Military authorities should be requested to arrange for the onward transit, and for the return passage of the soldiers or others in charge.

G O No 219, dated 26th June 1868

154 *Free passages allowed to soldiers and others proceeding to remove children from the Asylums* —Free passages are allowed to soldiers, or others duly authorized, proceeding to fetch children who are leaving the Lawrence Military Asylums and other similar Government Institutions, whether Protestant or Roman Catholic, in order to accompany their fathers when proceeding to England or elsewhere out of India with troops, or when proceeding with their own regiments to another Presidency, or on volunteering to a regiment in another Presidency A free passage will, of course, be similarly given to the children and their escort from the Institution, but if a soldier withdraws his child, except under any of the above conditions, he must do so at his own expense

G O No 263, dated 8th November 1867
G. O No 7, dated 10th January 1868

155 *Soldiers' widows desiring to remain in India are granted free passages to destination* —Whenever soldiers' widows desire to remain permanently in India, and there is no obvious objection to their doing so, a free passage by rail, or travelling expenses, may be granted to them and their children, if any, to the station they may elect to reside at, on the condition, however, that they forfeit all claim to a passage to England at any future period, their written consent to this effect being forwarded by the despatching officer, for record, to the Controller of Military Accounts in the Presidency to which they proceed.

G. O No. 283, dated 7th December 1867

156. *Rail transport not authorized for Native troops* —Rail transport not being authorized for Native troops, except under very emergent circumstances, is not to be provided without special sanction from Army Head Quarters

Quarter Master General's Circular Nos 2,410 and 2,674, dated 10th June and 11th July 1863, respectively

157. *Free passages by rail granted to all recruiting parties* — A free passage by rail is to be granted to all recruiting parties going from, and returning to, their regiments, and for recruits joining their respective corps This order is applicable to the Punjab Frontier Force

G O C C, dated 15th July 1864
G O No 38, dated 10th February 1868

158 *Also to sick and invalided Native soldiers* —The indulgence of a free conveyance is allowed to all Native Commissioned, Non-commissioned Officers and Soldiers of the Native Army, as well as to Native Doctors attached to corps, when travelling from station to station by Railway on medical certificate, whether in the Presidency to which they may belong or beyond its limits, as well as to any of those grades who may be invalided or discharged with gratuity as physically unfit for further service, when such mode of conveyance is available on their homeward routes

G O C C, dated 10th December 1864
G O No 136, dated 30th April 1868
G O No 286, dated 25th September 1868
Military Department No 344, dated 16th August 1870

159 *Also to Native soldiers travelling in charge of sick comrades* —Free conveyance by rail (with a return passage) is also allowed to Native soldiers travelling in charge of sick comrades, when the state of the latter is certified by a medical officer to be such as to render such assistance necessary.

G G O No 713, dated 20th July 1870

160 Also to Native medical pupils —Native medical pupils ordered to join a hospital or dispensary will be granted free passages or travelling allowances at the usual rates allowed for that class

G O No 203, dated 19th July 1869

161 *Chaplains, Missionaries, Roman Catholic Priests* —Chaplains on the establishment or of the church of Scotland, Clergymen of the additional Clergy Society, Missionaries of the society for the propagation of the Gospel, and the Church Missionary Society, and Roman Catholic Priests, when visiting out-stations under the operation of G. O. marginally quoted are entitled to a free pass by Railway and to a mileage allowance of half Anna in addition.

Go O No 309, dated 8th November 1869

162 A table of Railway routes, for the information and guidance of officers travelling is annexed Form H appendix

DICES.

M A

(TRANSPORT OF TROOPS BY RAILWAY)

...hom conveyance by rail is required from ______ to ______ 18__

Station and Date ______ 18__

NATIVE

Native Doctors	Non commissioned Officers, Rank and File	Wives of commissioned Officers and Native Doctors	Wives of Non commissioned Officers, Rank and File	Children of all Soldiers and of Native Doctors: Over 12 years	Between 12 and 3 years	Under 3 years	Followers: Public	Private	Wives of Followers	Children of Followers: Over 12 years	Between 12 and 3 years	Under 3 years	Total of baggage M S	Boxes of ammunition	Horses: Officers	Government	Ponies, Cattle, etc	Soldiers' Dogs	Remarks
2	¼	1¼	¼	¼	¼	¼	¼	¼	¼	¼	¼	¼							

...ops.
...oned rank.
...l at the Government expense in course of relief, or on duty of a permanent nature, free passages will also be allowed for their
...t expense
...on regimental duty, and by their Army rank when travelling on other duties
...e baggage in excess of the regulations, which is to be made over to the Railway authorities to be loaded separately from the
...ling in ordinary carriages, will be provided with extra space to admit of their assuming a recumbent position When invalid
...ding the regiment or detachment

Commanding.

Particulars of baggage.

	Maunds.	Waggons
Total of baggage as per return.		
Officers' Mess		
Serjeants' „		
Soldiers' cooking utensils		
Library and other Regimental Institutions		
Voluntary Workshops		
Regimental Stores		

155 *Soldiers' widows desiring to remain in India are granted free passages to destination* —Whenever soldiers' widows desire to remain permanently in India, and there is no obvious objection to their doing so, a free passage by rail, or travelling expenses, may be granted to them and their children, if any, to the station they may elect to reside at, on the condition, however, that they forfeit all claim to a passage to England at any future period, their written consent to this effect being forwarded by the despatching officer, for record, to the Controller of Military Accounts in the Presidency to which they proceed.

G. O No. 283, dated 7th December 1867

156. *Rail transport not authorized for Native troops* —Rail transport not being authorized for Native troops, except under very emergent circumstances, is not to be provided without special sanction from Army Head Quarters

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157. *Free passages by rail granted to all recruiting parties* — A free passage by rail is to be granted to all recruiting parties going from, and returning to, their regiments, and for recruits joining their respective corps This order is applicable to the Punjab Frontier Force

G O C C, dated 15th July 1864
G O No 38, dated 10th February 1868

158 *Also to sick and invalided Native soldiers* —The indulgence of a free conveyance is allowed to all Native Commissioned, Non-commissioned Officers and Soldiers of the Native Army, as well as to Native Doctors attached to corps, when travelling from station to station by Railway on medical certificate, whether in the Presidency to which they may belong or beyond its limits, as well as to any of those grades who may be invalided or discharged with gratuity as physically unfit for further service, when such mode of conveyance is available on their homeward routes

G O C C, dated 10th December 1864
G O No 136, dated 30th April 1868
G O No 286, dated 25th September 1868
Military Department No 344, dated 16th August 1870

159 *Also to Native soldiers travelling in charge of sick comrades* —Free conveyance by rail (with a return passage) is also allowed to Native soldiers travelling in charge of sick comrades, when the state of the latter is certified by a medical officer to be such as to render such assistance necessary

G G O No 713, dated 20th July 1870

160 *Also to Native medical pupils* —Native medical pupils ordered to join a hospital or dispensary will be granted free pass or travelling allowances at the usual rates ed for that class.

G O No 203, dated 19th July 1869

161 *Chaplains, Missionaries, Roman Catholic Priests* —Chaplains on the establishment or of the church of Scotland, Clergymen of the additional Clergy Society, Missionaries of the society for the propagation of the Gospel, and the Church Missionary Society, and Roman Catholic Priests, when visiting out-stations under the operation of G O marginally quoted are entitled to a free pass by Railway and to a mileage allowance of half Anna in addition

Go O No 309, dated 8th November 1869

162 A table of Railway routes, for the information and guidance of officers travelling is annexed Form H appendix.

APPENDICES.

