

3011
Gobt. of 1875 Madras.
PUBLIC WORKS.

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Issued

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Encl.

G. O. 4th August 1875, No. 2229

Mos. 10-19

*Govt: passengers & troops proceeding
on the G. I. P. Ry: to a station on
another line, - letter of the Govt
of India forwarding for an expression
of opinion of the Ry: Cos: & of the
Director of State Ry:s, copy of
a correspondence received from
the Military Dept: relative to
the desirability of through booking
arrangements being made,
which might be made
on one requisition instead of*

*separate ones for each line,
communicated to the Consulting
Engr: for Ry:s for an
expression of opinion after
reference to the Ry: authorities*

Proceedings of the Madras Government, Public Works Department,
4th August 1875.

No. 18. Read the following docket of the Government of India in the Public Works Department (Railway), dated Simla, 21st July 1875, Nos. 1,813-18 R.:-

Copy forwarded to the Governments of Madras and Bombay and to the Consulting Engineers at Calcutta, Lahore, and Lucknow for communication to Railway Companies for an early expression of opinion; also to the Director of State Railways for an early expression of opinion.

By order,
(Signed) H. DRUMMOND, Colonel, R.E.,
Deputy Secretary.

Office Memorandum from the Officiating Deputy Secretary to the Government of India, Military Department (Transport Railway), to the Secretary to the Government of India, Public Works Department, dated 30th June 1875, No. 770.

In forwarding to the Public Works Department a copy of the correspondence marginally noted relative to the desirability of through booking arrangements being made by which Government passengers and troops proceeding from a station on the Great Indian Peninsula Railway to a station on another line and *vice versa* might travel on one requisition instead of on separate ones for each line, the undersigned is directed to request that, should there be no objection, that department will be so good as to circulate the accompanying copies of Railway Warrant (Form D) as early as practicable for the purpose indicated by His Excellency the Commander-in-Chief.

(Signed) A. JOHNSON, Colonel,
Offg. Dy. Secy. to the Govt. of India.

From Colonel J. MACDONALD, Secretary to the Government of Bombay, Military Department, to the Secretary to the Government of India, Military Department, dated 9th April 1875, No. 1,371.

I AM directed to submit, for the consideration and orders of the Government of India, the accompanying copy of a letter from the Controller of Military Accounts, No. 234, dated 27th February 1875, containing a proposal by the Examiner of Commissariat Accounts that when Government passengers and troops proceed from a station on the Great Indian Peninsula Railway to a station on another line of Railway and *vice versa*, they should travel on one requisition instead of on separate requisitions for each line.

2. The Railway Department states that "the Railway Companies have no objection whatever to the adoption of one requisition for through booking. The difficulty is that the draft form proposed by the Controller of Military Accounts of necessity differs from the forms required for the East Indian, Madras and other Railways, inasmuch as the rates and rules of the different lines cannot be made to agree."

The best solution of the difficulty appears to be to arrange that the Quartermaster-General's Department in Bombay should obtain a supply of the Bengal and Madras forms, and should furnish Bombay forms to the Quartermaster-Generals' Departments of those Presidencies, and that when troops have to be despatched to or from stations beyond the Great Indian Peninsula Railway, requisitions should be filled in at the station of departure for each of the lines over which the troops are to pass.

3. The Quartermaster-General reports that His Excellency the Commander-in-Chief considers that it would be desirable to introduce the through booking system for Government passengers.

From Lieutenant-Colonel W. T. CHITTY, Controller of Military Accounts, Bombay, to the Secretary to the Government of Bombay, Military Department, dated 27th February 1875, No. 234.