FORM A

(Referred to in paragraph 4 of Transport of Troops by Railway)

No ______

RETURN of Troops and Followers (public and private) as also of Baggage, Horses, etc, for whom conveyance by rail is required from ______ to ______ on the ______ 18 ______

Station and Date ______ 18

	Numbers of each rank	Baggage allowed by Govt. to each (Mds)	Total of baggage allowed (Mds)
BRITISH			
Generals of Division		9	
Generals of Brigade.		8	
Colonels		7	
Lieutenant Colonels and Majors.		6	
Captains		5	
Subalterns		4	
Second class Warrant Officers and Staff Serjeants		2	
Non commissioned Officers, Rank and File		1	
Wives of officers		4	
Children of Officers — Over 12 years		2	
Children of Officers — Between 12 and 3 years		1	
Children of Officers — Under 3 years		1	
Wives of second class Warrant Officers and troops		1½	
Children of 2nd class Warrant Officers and Troops — Over 12 years		½	
Children of 2nd class Warrant Officers and Troops — Between 12 and 3 years		½	
Children of 2nd class Warrant Officers and Troops — Under 3 years		½	
NATIVE			
Commissioned Officers and Native Doctors		2	
Non commissioned Officers, Rank and File		½	
Wives of commissioned Officers and Native Doctors		1½	
Wives of Non commissioned Officers, Rank and File		½	
Children of all Soldiers and of Native Doctors — Over 12 years		½	
Children of all Soldiers and of Native Doctors — Between 12 and 3 years		½	
Children of all Soldiers and of Native Doctors — Under 3 years		½	
Followers — Public.		½	
Followers — Private		½	
Wives of Followers.		½	
Children of Followers — Over 12 years		½	
Children of Followers — Between 12 and 3 years.		½	
Children of Followers — Under 3 years		½	
Total of baggage		M S	
Boxes of ammunition			
Horses — Officers			
Horses — Government			
Ponies, Cattle, etc			
Soldiers' Dogs			
Remarks			

I —The above scale is exclusive of side arms for officers, and rifles, or other arms and accoutrements in the case of troops.

II.—Medical and other officers according to corresponding rank, including Warrant Officers having honorary commissioned rank.

III —When British Commissioned Officers, Warrant Officers, and Non commissioned Officers in staff employ, travel by rail at the Government expense in course of relief, or on duty of a permanent nature, free passages will also be allowed for their wives and children

IV —The wives and children of British and Native soldiers and of authorized followers are conveyed at the Government expense

V —The quantity of baggage allowed to Regimental Officers will be regulated by their regimental rank, when travelling on regimental duty, and by their Army rank when travelling on other duties

VI.—Provision is to be made by the despatching officer, in concert with the Railway officials, for the transit of all private baggage in excess of the regulations, which is to be made over to the Railway authorities to be loaded separately from the authorized baggage, previous to despatch, the Commanding officer will pay for such extra baggage at Government contract rate.

VII —Cases of very serious indisposition will be provided for in invalid carriages, and invalids, who are capable of travelling in ordinary carriages, will be provided with extra space to admit of their assuming a recumbent position When invalid carriages or extra space is thus required, notice should be given in an accompaniment to this return, signed by the Officer Commanding the regiment or detachment

______ *Commanding*

FORM B.

(Referred to in para. 7 of Transport of Troops—by Railway)

Railway Notice

No ______

To

THE STATION MASTER,

______

______

Quarter Master General's Department.

______ 18 .

Sir,

Conveyance will be required by "Ordinary Passenger Train" for the following troops and baggage from ______

to ______

on the ______ at ______

Officers	
,, wives	
,, children	
Troops	
,, wives	
,, children	
Followers, including families	
Government baggage and stores	
Personal baggage, as per regulations, free of charge	
Personal baggage to be paid for	
Boxes of ammunition	
Horses	
Soldiers' dogs to be paid for at special rates	

______

Quarter Master General or Station Staff Officer.

FORM B

(Referred to in para. 7 of Transport of Troops—by Railway)

Railway Notice

No. ______

To

THE STATION MASTER,

______

______

Quarter Master General's Department

______ 18 .

Sir,

Conveyance will be required by "Ordinary Passenger Train" for the following troops and baggage from ______

to ______

on the ______ at ______

Officers	
,, wives	
,, children	
Troops	
,, wives	
,, children	
Followers, including families	
Government baggage and stores	
Personal baggage as per regulations	
Private baggage to be paid for	
Boxes of ammunition	
Horses	
Soldiers' dogs to be paid for at special rates	

______

Quarter Master General or Station Staff Officer

Proceedings of the Madras Government, Public Works Department, 14th October 1870.

Nominal Roll of Commissioned Officers

No	Rank and Names

FORM A.

[Referred to in para. 4 of Transport of Troops by Railway]

Return of troops and followers (public and private), as also of baggage, horses, etc, for whom conveyance by rail is required from ______

to ______

on the ______ 18

To

The Assistant Quarter Master General, or Station Staff Officer

______

______

Note —This return is to be carefully filled in, and returned without delay to the despatching officer

Baggage and Servants allowed by Government.

	Officers: Personal servants, exclusive of horse attendance	Officers: Followers allowed when Camp Equipage is taken	Mess Stores, etc	Serjeants' Mess Stores, etc.	Soldiers' cooking utensils	Library and other Regimental Institutions	Soldiers' Voluntary Workshops	Remarks.
			Mds.	Mds.				
General Officer Commanding Forces (Discretional)								When camp equipage is authorized to be taken, the scale laid down in G G O , No 1,129, dated 23rd December 1862, is to be adopted ; the camp equipage must be weighed separately and entered in the warrant, and charged to Government under special sanction of Quarter Master General or Station Staff Officer s counter-signature
,, Officer Commanding Division	12	6						
,, ,, Brigade	9	5						
Colonels	5	3						
Lieutenant Colonels	5	3						
Majors	5	1						
Captains	5	1						
Subalterns	5	1						
Second class Warrant and Native Commissioned Officers, Apothecaries, Assistant Apothecaries, Hospital Apprentices, Staff Serjeants, whether Regimental or Departmental, Native Doctors, European, Eurasian, and Native Clerks	* Provided the Clerk's salary is Rs 50 per mensem or upwards 1*	Majors and Captains in command, one follower additional						
Mess								
Regiment of British Cavalry or Infantry	16	4	24	8		8		
Wing ,, 4 Troops	10	2	13	5		4		
,, ,, 3 ,,	10	2	10	4		4		
,, Infantry with Head Quarters	10	2	18	6		4		
,, without ,,	10	2	16	5		4		
Troop of British Cavalry, Company of British Infantry or Sappers and Miners								
Battery of Royal Artillery	3	1	4	2	4	2		
Regiment of Native Cavalry or Infantry	6	2	6	4	{H & F 6, G 3}	4		
Wing ,, ,,	8	2	16					
Troops, exclusive of the authorized Native establishments paid by Government	5	1	10					
	10 per cent.							

Mounted Officers are allowed in addition two attendants for each horse authorized to be conveyed by rail, one attendant to be entered in the warrant as accompanying the horse, the other to be included in the list of followers

Particulars of baggage.

	Grand Total for which conveyance is required	Excess baggage of families	Excess baggage of men	Excess baggage of Officers	Total	Camp Equipage	Regimental Stores	Voluntary Workshops	Library and other Regimental Institutions	Soldiers' cooking utensils	Serjeants' ,,	Officers' Mess	Total of baggage as per return.
Maunds													
Waggons													

MEMORANDUM

I —Ninety-six (96) officers and men with sixty (60) followers are the maximum numbers to be despatched by "Ordinary Passenger Trains"

II —Whenever more than 20 men, women and children are to be despatched by "Ordinary Passenger Train," 24 hours' notice must be given to the Railway authorities, in order that any necessary arrangements for the proper number of carriages may be made, and a covered waggon be specially provided for the soldiers, bedding, kits, etc

III —Second class carriages are, if possible, to be provided for British troops travelling by "Ordinary Passenger Trains"

IV —When more troops are required to be despatched by rail than can conveniently be sent in detachments of the above limited strength, despatching officers will send in to the Railway authorities a requisition (Form D), for a "Troop Extra Train" to travel at passenger speed.

Proceedings of the Madras Government, Public Works Department, 14th October 1870.

FORM C.

(REFERRED TO IN PARA. 13 OF TRANSPORT OF TROOPS—BY RAILWAY)

No _____ *Railway Warrant.*

To

THE STATION MASTER,

_____

QUARTER MASTER GENL 's DEPT

SIR, _____ 18 .

Conveyance by Railway is required for the under mentioned, proceeding on duty from _____ to _____ on the _____

1	2 Authorized and not to be exceeded	3 Actually provided with conveyance	4 Rank and names of Commissioned or Warrant Officers, and nature of duty to be here stated
Commissioned Officers ...			
Wives of ditto			
Children of ditto { Over 12 years of age / Between 12 and 3 years / Under 3 years			
Warrant and Native Commissioned Officers, Apothecaries, Assistant Apothecaries, Hospital Apprentices, Staff Serjeants, Native Doctors, European, Eurasian, and Native Clerks			
Wives of ditto			
Children of ditto { Over 12 years of age / Between 12 and 3 years / Under 3 years			
Non commissioned Officers, Rank and Files of ditto ..			
Children of ditto .. { Over 12 years of age / Between 12 and 3 years / Under 3 years			
Native establishments and public followers			
Officers' personal servants, exclusive of one attendant for each horse			
Ditto followers, including horse attendants in excess of one for each horse			
Horses, Officers and Troop, with one attendant each			
Ponies, Cattle, etc			
Attendants in charge of Ponies or Cattle (only to be inserted when conveyed by Passenger Trains)			
Soldiers' dogs to be paid for at special rates ..			
Government baggage and stores			
Personal baggage, as per regulations, free of charge			
Personal baggage to be paid for			

No addition or alteration of any sort is to be made to column 2 of this Warrant, except by the authorized Staff Officer.