THE Examiner of Commissariat Accounts has proposed that "when Government passengers and troops proceed from a station on the Great Indian Peninsula Railway to a station on another

Proceedings of the Madras Government, Public Works Department,
4th August 1875.

line of Railway and *vice versa*, they should travel on one requisition instead of on separate requisitions for each line. A system of through booking exists which enables a passenger to take a ticket for his transit from (for instance) Bombay to Calcutta, and there seems no reason why such a ticket should not be obtained by a Government passenger on the production of a requisition for his passage from Bombay to Calcutta. There has been a difficulty about this caused by the quantity of baggage allowed free to Government passengers differing on the several lines, but this difficulty has been removed by an arrangement that has lately been made by the several Railway Companies. The granting of separate requisitions imposes very great and apparently needless labor on the Account Department, as it leads to a charge appearing in two Railway bills which are audited and brought to account in different Presidencies, and two examiners have to carry out an investigation as to the title of the officer, &c., concerned to travel at the public expense,—the trouble involved by such investigations particularly when the party travelling has come from another Presidency being very great.

2. According to the proposed arrangement, the Examiner of Commissariat Accounts in Bengal would audit the charge for the entire journey of an individual or body of troops travelling from a station in that Presidency to one in the Bombay Presidency and *vice versa*, the same course being followed in regard to Government passengers travelling between Madras and Bombay. When a long halt is to be made at any place, such as Deolalee, the original requisition could, if necessary, be made for the journey up to that place, a fresh one being issued for the remaining portion.

3. The above proposition was submitted by Colonel Gray, the Examiner of Commissariat Accounts, before he proceeded on furlough, but was kept back pending the settlement of the various matters then under consideration connected with the conveyance of troops by rail. The Government of India having now approved* of the revised rules and arrangements decided upon by the Bombay Government, I do myself the honor to submit the proposal for the consideration of Government, and beg to state that I fully concur with Colonel Gray.

4. If there be no objection in the Railway Department, to which a reference is first necessary, the proposal should be transmitted for the sanction of the Government of India, and for communication of the needful orders to the Railway Companies and the departments concerned in Bengal.

From Major-General F. ROBERTS, Quartermaster-General, to the Secretary to the Government of India, Military Department, dated 8th June 1875, No. 3,023.

In returning the correspondence received with Military Department docket, No. 271 (Transport Railway), dated 12th April last, relative to the carrying out of through booking arrangements on the Great Indian Peninsula and East Indian Railways, I am directed by the Right Honorable the Commander-in-Chief to state that it is, in His Excellency's opinion, very desirable that through booking arrangements on these lines for both bodies of troops and individual Government passengers should be carried into effect if possible on an early date.

2. His Excellency does not, however, consider the proposal contained in the latter portion of paragraph 2 of the letter from the Bombay Government a desirable one, as it would entail much extra clerical labor on the officers of this department, and possibly much confusion in the use of different sets of forms for one particular purpose under regulations which have general application throughout India.

3. His Excellency would therefore suggest, as a preferable arrangement, that the accompanying copies of Railway Warrant (Form D) which has been revised in accordance with the latest requirements communicated to this office be circulated in order that the several Railway Companies and Examiners may suggest any alterations which would enable it to be generally adopted throughout India, and thus simplify the arrangements for through booking.

4. The favor of early orders on this point is solicited, as it is very desirable the Form (D) which may be decided upon should be incorporated in the revised rules now in the Press.

FORM D.
(REFERRED TO IN PARAS. 17 AND 25 OF TRANSPORT OF TROOPS—BY RAILWAY.)
No. _____ Railway Warrant.

To
THE DISTRICT TRAFFIC SUPERINTENDENT,
OR
ASSISTANT TRAFFIC MANAGER,

QUARTERMASTER-GENERAL'S DEPARTMENT,
_____ 18__

Requisition for the conveyance of _____ by "Troop Extra Train"
from _____ to _____ on the _____ day of _____ stopping
at _____ till _____ and at _____ till _____ and at _____ till _____