[*Quarter Master General or Staff Officer.*

Certified that conveyance has been provided on this requisition for the numbers entered by me in column 3, and officers named in column 4

* *Officer travelling or commanding, or officer superintending despatch of troops*

* Officers are to fill up column 3 themselves, and to be particular to enter the actual weight of their baggage, and the number of servants travelling with them.

FORM C

(REFERRED TO IN PARA 13 OF TRANSPORT OF TROOPS—BY RAILWAY)

No. _____ *Railway Warrant.*

To

THE STATION MASTER,

_____

QUARTER MASTER GENERAL'S DEPARTMENT.

SIR, _____ 18 .

Conveyance by Railway is required for the under mentioned, proceeding on duty from _____ to _____ on the _____.

1	2 Authorized and not to be exceeded	3 Actually provided with conveyance	4 Rank and names of Commissioned or Warrant Officers, and nature of duty to be here stated
Commissioned Officers			
Wives of ditto			
Children of ditto { Over 12 years of age / Between 12 and 3 years / Under 3 years			
Warrant and Native Commissioned Officers, Apothecaries, Assistant Apothecaries, Hospital Apprentices, Staff Serjeants, Native Doctors, European, Eurasian and Native Clerks			
Wives of ditto			
Children of ditto { Over 12 years of age / Between 12 and 3 years / Under 3 years			
Non Commissioned Officers, Rank and File			
Wives of ditto			
Children of ditto { Over 12 years of age / Between 12 and 3 years / Under 3 years			
Native establishments and public followers .			
Officers' personal servants, exclusive of one attendant for each horse			
Ditto followers, including horse attendants in excess of one for each horse			
Horses, Officers and Troop, with one attendant each			
Ponies, Cattle, etc			
Attendants in charge of ponies or cattle (only to be inserted when conveyed by Passenger Trains)			
Soldiers' dogs to be paid for at special rates			
Government baggage and stores			
Personal baggage, as per regulations, free of charge			
Personal baggage to be paid for			

No addition or alteration of any sort is to be made to column 2 of this Warrant, except by the authorized Staff Officer.

Quarter Master General or Staff Officer

Certified that conveyance has been provided on this requisition for the numbers entered by me in column 3, and officers named in column 4

* *Officer travelling or commanding, or officer superintending despatch of troops.*

* Officers are to fill up column 3 themselves, and to be particular to enter the actual weight of their baggage, and the number of servants travelling with them.

FORM D.

(REFERRED TO IN PARA. 13 OF TRANSPORT OF TROOPS—BY RAILWAY)

No _____ *Railway Warrant*

To

THE DISTRICT TRAFFIC SUPERINTENDENT,

_____

QUARTER MASTER GENERAL'S DEPARTMENT,

_____ 18 .

Requisition for troops, extra train.

Vehicles	Capacity for British and Native Troops	Number required.
Breaks . ..		2
Class, 1st . . .		
,, 2nd .		
,, 3rd (7 compartments) . .		
,, 3rd (5 ,,) .		
Covered Waggon		
Ammunition Waggon . ..		
Horse Box		
,, ,, ...		
Cattle Waggon .. .		
Invalid Carriage		

No addition or alteration of any sort is to be made to this warrant except by the authorized Staff Officer.

Extra train of vehicles, as above specified, required for the conveyance of British and Native Troops from _____ to _____ on the _____ stopping at _____ and _____ and _____

Quarter Master General, or officer superintending despatch of troops

Certified that conveyance as above has been duly furnished

Date _____ 18 .

Officer Commanding Regiment or Detachment, or officer superintending despatch of troops

Note —Conveyance required for——Soldiers' dogs, to be paid for by the Officer Commanding, at the rates laid down in para. 43 of Transport of Troops by Railway

FORM D.

(REFERRED TO IN PARA. 13 OF TRANSPORT OF TROOPS—BY RAILWAY)

No _____ *Railway Warrant*

To

THE DISTRICT TRAFFIC SUPERINTENDENT,

_____

QUARTER MASTER GENERAL'S DEPARTMENT,

_____ 18 .

Requisition for troops, extra train

Vehicles.	Capacity for British and Native Troops	Number required
Breaks		
Class, 1st		
,, 2nd		
,, 3rd (7 compartments)		1 is
,, 3rd (5 ,,)		
Covered Waggon		
Ammunition Waggon .		
Horse Box		
,, ,, ...		
Cattle Waggon		
Invalid Carriage		

No addition or alteration of any sort is to be made to this warrant except by the authorized Staff Officer

Extra train of vehicles, as above specified, required for the conveyance of British and Native Troops from _____ to _____ on the _____ stopping at _____ and _____ and _____

Quarter Master General, or officer superintending despatch of troops.

Certified that conveyance, as above required, has been duly furnished

Date _____ 18 .

Officer Commanding Regiment or Detachment, or officer superintending despatch of troops.

Note —Conveyance required for——Soldiers' dogs, to be paid for by the Officer Commanding, at the rates laid down in para. 43 of Transport of Troops by Railway

BAGGAGE- AND SERVANTS ALLOWED BY GOVERNMENT

* Exclusive of side-arms for officers, and rifles or other arms and accoutrements in the case of troops.	Baggage	Personal attendants.	Followers allowed when Camp Equipage is taken
	lbs. or Yds.		
General Officers Commanding Forces (Discretional)			
Do. do Brigade	750 „ 9		
Colonels	610 „ 8		
Lieu colonels-Colonels	540 „ 7		
Majors	490 „ 6	5	6
Captains	490 „ 6	5	6
Subalterns	490 „ 5	5	6
Officers wives	350 „ 4	3	6
Do. children above 12 years, each	250 „ 4	2	6
Do. children under 12 years, each	150 „ 3	1	6
Second class Warrant and Non Commissioned Officers, Sub Assistant Apothecaries, Hospital Apprentices, Native Doctors, Farriers, Buglers, Trumpeters, Native Surgeons, Native Apothecaries, Assistant Apothecaries, Native Clerks	60 „ 1	1	6
British Non-commissioned Officers, Bank and File, Native Commissioned Officers, Bank Wives of Warrant and Non-commissioned Officers, Bank and File, Native Commissioned Officers, Apothecaries, Assistant Apothecaries, Hospital Apprentices, Native Doctors, Farriers, Buglers, Trumpeters, Native Clerks	160 „ 3 60 „ 1	1	6
Native Non-commissioned Officers, Bank and File, Native Commissioned Officers, Bank and File, Native Commissioned Officers, Apothecaries, Assistant Apothecaries, Hospital Apprentices, Native Doctors, Farriers, Buglers, Trumpeters, Native Clerks	120 „ 1½ 30 „ ‡	1	6
Wives of Warrant and Non-commissioned Officers, Bank and File, Native Commissioned Officers, Apothecaries, Assistant Apothecaries, Hospital Apprentices, Native Doctors, Farriers, Buglers, Trumpeters, Native Clerks	60 „ 1	1	6
Children of do., each	120 „ 1½	1	6
Native Non-commissioned Officers, Bank and File, Native Commissioned Officers, Bank and File, Native Commissioned Officers, Apothecaries, Assistant Apothecaries, Hospital Apprentices, Native Doctors, Farriers, Buglers, Trumpeters, Native Clerks	30 „ ‡	1	6
Medical pupils and assistants	40 „ ‡	1	6
Wives of ditto	40 „ ‡	1	6
Children of ditto	20 „ ‡	1	6

IV —The quantity of baggage allowed to regimental officers will be regulated by their regimental rank, when travelling on regimental duty, and by their Army rank, when travelling on other duties.

V —All personal baggage in excess of the quantity above authorized for the several ranks, is to be paid for on the spot by the Officer Commanding at Government contract rate

VI —The wife of an officer who has been provided with passage under the operation of the Royal Passage Warrant of 1865, when completing her inland journey by rail with her husband, in continuation of the voyage by sea, is permitted carriage at the public expense for herself and children, under 14 years of age, for 6 cwt of baggage, and for each child above 14 years, for ‡ cwt This is, however, only allowed in cases of first landing, subsequent moves being regulated by the above scale

VII —When British Commissioned Officers, Warrant Officers, and Non commissioned Officers in staff employ, travel by rail at the Government expense, in course of relief or on duty of a permanent nature, free passage will also be allowed for their wives and children

VIII —The wives and children of British and Native soldiers and of authorized followers are conveyed at the public expense

IX —European Commissioned Officers and their families are to be provided with seats in 1st class carriages Native Officers, 2nd class Warrant Officers, Band Masters, British and Native Troops, Families of British soldiers, British and Native Clerks in Military Offices, Apothecaries, Hospital Assistants, and Native Doctors in 2nd class carriages Officers' servants and all other followers, public and private, in 3rd class carriages.

* Provided the Majors and Captains in Command, 1 follower addl.	When camp equipage is authorized to be taken, the scale laid down in G O, No 1129, dated 23d Dec 1862, is to be adopted, the camp equipage must be weighed separately and entered in the Warrant, and charged to Government under special sanction of Quarter Master General (General or Station Staff Officer's conveyance.
12	6
9	6
6	6
5	3
5	3
5	3
5	2
5	1
5	1
5	1

I —Troops 10 per cent, exclusive of the regimental native establishments paid by Government.

II —Medical and other officers, according to corresponding rank, including Warrant Officers, having honorary commissioned rank.

III —Mounted officers are allowed, in addition two attendants for each horse authorized to be conveyed free by rail, one attendant to be buried as accompanying the horse, the other to be included in the list of followers

The following are the capacities of vehicles for the conveyance of British and Native Troops on lines of Railway :—

	Capacity			
	East Indian Railway	Punjab and Delhi Railway	Eastern Bengal Railway	Great Indian Peninsula Railway
Brakes	..	..	..	..
Saloon Carriage	...	.	...	.
First Class "	..	...	.	12 seats
Composite "	..	.	} 12 seats	...
Second class "	...	.		32 "
Third class "	...	...	...	42 "
Third class "	...	...	..	30 "
Third class "	...	...	..	30 "
Covered Waggon	...	.	650 cubic ft	5 tons
Ammunition Waggon	...	...	650 "	4 "
Horse Box	..	.	6 horses	8 horses
" " ..	..	.	3 "	.....
Cattle Waggon	...	.	6 cattle	6 cattle.
Invalid Carriage	.		12 berths	8 berths

I —For a troop extra train, at passenger train speed, 22 vehicles, including the two break vans, is the minimum load, and 35 vehicles, including two break vans, the maximum

II —The following notice at least must be given of the requirement of an extra train, namely, at Allahabad and Howrah, 48 hours, and at any other station, 96 hours

III —Despatching Officers are held responsible that their requisitions for carriages, waggons, horse boxes, etc , for extra trains do not exceed the amount of accommodation sanctioned by Government for the number of officers and men despatched by them

IV —The train according to requisition will be made over by the Railway to the Military despatching authority, under whose orders the vehicles will be filled, uninterfered with by any Railway official, provided, that it is not evident to such official, that a greater number of persons or amount of baggage is being placed in carriages or waggons than the said vehicles are calculated to hold

V —Provision is to be made by the despatching officer, in concert with the Railway officials, for the transit of all private baggage in excess of the regulations, which is to be made over to the Railway authority, to be loaded in a special waggon attached to the extra train for that purpose , such baggage, previous to despatch, is to be paid for by the Commanding Officer at Government contract rate

VI —The two break vans are allowed for the conveyance of the authorized quantity of free baggage, calculated at the rate of 2 tons, or 56 maunds for 100 adults, without reference to rank , children over 12 years being counted as adults, and of those under 12 years, two being counted as one adult

FORM E

(Referred to in papa 132 of Transport of Troops—by Railway)

No _____

To

THE STATION-MASTER, _____ RAILWAY,

_____ *Station.*

Certified that (Rank) _____ (Name) _____ (Corps or Department)

_____ is proceeding on duty, and is entitled to conveyance from

_____ to _____ in a _____ class Railway carriage upon payment of _____

class fare

Quarter Master General's Department,

_____

Assistant Quarter Master General,

or _____

Note —Commissioned Officers only are to travel first class with second class tickets, and Warrant Officers second class with third class tickets

FORM E

(Referred to in para 132 of Transport of Troops—by Railway)

No _____

To

THE STATION MASTER, _____ RAILWAY,

_____ *Station*

Certified that (Rank) _____ (Name) _____ (Corps or Department)

_____ is proceeding on duty, and is entitled to conveyance from

_____ to _____ in a _____ class Railway carriage upon payment of _____

class fare.

Quarter Master General's Department,

_____

Assistant Quarter Master General,

or _____

Note —Commissioned Officers only are to travel first class with second class tickets, and Warrant Officers second class with third class tickets

as follows —

This certificate is to be given up at the station when the ticket is purchased, the ticket issued being backed up

To Travel _____ class under Government

Certificate No _____

Name of officer _____

Station Master

FORM F.

(Referred to in para 8 of Transport of Troops—by Railway)

No _____

Quarter Master General's Department

_____ 18

MEMO

Intimates that the under mentioned troops *en route* from _____ to _____ will leave by _____ train at _____ o'clock on the _____ 18 .

	Corps or Detachment.		
British	Officers	Wives	Children.
	Second class Warrant Officers	,,	,,
	Medical Subordinates	,,	,,
	Staff Serjeants	,,	,,
	Non commissioned Officers, Rank and File	,,	,,
Native	Commissioned Officers	,,	,,
	Native Doctors	,,	,,
	Non commissioned Officers, Rank and File	,,	,,
	Regimental Establishments paid by Government	,,	,,
	Native followers (public and private)	,,	,,
	Horses		
	Ponies and cattle		

	M	S	Waggons
Government baggage and stores			
Personal baggage of troops			
Total			

Assistant Quarter Master General, or Station Staff Officer.

FORM F.

(Referred to in para 8 of Transport of Troops—by Railway)

No _____

Quarter Master General's Department

_____ 18 .

MEMO

Intimates that the under mentioned troops *en route* from _____ to _____ will leave by _____ train at _____ o'clock on the _____ 18

	Corps or Detachment		
British	Officers	Wives	Children
	Second class Warrant Officers	,,	,,
	Medical Subordinates	,,	,,
	Staff Serjeants	,,	,,
	Non Commissioned Officers, Rank and File	,,	,,
Native	Commissioned Officers	,,	,,
	Native Doctors	,,	,,
	Non commissioned Officers, Rank and File	,,	,,
	Regimental Establishments paid by Government	,,	,,
	Native followers (public and private)	,,	,,
	Horses		
	Ponies		

	M	S	Waggons
Government baggage and stores			
Personal baggage of troops			
Total			

Assistant Quarter Master General, or Station Staff Officer.

Proceedings of the Madras Government, Public Works Department, 14th October 1870.

FORM G.

(REFERRED TO IN PARAGRAPHS 32 AND 33 OF TRANSPORT OF TROOPS—BY RAILWAY)

MARCHING STATE OF TROOPS PROCEEDING TO

REST CAMP

18

Corps or Detachment		Ages of the Children			Detail of Baggage	Means	Bearers	Waggons	Station from whence started.	Destination	Remarks.
					Government baggage and stores						
					Personal baggage of troops						
					Private baggage paid for						
					Total .						
		Under 3 years	Between 12 and 3 years	Over 12 years.							
	Officers										
	British Troops										
	Native "										
	Followers										
	Total .										
BRITISH	Field Officers										
	Captains										
	Subalterns										
	Second class Warrant Officers, Medical Sub ordinates and Staff Serjeants										
	Non commissioned Officers, Rank and File.										
	Wives of Officers										
	Children of Officers										
	Wives of troops										
	Children of troops.										
NATIVE	Commissioned Officers and Native Doctors.										
	Non commissioned Officers, Rank and File										
	Wives of Commissioned Officers and Native Doctors.										
	Wives of troops										
	Children of all soldiers and Native Doctors.										
FOLLOWERS	Public.										
	Private										
	Wives of Followers										
	Children of Followers										

Medical and other officers, according to corresponding rank, including Warrant Officers having honorary commissioned rank.

Commanding Troops.

Memorandum of special arrangements (if any) to be made for the reception or onward progress of the within troops, such as provision of medical attendance or doolies for sick, carriage or coolies for baggage, etc , etc

Assistant Quarter Master General, or Station Staff Officer.

FORM F.