	2		3		4	5
	VEHICLES REQUIRED.		VEHICLES ACTUALLY PROVIDED.			
	No. +	Capacity.	No. +	Capacity.		
					Rate per vehicle per mile.	Amount.
RS. A P						
No addition or alteration of any sort is to be made to this statement until the authorised Staff Officer, and the Station-master or Clerk in regard to rates.	Brakes					
	Saloon Carriage					
	Composite "					
	1st Class "					
	2nd "					
	*3rd " " 7 compartments					
	*3rd " " 5 "					
	Invalid "					
	Covered Wagon					
	Ammunition "					
	Cattle "					
	Horse-Box (single)					
	" (double)					
	Carriage Truck					
	(Vehicles chargeable as being short of the minimum number 20, exclusive of the two brake-vans.)					
	Total					

* In cases of emergency, when British Troops are provided with 3rd-class accommodation, only six soldiers will be placed in a compartment instead of eight.

+ The numbers to be entered in columns 2 and 3 in words as well as figures, and the word *nil* in all blank places.

Certified that conveyance, as above specified, has been furnished, and that the following were despatched:—

Number of Regiment.		No.	
Officers		Native Commissioned and Non-Commissioned Officers and Troops	
Ladies		Wives of ditto	
		Children of ditto over 12 years	
		" " under 12 and over 3 years	
		" " under 3 years	
Officers' Children over 12 years		Officers' servants and private followers	
" " under 12 and over 3 years		Public followers	
" " under 3 years		Wives of ditto	
European Warrant and Non-Commissioned Officers and Troops		Children of ditto over 12 years	
Officers and Troops		" " under 12 and over 3 years	
Wives of ditto		" " under 3 years	
Children of ditto over 12 years		Horses	
" " under 12 and over 3 years			
" " under 3 years			

Officer Comdg Regt or Det't, or
Officer Supply Dep of Troops

FORM D.
(REFERRED TO IN PARAS. 17 AND 25 OF TRANSPORT OF TROOPS—BY RAILWAY.)
No. _____ Railway Warrant.

To
THE DISTRICT TRAFFIC SUPERINTENDENT,
OR
ASSISTANT TRAFFIC MANAGER,

QUARTERMASTER-GENERAL'S DEPARTMENT,
_____ 18__

Requisition for the conveyance of _____ by "Troop Extra Train"
from _____ to _____ on the _____ day of _____ stopping
at _____ till _____ and at _____ till _____ and at _____ till _____

	1	2	3		4	5	
		VEHICLES REQUIRED.	VEHICLES ACTUALLY PROVIDED.		Rate per vehicle per mile.	Amount.	
		Number †	Capacity.	Number.†			Capacity.
No addition or alteration of any sort is to be made to this statement except by the authorized Staff Officer, and the Station-master or Clerk in regard to rules.	Brakes				RS. A. P.		
	Saloon Carriage						
	Composite "						
	1st Class "						
	2nd " "						
	3rd " " 7 compartments						
	3rd " " 5 "						
	Invalid " "						
	Covered Wagon						
	Ammunition "						
	Cattle "						
	Horse-Box (single)						
	" (double)						
	Carriage Truck						
	(Vehicles chargeable as being short of the minimum number 20, exclusive of the two brake-vans.)						
	Total ...						

* In cases of emergency, when British Troops are provided with 3rd-class accommodation, only six soldiers will be placed in a compartment instead of eight.

+ The numbers to be entered in columns 2 and 3 in words as well as figures, and the word *nil* in all blank places.

Certified that conveyance, as above specified, has been furnished, and that the following were despatched:—

Number of Regiment.		No.	
Officers		Native Commissioned and Non-Commissioned Officers and Troops	
Ladies		Wives of ditto	
Officers' Children over 12 years		Children of ditto over 12 years	
" " under 12 and over 3 years		" " under 12 and over 3 years	
" " under 3 years		" " under 3 years	
European Warrant and Non-Commissioned Officers and Troops		Officers' servants and private followers	
Wives of ditto		Public followers	
Children of ditto over 12 years		Wives of ditto	
" " under 12 and over 3 years		Children of ditto over 12 years	
" " under 3 years		" " under 12 and over 3 years	
		" " under 3 years	
		Horses	

Officer Comdg Regiment or Detachment, or
Officer Superintending Despatch of Troops

RAILWAY, No. 3.