[REFERRED TO IN PARA 8 OF TRANSPORT OF TROOPS—BY RAILWAY]

Intimation of progress of troops *en route* from _____

_____ to _____

and their probable date of arrival at _____

on _____ at _____ o'clock

To

The _____

Memorandum of special arrangements (if any) to be made for the reception or onward progress of the within troops, such as provision of medical attendence or doolies for sick, carriage or coolies for baggage, etc , etc

Assist Quarter Master Genl or Station Staff Officer

FORM F

[REFERRED TO IN PARA. 8 OF TRANSPORT OF TROOPS—BY RAILWAY]

Intimation of progress of troops *en route* from _____

to _____ and their probable date of arrival at _____

on _____ at _____ o'clock

To

The _____

FORM H.

(REFERRED TO IN PARAGRAPH 162 OF TRANSPORT OF TROOPS BY RAILWAY)

RAILWAY ROUTES.

Jubbulpore Time is kept on the East India, Indian Branch, and Oudh and Rohilkhund Railways

It is 32 minutes slower than Calcutta time,
6 " " Bombay "
3 " " Madras "
23 minutes faster than Lahore "

Madras Time is kept on the Punjab and Delhi, Great Indian Peninsula, and all Madras Railways.

It is 23½ minutes faster than Lahore time
27 " " Bombay "

ROUTE No I

CALCUTTA TO ALLAHABAD

By Burdwan, Sahebgunge, Dinapore, Mogul Serai and near Benares

Stations	Distance from Calcutta M	Distance from Calcutta F	Remarks
Calcutta			
Howrah .	1		
Bally	7		
Connaghur ..	10		
Serampore ..	13		
Biddabatty	16		
Chandernagore	22		
Hooghly	25		
Mugrah .	30		
Pundooah	39		
Boinchee .	45		
Mymaree	52		
Sakteeghur	60		
Burdwan* .	68		Chord line to Raneegunge, Burakur and Luckeserai branches off
Kanoo Junction	76		
Gooshkarah ..	88		
Beddiah .	95		
Bhulpore ..	100		
Ahmoodpore	112		
Cyntheea	120		
Mullarpore	130		
Rampore Haut	137		Branch line to Berhampore, distant 32 6
Nulhattee	146		
Moorarcee	156		
Rajgowan	163		
Pakowr	170		
Beejapore	178		
Bahawa .	186		
Teenpahar	196		
Rajmahal Branch Teenpahar	196		
Rajmahal Branch **Rajmahal**	203		
Rajmahal Branch Rajmahal	203		
Rajmahal Branch Teenpahar .	196		
Teenpahar .. .	196		
Maharajpore	211		
Sahibgunge*	202		Resting camp—Road branches off to Darjeeling, distant . 171 5 And Julpigoree 136 1
Peerpointee	234		
Colgong	247		
Ghogah	253		
Bhaugulpore	266		
Sultangunge	281		
Burriarpore .. .	292		
Jumalpore* ..	299		
Monghyr Branch **Jumalpore***	299		
Monghyr Branch **Monghyr**	304		
Monghyr Branch Monghyr	304		
Monghyr Branch **Jumalpore***	299		
Jumalpore*	299		
Durrarah	306		
Kujrah .. .	317		
Luckeserai	327		Chord line to Burakur, Raneegunge and Burdwan
Burhea	337		
Mokameh .	348		
Barrh	364		

ROUTE No I—(*Continued*)

Stations,	Distance from Calcutta M	Distance from Calcutta F	Remarks
Bucktearpore .	375		
Futwah	390		
Patna (*City*)	397		
Bankipore (*Patna Civil Station*)	403		
Dinapore*	409		Resting camp Cantonment, distant, 4 miles,
Bihta . .	420		
Arrah	434		
Beehea	447		
Rogonathpore	456		
Doomraon	466		
Buxar	476		
Guhmer	489		
Dildarnuggur	499		
Zumaneah	507		
Sukuldeah	523		
Mogul Serai*	535		Branch line to Benares—Cantonment, distant, 9 miles
Benares Branch **Mogul Serai***	535		Oudh and Rohilkhund Railway branches off to Fyzabad and Lucknow.
Benares Branch **Benares**	541		
Benares Branch Benares	541		
Benares Branch Mogul Serai*	535		
Mogul Serai*	535		
Ahrowra Road .	543		
Chunar	555		
Puharree	564		
Mirzapore . .	574		
Gaepoora .	586		
Nuwaee	596		
Sirsa Road	606		
Kurchuna	619		
Nynee	625		
Allahabad .	630		

ROUTE No II

CALCUTTA TO BURAKUR FOR HAZAREEBAUGH

By Burdwan and Raneegunge

Stations	Distance from Calcutta M	Distance from Calcutta F	Remarks
Culcutta to Burdwan*	68		As in Route No I
Kanoo Junction	76		
Mancoor	91		
Paneeghur .	98		
Raneegunge .	122		
Seersole			
Neemcha .	131		
Assensole	136	6	Chord line branches off to Luckeserai
Seetarampore			
Burakur	142	4	
Hazareebaugh by road	121	4	
Total	264	0	

* Refreshment rooms given At most refreshment rooms, tea, coffee, etc, can be procured for troops at reduced prices, on due notice being

FORM G

[REFERRED TO IN PARAS 32 AND 33 OF TRANSPORT OF TROOPS—BY RAILWAY]

Marching state of troops, etc, proceeding to——

——Rest-camp——

——18 .

To

The Assistant Quarter Master General,
or Station Staff Officer,

——

This Return is to be filled in by the Officer Commanding Troops and made over to the Transport Serjeant for despatch.

Commanding Troops.

General Observations by Officer Commanding Troops.

I.—State whether the arrangements of the Rest-camp are satisfactory?

II.—State whether any sickness has occurred since arrival at the Rest-camp?

Nominal Roll of Commissioned Officers.

No.	Rank and Names.

FORM H.—(*Continued*)

ROUTE No III.

CALCUTTA TO LUCKESERAI

By Burdwan, Raneegunge and the Chord Line.

Stations	Distance from Calcutta M	F	R
Culcutta to Seetarampore	136	6	As in Route No. III.
Lahurtollah	147	2	
Jamtarrah	155	2	
Telkearee	167	6	
Muddopoor	182	6	
Jesseedee	200	2	
Seemultollah	216	2	
Nawadee	227	6	
Chidhour	234	2	
Mulleypoor	244		
Mununpoor	253	2	
Luckeserai			

ROUTE No IV.

CALCUTTA TO BERHAMPORE

By Burdwan, Nulhatee and Azimgunge.

Stations.	Distance from Calcutta. M	F	Remarks.
Calcutta to Nulhatee	146		
Nowada	154		
Bokhara	158	4	
Sagordihee	163		
Azimgunge	173	2	
Berhampore	178	2	Cross the Ganges

ROUTE No V.

CALCUTTA TO KOOSHTEE, FOR ASSAM, DACCA, AND SYLHET

By Dum Dum, Barrackpore, and Kissengunge

Stations	Distance from Calcutta M	F	Remarks
Culcutta ...			
Dum-Dum	4	2	
Bailgurriah ..	7		
Sodepore	9	6	
Barrackpore ..	10		
Echapore	16	6	
Samnuggur	18	4	
Nyehattee ..	23	4	
Kanchraparah	28		
Mudunpore	33		
Chogdah ..	38	2	
Ranaghat	45	2	
Arrunghatta	51		
Buggoolah (for Kishnagur)	57	2	
Kissengunge (for Jessore)	65	...	
Mutteaee	69		
Joyrampore	77	6	
Chooadangah	83	4	
Moonsheegunge	89		
Allumdangah	93	2	
Halsha	98	4	
Purodah	102	6	
Kooshtee*	113	2	

*Refreshment rooms At most refreshment rooms, tea, coffee, etc, can be procured for troops at reduced prices, on due notice being given

ROUTE No. VI.

ALLAHABAD TO AGRA

By Cawnpore and Toondla

Stations.	Distance from Allahabad M	F.	Remarks.
Allahabad*			
Manowree	11		
Barwaree	23		
Sirathoo	36		
Khaga	51		
Berhampore	60		
Futtehpore ...	72		Road branches off toBanda, distant 48 miles.
Mulwah	82		
Mohar ..	92		
Sirsoul	106		
Cawnpore* ..	119		Resting camp—Oudh and Rohilkhund Railway branches off to Lucknow, distant 46 miles.
Bhowpore	133		
Roorah	146		
Jheenjuk	158		
Paphoond	171		
Utchulda ..	181		
Burtna	193		
Etawah	206		
Jushwuntnugger ...	215		
Badan ...	227		
Shekoabad	240		
Ferozabad	252		
Toondla Junction* ...	263		Resting camp—Main line continues on to Delhi, Meerut, and the Punjab.
Agra ..	276		The Cantonment is 2½ miles distant across the Jumna

ROUTE No VII.