(True Extract.)

Secretary to Government.

Consulting Engineer for Railways.

Snunker.

1. For a troop extra train the Railway authorities must have at least the following notice, namely:—
At Howrah, Allahabad, Madras and Bombay 48 hours.

II - The following are the maximum and minimum number of vehicles for a troop extra train travelling at passenger speed, namely:-
In Bengal—33 vehicles, including 2 brake-vans, the maximum; and 22 vehicles, including 2 brake vans, the minimum.
In Madras—22 " " " 14
In Bombay—20 " " " 11

The two brake-pans are allowed for the convenience of the authorized quantity of free baggage calculated at the rate of 2 tons, or 56 maunds, for 100 adults, exclusive of arms and ammunition, with reference to male; children over 12 years being counted as adults, and of those under 12 years two being counted as one adult.

It has been arranged with the East Indian Railway Company that in lieu of the baggage allowance, a fixed railway allowance be substituted of 20 seers for each man, woman, and child; that fractions of 5 seers be charged as 6 seers; that fractions of less than 5 seers be omitted, and fractions of more than 14 pice be charged as 3 pice; and that any over-payments and the rail-note system, will be refunded by the Railway Company; and that errors of less than Rupees 20 on the side of either Government or the Railway Company will be overlooked, and not brought forward for adjustment.

11.—As the maximum weight of the train for the Poonchur Railway is 82 lbs., the allowance of baggage on that line per 100 adults will be 34 maunds. In calculating the number of passenger vehicles required for the conveyance of troops and followers, the scale laid down in paragraph 24, Transport Regulations, Part II., will be used. Despatching Officers are required to ascertain the number of compartments in the several trains of passenger carriages on their respective lines of railway in order that they may be able to furnish the following information:

IV.—The following are the capacities of some of the carriages, brakes, wagons, &c., on the several lines of Railway:—

VEHICLES	BENGAL.				MADRAS.	BOMBAY.		
	East Indian Railway	Delhi and Punjab Railway	Oudh and Rohilkhand Railway.	Eastern Bengal Railway		All Railways.	Great Indian Peninsula Railway.	Bombay, Baroda and Central India Railway	Scinde Railway.
Bestest Saloon Carriage, 1st Class	4 Tons	3 Tons	.....	.....	.....	2½ Tons	2½ Tons	.....
1st Class	.....	.....	.....	20 Officers	.....	12 Adults	12 Adults	.....
Composite	4 Officers and 12 Soldiers or 20 Followers	14 Officers or 20 Soldiers	.....	12 Officers & 15 Soldiers	34 Soldiers	8 Officers, 16 Soldiers or 24 Adults	8 Officers, 15 Soldiers or 24 Adults	24 Officers, 40 Soldiers or 48 Followers
1st Class	8 Officers	24 Officers	18 Officers	24 Officers	.....	.....	.....	.....
2nd "	32 Soldiers or 40 Followers	32 Soldiers	32 Soldiers or 40 Followers	32 Soldiers or 40 Followers	32 Soldiers	.....	.....	.....
No each compartment	.....	.....	.....	.....	.....	.....	.....	.....
2nd-class Saloon	.....	.....	.....	.....	.....	8 Soldiers or 10 Followers	8 Soldiers or 10 Followers	.....
3rd Class	42 Soldiers or 54 Followers	30 Soldiers or 30 Followers	30 Soldiers or 30 Followers	40 Soldiers or 60 Followers	40 Soldiers or 60 Followers	24 Soldiers or 40 Followers	(a) 28 Soldiers or 40 Followers	(b) 32 Soldiers or 40 Followers
Do.	30 Soldiers or 60 Followers	(c) 40 Soldiers or 130 Followers	.....	.....	.....	.....	.....	.....
Invalid	12 Beds	8 Beds	.....	.....	10 Beds	6 Beds	.....	.....
Covered Wagon	3 Tons	3 Tons	7 Tons	9½ Tons	Madrass Railway	.....	.....	.....
Ammunition Wagon	3 "	3 "	.....	9 Tons	.....	5 Tons	5 Tons	5 Tons
Cattle Wagon	6 Cattle	6 Cattle	.....	8 Cattle	.....	3 "	6 Cattle	8 Cattle
Horse-Box, Double	6 Horses	6 Horses	.....	.....	.....	7 Cattle	.....	.....
Single	3 "	3 "	3 Horses	3 Horses	3 Horses	3 Horses	6 Horses.	3 Horses