ALLAHABAD TO DELHI

By Cawnpore, Toondla, Allygurh, and Gazeeabad.

Stations	Distance from Allahabad M.	F	Remarks.
Allahabad to Toondla* ..	263		As in Route No. VI.
Burhan	272		
Jaleysur Road	280		
Hattrass Road ..	292		
Palee ..	302		
Allyghur*	311		Oudh and Rohilkhund Railway branches off to Moradabad, Bareilly, Shahjehanpore and Lucknow.
Somna ..	325		
Khoorja	338		
Chola (Bolundshuhur Road)	347		
Secundrabad	356		
Dadree	366		
Gazeeabad* ..	377		Main line continues on to Meerut and the Punjab.
Delhi	389		

ROUTE No VIII

ALLAHABAD TO LUCKNOW.

By Cawnpore

Stations.	Distance from Allahabad M	F	Remarks
Allahabad to Cawnpore	119		As in Route No VI, for the first four miles towards Oonao there is no Railway at present —The Ganges is crossed on leaving Cawnpore
Oonao	131	6	
Ajgaon	141	2	
Harownee	151	2	
Lucknow	165		

Proceedings of the Madras Government, Public Works Department, 14th October 1870.

FORM H.—(*Continued*)

ROUTE No IX

LUCKNOW TO BENARES

By Nawobgunj, Fyzabad and Jounpore

Stations	Distance from Lucknow M	F	Remarks.

ROUTE No X

LUCKNOW TO MORADABAD

By Shahjehanpore and Bareilly

Stations	Distance from Lucknow M	F	Remarks

* Refreshment rooms At most refreshment rooms, tea, coffee, etc, can be procured for troops at reduced prices, on due notice being given.

ROUTE No XI

LUCKNOW TO ALLYGURH

By Shahjehanpore, Bareilly, and Chundowsee

tations	Distance from Lucknow M	F	Remarks

ROUTE No XII

ALLAHABAD TO MEAN MEER

By Cawnpore, Gazeeabad, Meerut, Umballa Loodiana, Jullundur and Umritsur.

Stations.	Distance from Allahabad M	F	Remarks
Allahabad to Toondla*	263		As in Route No VI
Gazeeabad*	377		As in Route No VII
Begumabad	393		
Meerut City	405		
Meerut Cantonment	407		Resting camp
Kuttowlie	425		
Mozuffurnuggur	439		
Deobund	454		
Saharunpore	474		
			Road branches off to Roorkee M 23 F 6
			to Chukrata 82 0
			to Dehra 42 0
			to Landour 57 0
Sirsawa	485		
Jugadree	494		
Burrara	510		
Umballa Cantonment *	525		Resting camp—Road branches off to Kussowlie 46 0
			By the newroad { Dugshaie 56 2, Subathoo 62 1, Jutogh 73 0, Simla 93 3
Umballa City	530		
Rajpore	542		
Sirhind	559		
Kunna	569		
Sunnehwal	586		
Loodiana *	596		Road branches off to Ferozepore 76 4
Phillour*	606		
Pnugwara	620		
Jullundur Cantonment.	630		Road branches off to Dhurmsala 109 6
Jullundur City	633		
Kirtarpore	642		
Beas	656		
Jundealla	670		
Umritsur*	682		Road branches off to Dalhousie 120 2
Khasa	690		
Attaree	693		
Jelloo	704		
Mean Meer, East	711		
Lahore*	714		
Mean Meer, West	718		Resting camp

FORM H—*(Continued)*

ROUTE No. XXI

BOMBAY TO AHMEDABAD

By Surat and Baroda

Stations	Distance from Bombay M	F	Remarks
Bombay			
Parell	2		
Dadur	4		
Mahim	5		
Bandora	6		
Andaree	11		
Pahadee (*Barodee*)	14		
Borewlee (*Dysur*)	18		
Bassein Road	29		
Veraur	35		
Palghur (*Nowlee*)	54		
Boisur	61		
Dhanoo Road	74		
Goolwood	81		
Sunjan	90		
Bheelar	97		
Damaun Road	104		
Pardee	114		
Bulsar	120		
Doongree	125		
Beeleemora	133		
Umalsar	135		
Nowsaree	141		
Sucheen	154		
Surat (*Delhi Gate*)	163		
Amrolee	165		
Sion	172		
Keem	179		
Panolee	188		
Unclesur	194		
Broach	199		
Chumargaum	207		
Pallej	216		
Meagaum	225		
Etola	232		
Baroda	244		
Wassud	256		
Annund	265		
Neriad	278		
Mehmoodabad	288		
Barajree	295		
Ahmedabad	306		

	M	F
Road branches off to Deesa, distant	94	1
and Mount Aboo	135	0

ROUTE No XXII.

KURRACHEE TO KOTREE

Stations	Distance from Kurrachee M	F.	Remarks
Kurrachee (McLeodStation)			
Do (Frere Station)	2		
Mullcer	12		
Dorbajee	34		
Joongshai	53		
Mayting	72		
Boiari	85		
Kotree	97		
	105		The Government Steam Ferry Boat plies between Kotree and Gaddoo ka landa (Hyderabad) from sunrise to sunset, in connection with the trains

ROUTE No XXIII.

CARWAR TO DHARWAR FOR BELGAUM

Stations	Distance from Carwar M	F	Remarks
Dharwar			
Belgaum, by road			

ROUTE No. XXIV.

MADRAS TO BOMBAY

By Arconum Junction, Cuddapah, Goondcul Junction, Koolburga, and Sholapore

Stations	Distance from Madras M	F	Remarks
Madras			
Perambore	8		
Avady	13		
Tinnanore	17		
Tiruvellore	25		
Cadumbathoor	29		
Chunnamapett	36		
Arconum Junction	42		Branches lines to Vellore, Cuddalore, Bangalore, Seringapatam, Beypore, Trichinopoly, Tanjore, Negapatam, Tinnevelly and Tuticorin.
Tirutany	50		
Naggery	59		
Puttoor	69		
Poody	78		
Tiruputty	83		
Ballypully	97		
Coodoor	109		
Reddipully	121		
Rajampett	129		
Nundalore	136		
Wontimettah	147		
Cuddapah	161		
Camalapore	176		
Yerragoontla	185		
Moodanoor	195		
Kondipurum	210		
Tadpatri	227		
Royalcherroo	242		
Gooty	257		
Goondcul Junction			Branch Line to Bellary
Koolburga			
Bombay			As in Route No XX

ROUTE No. XXV.

MADRAS TO BELLARY

By Arconum Junction, Cuddapah, and Goondcul Junction

Stations	Distance from Madras M	F	Remarks
Madras to Goondcul Junction			As in Route No XXIV Main Line continues on to Koolburga, Sholapore, and Bombay
Bellary			

ROUTE No. XXVI

MADRAS TO BEYPORE

By Arconum Junction, Vellore, Jollarpett Junction, Salem, Erode, and Coimbatore.

Stations	Distance from Madras M	F	Remarks
Madras to Arconum Junction	42		As in Route No XXIV
Sholinghur	55		
Arcot	65		
Theruvellum	73		
Vellore	80		
Veerinjeepoorum	88		
Gooriattum	95		
Mailputty	105		
Amboor	112		
Vaniambady	122		
Jollorpett Junction	132		Branch Line to Bangalore, Seringapatam, and Tippatoor
Tripatore	136		
Samulputty	151		
Morapoor	166		
Mullapoorum	180		
Shervaroy Hills	192		
Salem	206		
McDonald's Choultry	219		
Sunkerrydroog	230		
Erode	243		
Perunduray	252		
Wutkallee	266		
Avenashy Road	275		
Somanoor	286		
Coimbatore	301		Branch Line to Kulsar for the Neilgherries and Ootacamund, distant.
Muddikurry	308		
Walliar	316		
Conjecode	323		
Paulghaut	332		
Purley	337		
Luckady	347		
Wootapollium	351		
Shoranoor	359		
Puttamby	366		
Coottipoorum	378		
Tiroor	387		
Tanoor	392		
Perpengady	397		
Beypore	406		

ROUTE No XXVII.