(a)—Old Pattern. (b)—New Pattern. (c)—Double-storied.

V.—Despatching officers are held responsible that their requisitions for carriages, wagons, horse-boxes, &c., do not exceed the amount of accommodation sanctioned by Government for the number of troops to be despatched, at the same time they must be careful that the

VI.—In submitting requisitions for the conveyance of horses, mules, or other Government cattle, despatching officers are to state the destination of the transport, &c., passenger, goods, or extra; otherwise the animals will be despatched by passenger trains, and full fares charged accordingly.

VII.—The troop extra train, according to its position, will be made over by the Railway to the Military despatching authority, under whose orders the vehicles will be filled. A Railway official should always be present, but provided that no greater number of persons or amount of baggage are placed in carriages or wagons than the same are calculated to hold, the despatching officer should not be interfered with. When, however, the authorized number is exceeded, the despatching officer will furnish the Railway official with a certificate of the number of persons travelling in excess of the authorized number.

VIII.—A certificate signed by the Officer in Medical charge of the troops showing the lying-down accommodation considered necessary and which has been provided is also to be sent and to Form B.

IX.—In cases of employment of troop extra trains on exceptional emergencies when a sufficiency of 2nd-class carriages is not available, 3rd class carriages may be supplied for British soldiers, their families, Native troops and others, provided such are equally protected from wind and weather and are heated & lit in the same manner as 2nd-class carriages. In 2nd class, British troops are provided with 3rd class accommodation, six soldiers will be placed in a compartment instead of eight as in 2nd class.

X.—Passengers to be sent by the despatching officer, in concert with the Railway officials, for the transport of all private baggage in excess of the regulations, which will be made over to the Railway authorities to be loaded in a special wagon attached to the trains for that purpose. such baggage previous to despatch is to be paid for by the Commanding Officer of the troops.

*The maximum number of vehicles for troop extra trains between Allahabad and Lucknow is 1000. The maximum number of vehicles for troop extra trains between Allahabad and Lucknow is 1000. The maximum number of vehicles for troop extra trains between Allahabad and Lucknow is 1000.

only for despatching officers in making their requisitions for carriages, be calculated at 90 mounds and that of passengers at 45 mounds. This arrangement, however, is not intended to change in any way the amount of payment to Railway Co. for transport of baggage, or the way in which such payment is calculated.

RAILWAY

Nos. 1813—18 R.

Dated SIMLA, July 21, 1875.

Received Aug. 2nd 1895

2.1. ✓

hs: 1813 R.

Forwards for an expression of opinion of the Railway Companies and of the Director of State Railways, copy of a correspondence received from the Military Department relative to the desirability of through booking arrangements being made, by which Government passengers and troops proceeding on the Great Indian Peninsula Railway to a station on another line might travel on one requisition instead of on separate ones for each line.

Rich. D. Miller

No 2229

Communicated to the Consulting Engineer for
Railways for an expression of opinion after reference to the
Railway authorities.

No 2229

2/5

4 Aug 75

Dr

Centimo per Anno

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Ref-20-8-75-

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