MADRAS TO KULLAR FOR THE NEILGHERRIES AND OOTACAMUND

By Arconum Junction, Vellore, Jollarpett Junction, Salm, Erode, and Coimbatore

Stations.	Distance from Madras.	Remarks

ROUTE No XXVIII

MADRAS TO TIPPATOOR

By Arconum Junction, Vellore, Jollarpett Junction, Bangalore, and Seringapatam

Stations	Distance from Madras M	F	Remarks
Madras to Arconum Junction	42		As in Route No XXIV
Jollarpett Junction	132		As in Route No XXVI Main Line continues to Coimbatore and Beypore
Coopum	154		
Colar Road	175		
Malloor	192		
Cadjoody	204		
Bangalore	216		

ROUTE No XXIX.

MADRAS TO CUDDALORE

By Arconum Junction and Chingleput

Stations	Distance from Madras M	F	Remarks
Madras to Arconum Junction	42		As in Route No XXIV

ROUTE No XXX

MADRAS TO NEGAPATAM

By Arconum Junction, Vellore, Jollarpett Junction, Salem, Erode, Caroor, Trichinopoly, and Tanjore

Stations	Distance from Madras. M	F.	Remarks
Madras to Arconum Junction	42		As in Route No XXIV
Erode	243		As in Route No XXVI
Passoor	255		
Cudumudy	267		
Poogalore	275		

Exd S T August

FORM H.—(*Continued*)

ROUTE No III
CALCUTTA TO LUCKESERAI
By Burdwan, Raneegunge and the Chord Line.

Stations.	Distance from Calcutta M	F	B
Culcutta to Seetarampore	136	6	As in Route No. III.
Lahurtollah	147	2	
Jamtarrah	155	2	
Telkearee	167	6	
Muddopoor	182	6	
Jesseedee	200	2	
Seemultollah	216	2	
Nawadee	227	6	
Chidhour	234	2	
Mulleypoor	244		
Munnpoor	253	2	
Luckeserai			

ROUTE No IV
CALCUTTA TO BERHAMPORE.
By Burdwan, Nulhatee and Azimgunge.

Stations.	Distance from Calcutta. M	F	Remarks.
Calcutta to Nulhatee	146		
Nowada	154		
Bokhara	158	4	
Sagordihee	163		
Azimgunge	173	2	
Berhampore	178	2	Cross the Ganges

ROUTE No V.
CALCUTTA TO KOOSHTEE, FOR ASSAM, DACCA, AND SYLHET.
By Dum Dum, Barrackpore, and Kissengunge

Stations	Distance from Calcutta M	F	Remarks
Culcutta ...			
Dum Dum	4	2	
Bailgurriah	7		
Sodepore	9	6	
Barrackpore	10		
Echapore	16	6	
Samnuggur	18	4	
Nvehattee	21	4	
Kanchraparah	28		
Mudunpore	33		
Chogdah	38	2	
Ranaghat	45	2	
Arrunghatta	51		
Buggoolah (*for Kishnagur*)	57	2	
Kissengunge (*for Jessore*)	65		
Muttearee	69		
Joyrampore	77	6	
Chooadangah	83	4	
Moonsheegunge	89		
Allumdangah	93	2	
Halsha	98	4	
Purodah	102	6	
Kooshtee*	113	2	

ROUTE No VI.
ALLAHABAD TO AGRA
By Cawnpore and Toondla

Stations.	Distance from Allahabad M	F	Remarks.
Allahabad*			
Manowree	11		
Barwaree	23		
Sirathoo	36		
Khaga	51		
Berhampore	60		
Futtehpore	72		Road branches off to Banda, distant 48 miles.
Mulwah	82		
Mohar	92		
Sirsoul	106		
Cawnpore*	119		Resting camp—Oudh and Rohilkhund Railway branches off to Lucknow, distant 46 miles.
Bhowpore	133		
Roorah	146		
Jheenjuk	158		
Paphoond	171		
Utchulda	181		
Burtna	193		
Etawah	206		
Jushwuntnugger	215		
Badan	227		
Shekoabad	240		
Ferozabad	252		
Toondla Junction*	263		Resting-camp—Main line continues on to Delhi, Meerut, and the Punjab.
Agra	276		The Cantonment is 2½ miles distant across the Jumna

ROUTE No VII.
ALLAHABAD TO DELHI
By Cawnpore, Toondla, Allygurh, and Gazeeabad.

Stations	Distance from Allahabad M.	F	Remarks.
Allahabad to Toondla*	263		As in Route No. VI.
Burhan	272		
Jaleysur Road	280		
Hattrass Road	292		
Palee	302		
Allyghur*	311		Oudh and Rohilkhund Railway branches off to Moradabad, Bareilly, Shahjehanpore and Lucknow.
Somna	325		
Khoorja	338		
Chola (Bolundshuhur Road)	347		
Secundrabad	356		
Dadree	366		
Gazeeabad*	377		Main line continues on to Meerut and the Punjab.
Delhi	389		

ROUTE No VIII
ALLAHABAD TO LUCKNOW.
By Cawnpore

Stations.	Distance from Allahabad M	F	Remarks.
Allahabad to Cawnpore	119	6	As in Route No VI, for the first four miles towards Oonao there is no Railway at present —The Ganges is crossed on leaving Cawnpore
Oonao	131	2	
Ajraen	141	2	
Harowncc	151	2	
Lucknow	165		

*Refreshment rooms At most refreshment rooms, tea, coffee, etc, can be procured for troops at reduced prices, on due notice being given

FORM H.—(*Continued*)

ROUTE No IX
LUCKNOW TO BENARES
By Nawobgunj, Fyzabad and Jounpore

Stations	Distance from Lucknow M	F	Remarks

ROUTE No X.
LUCKNOW TO MORADABAD
By Shahjehanpore and Bareilly

Stations	Distance from Lucknow M	F	Remarks

ROUTE No XI
LUCKNOW TO AILYGURH
By Shahjehanpore, Bareilly, and Chundowsee

tations	Distance from Lucknow M	F	Remarks

ROUTE No XII
ALLAHABAD TO MEAN MEER
By Cawnpore, Gazeeabad, Meerut, Umballa Loodiana, Jullundur and Umritsur.

Stations.	Distance from Allahabad M	F	Remarks
Allahabad to Toondla*	263		As in Route No VI
Gazeeabad*	377		As in Route No VII
Begumabad	393		
Meerut City	405		
Meerut Cantonment	407		Resting camp
Kuttowlie	425		
Mozuffurnuggur	439		
Deobund	454		
Saharunpore	474		
			Road branches off to Roorkee 23 6
			to Chukrata 82 0
			to Dehra 42 0
			to Landour 57 0
Sirsawa	485		
Jugadree	494		
Burrara	510		
Umballa Cantonment*	525		Resting camp—Road branches off to Kussowlie 46 0
			By the newroad { Dugshai 56 2; Subathoo 62 1; Jutogh 73 0; Simla 93 3
Umballa City	530		
Rajpore	542		
Sirhind	558		
Kunna	569		
Sunnehwal	586		
Loodiana*	596		Road branches off to Ferozepore 76 4
Phillour*	606		
Pangwara	620		
Jullundur Cantonment	630		Road branches off to Dharmsala 109 6
Jullundur City	633		
Kirtarpore	642		
Beas	656		
Jundealla	679		
Umritsur*	682		Road branches off to Dalhousie ... 120 2
Khasa	690		
Attaree	693		
Jelloo	704		
Mean Meer, East	711		
Lahore*	714		
Mean Meer, West	718		Resting camp

* Refreshment rooms. At most refreshment-rooms, tea, coffee, etc., can be procured for troops at reduced prices, on due notice being given.

FORM II—*(Continued)*

ROUTE No. XXI

BOMBAY TO AHMEDABAD

By Surat and Baroda

Stations.	Distance from Bombay M	F	Remarks
Bombay			
Parell	2		
Dadur	4		
Mahim	5		
Bandora	6		
Andaree	11		
Panadee (*Barodee*)	14		
Berewlee (*Dysur*)	18		
Bassein Road	29		
Veraur	35		
Palghur (*Noulee*)	54		
Boisur	61		
Dhanoo Road	74		
Goolwood	81		
Sunjan	90		
Bheelar	97		
Damaun Road	104		
Pardee	114		
Bulsar	120		
Doongree ..	123		
Beeleemora	133		
Umalsar .	135		
Nowsaree .	144		
Sucheen	154		
Surat (*Delhi Gate*)	163		
Amrolee	165		
Sion	172		
Keem	179		
Panolee	188		
Unclesur .	194		
Broach	199		
Chumargaum	207		
Pallej	216		
Meagaum	225		
Etola	232		
Baroda ...	244		
Wassud	256		
Annund	265		
Neriad	278		
Mehmoodabad	288		
Barajree	295		
Ahmedabad .	306		

	M	F
Road branches off to Deesa, distant	94	1
and Mount Aboo	135	0

ROUTE No. XXII.

KURRACHEE TO KOTREE

Stations	Distance from Kurrachee M	F	Remarks
Kurrachee (McLeodStation)			
Do (Frere Station)	2		
Mullcer .	12		
Dorbajee	34		
Joongshai ...	53		
[illegible]	[illegible]		
Meerpore	85		
Mirving	97		
Bolari			
Kotree	105		The Government Steam Ferry Boat plies between Kotree and Cuddoo ka Tanda (Hyderabad) from sunrise to sunset, in connection with the trains

ROUTE No XXIII

CARWAR TO DHARWAR FOR BELGAUM

Stations	Distance from Carwar M	F	Remarks
Dharwar			
Belgaum, by road			

ROUTE No XXIV.

MADRAS TO BOMBAY

By Arconum Junction, Cuddapah, Goondcul Junction, Koolburga, and Sholapore

Stations	Distance from Madras M	F	Remarks
Madras			
Perambore	3		
Avady	13		
Tinnanore	17		
Tiruvellore	25		
Cudumbathoor	29		
Chinnamapett .	36		
Arconum Junction .	42		Branches lines to Vellore, Cuddalore, Bangalore, Seringapatam, Beypore, Trichinopoly, Tanjore, Negapatam, Tinnevelly and Tuticorin
Tirutany ..	50		
Naggery	59		
Puttoor	69		
Poody ...	78		
Tiruputty	83		
Bullypully	97		
Coodoor .	109		
Reddipully	121		
Rajampett	129		
Nundalore	136		
Wontimettah .	147		
Cuddapah	161		
Camalapore ..	176		
Yerragoontla .	185		
Moodmoor .	195		
Kondipuram .	210		
Tadpatri	227		
Royalcherroo ..	242		
Gooty ..	257		
Goondcul Junction .			Branch Line to Bellary
Koolburga			
Bombay			As in Route No XX

ROUTE No. XXV.

MADRAS TO BELLARY

By Arconum Junction, Cuddapah, and Goondcul Junction.

Stations	Distance from M	F	Remarks
Madras to Goondcul Junction .			As in Route No XXIV Main Line continues on to Koolburga, Sholapore, and Bombay
Bellary			

Proceedings of the Madras Government, Public Works Department,
14th October 1870.

FORM II—*(Continued)*

ROUTE No. XXVI

MADRAS TO BEYPORE

By Arconum Junction, Vellore, Jollarpett Junction, Salem, Erode, and Coimbatore.

Stations	Distance from Madras M	F	Remarks
Madras to Arconum Junction .	42		As in Route No XXIV
Sholinghur ...	55		
Arcot ..	65		
Theruvellum	73		
Vellore .	80		
Veerinjeepoorum .	88		
Gooriattum	95		
Mailputty .	105		
Amboor .	112		
Vaniambady ..	122		
Jollorpett Junction	132		Branch Line to Bangalore, Seringapatam, and Tippatoor
Tripatore	136		
Samulputty ...	151		
Morapoor ..	166		
Mullapoorum	180		
Shervaroy Hills	192		
Salem	206		
McDonald's Choultry .	219		
Sunkerrydroog	230		
Erode	243		
Perunduray .	252		
Wutkallee	266		
Avenashy Road .	275		
Somanoor	286		
Coimbatore	301		Branch Line to Kullar for the Neilgherries and Ootacamund, distant
Muddikurry ...	308		
Walliar	316		
Conjecode ...	323		
Paulghaut ..	332		
Purley .	337		
Luckady .	347		
Wootapollium	351		
Shoranoor .	359		
Puttamby	366		
Coottipoorum	378		
Tiroor ...	387		
Tanoor .	392		
Perpengady .	397		
Beypore .	406		

ROUTE No XXVII.

MADRAS TO KULLAR FOR THE NEILGHERRIES AND OOTACAMUND.

By Arconum Junction, Vellore, Jollarpett Junction, Salem, Erode, and Coimbatore

Stations.	Distance from Madras. M.	F.	Remarks
Madras to Arconum Junction .	42		As in Route No. XXIV.
Coimbatore	301		As in Route No.
Kullar			
Ootakamund, by road			

ROUTE No XXVIII

MADRAS TO TIPPATOOR

By Arconum Junction, Vellore, Jollarpett Junction, Bangalore, and Seringapatam.

Stations	Distance from Madras M	F	Remarks
Madras to Arconum Junction	42		As in Route No XXIV
Jollarpett Junction ..	132		As in Route No XXVI Main Line continues to Coimbatore and Beypore
Coopum .	154		
Colar Road .	175		
Malloor .	192		
Cadjoody	204		
Bangalore	216		

ROUTE No XXIX.

MADRAS TO CUDDALORE

By Arconum Junction and Chingleput

Stations	Distance from Madras M.	F	Remarks
Madras to Arconum Junction .	42		As in Route No XXIV

ROUTE No XXX.

MADRAS TO NEGAPATAM

By Arconum Junction, Vellore, Jollarpett Junction, Salem, Erode, Caroor, Trichinopoly, and Tanjore

Stations	Distance from Madras. M.	F.	Remarks
Madras to Arconum Junction	42		As in Route No XXIV
Erode	243		As in Route No XXVI
Passoor .	255		
Cudumudy .	267		
Poogalore	275		
Caroor ..	284		
Cuttalay ..	295		
Lalapettah .	302		
Kulitalay .	308		
Ellamanore ..	320		
Trichinopoly .	329		
Teroovo[illegible] .	347		
[illegible]	352		
[illegible]	362		
[illegible]im .	372		
[illegible]otan ..	375		
[illegible]mungalum .	381		
[illegible]achary .	386		
Kulikery	393		
Trivalore	397		
Keevalore	404		
Sickle[illegible]	408		
Negapatam .	411		

Proceedings of the Madras Government, Public Works Department, 14th October 1870.

FORM II—*(Concluded)*

ROUTE No XXXI

MADRAS TO TINNEVELLY

By Arconum Junction, Vellore, Jollarpett Junction, Dindigul, Madura, and Kytar

Stations	Distance from Madras M	Distance from Madras F	
Madras to			
Arconum Junction ..	42		As in Route No XXIV.
Erode ..	243		As in Route No XXVI.
Caroor	284		As in Route No XXX.

ROUTE No XXXII.

MADRAS TO TUTICORIN

By Arconum Junction, Vellore, Jollarpett Junction, Salem, Erode, Dindigul, Madura, and Kytar

Stations	Distance from Madras M	Distance from Madras F	Remarks
Madras to			
Arconum Junction .	42		As in Route No XXIV
Erode .	243		As in Route No XXVI
Caroor ... :	284		As in Route No XXX
Kytar .. :	..		As in Route No XXXI

No. 211. ORDER THEREON, 14th October 1870, No. 2,470.

RAILWAY, No. 23.

COMMUNICATED to the Military Department, and to the Consulting Engineer for Railways.

2. Captain Prendergast will communicate the rules circulated by the Government of India to the Agents of the Railway Companies in this Presidency with a view to their adoption, and the subject of the modifications which may be necessary to adapt them to local requirements will be considered in the Military Department. It will be observed that the Government of India require early reports to be submitted to them of any alterations which may be proposed.

(True Extract)

Colonel, R.E.,

Secretary to Government.

To the Military Department

,, Acting Consulting Engineer for Railways

Proceedings

From

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a view to their adoption.

Proceedings of the Madras Government, Public Works Department, 14th October 1870.

FORM II—*(Concluded)*

ROUTE No XXXI

MADRAS TO TINNEVELLY

By Arconum Junction, Vellore, Jollarpett Junction, [illegible]ode, Dindigul, Madura, and Kytar

Stations	Distance from Madras. M	F	
Madras to			
Arconum Junction	42		As in Route No XXIV
Erode	243		As in Route No XXVI.
Caroor	284		As in Route No XXX

ROUTE No. XXXII.

MADRAS TO TUTICORIN.

By Arconum Junction, Vellore, Jollarpett Junction, Salem, Erode, Dindigul, Madura, and Kytar

Stations	Distance from Madras M	F	Remarks
Madras to			
Arconum Junction	42		As in Route No XXIV
Erode	243		As in Route No XXVI
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PUBLIC WORKS.

To the Military Department

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