

GOVERNMENT OF MADRAS.

MILITARY DEPARTMENT.

1st November 1881, No. 5739.

Commissariat—Transport.

Read the following :—

No. 1. *Extract from the Proceedings of the Government of India, in the Military Department, dated Simla, 13th October 1881, No. 1587-S.D.*

Commissariat—Transport.

Read the following :—

Reports and correspondence relative to the formation of a permanent Transport Service for India.

Memorandum proposing a permanent and organized Transport Service in India, by Lieutenant-General Sir M. Kennedy, K.C.S.I., R.E., Controller-General of Supply and Transport, 1880.

From Commissary-General, Bengal, No. 3245, dated the 22nd August 1881, forwarding a scheme for the future transport to be maintained in the Bengal Presidency, by Lieutenant-Colonel Low, C.B., Deputy Commissary-General for Transport.

From the Commissary-General, Bengal, No. 3527, dated the 6th September 1881, forwarding Lieutenant-Colonel Low's scheme for supplementing the permanent Transport above referred to.

From the Commissary-General, Bengal, No. 3894, dated the 24th September 1881, forwarding Lieutenant-Colonel Low's proposals in regard to the extension of the Transport scheme to Madras and Bombay.

OBSERVATIONS.—The Government of India, having had under very careful consideration the question of organizing a permanent transport service for India in connexion with the whole correspondence above referred to, have decided to adopt those leading principles which hold forth the greatest promise of securing for the army an efficient transport service such as can usefully be employed in time of peace and rapidly extended from the available resources of the country in time of war.

These conditions are not wholly met in any one of the various proposals which have been hitherto placed before the Government of India, but it is apparent that by combining the merits and rejecting what may be considered the defects of the several proposals now under consideration, it may be fairly assumed that it will be found possible to frame a transport service on a more permanent basis than hitherto, by the utilization of the best transport animals retained from the past war, and by a revision of the arrangements which necessitated the retention, at great expense, of hired transport for moveable and field columns throughout India.

With regard to the manner in which Government carriage is for the future to be kept up, it is observed that the leading features of the plans under discussion are that either full Government transport should be kept in regimental charge, or that it should be maintained at certain centres under a distinct military organization, with a staff of officers and subordinates who would arrange for its expansion in time of need from the resources of the country under a carefully preconceived system.

The relative defects and advantages of these two plans have only been fully brought into prominence since they have received the very careful consideration of the Government of India in connection with the able opinions which have been now placed before it.

The first plan has the advantage of rendering a large proportion of the regimental officers and men of the army accustomed to the care and management of the transport which they have to use on field service, but its general application to the extent of utilizing in full Government transport with regiments is believed to be impracticable for the following reasons.

Complete Government transport in regimental charge of British or Native corps involves the necessity of withdrawing from all regimental duty a certain proportion of officers, non-commissioned officers and men, so as to enable them to properly attend to the transport in their charge, and this arrangement would eventually cause it probably to be expedient to re-consider the established strength of corps in view of replacing the personnel thus withdrawn. Additional expense would be in this way incurred for which no estimate has been made in the proposals now under consideration. The location of full Government transport animals with regiments is also a difficult matter, as is particularly referred to in para. 424 of the Army Commission Report. In certain stations it might be possible to find ground near the regiment for its transport, but in others no such ground could be obtained, and for sanitary reasons it would be inexpedient to have large numbers of mules and camels too close to barracks. Unless also regimental transport is located adjacent to regiments, Commanding Officers cannot be fairly held responsible for it. Shelter would have to be provided for the followers, for housing pack equipment and carts, and for workshops for repairs, &c. This accommodation is required near the regimental transport lines, and its provision would add considerably to the estimates wherein it at present finds no place.

It is also observed that, whenever regimental transport has to be removed for any purpose from the regiment to which it belongs, it must be accompanied by its staff of a British officer, non-commissioned officers and men; although this arrangement might be attended with distinct advantage to the regimental transport establishment in the training it thus obtained, the Government of India are of opinion that it is open to grave objection: there would probably be found some difficulty in employing regimental establishments at all on duty unconnected with the special service of the regiment, and it is clearly an expensive arrangement to keep carriage standing idle at stations when no work can be found for it. The employment of the combatant ranks in this manner would withdraw from the fighting line the highly-trained soldier for transport duties which could probably be better performed by men who had been previously well instructed in these matters at transport depôts.

RESOLUTION.—The Governor-General in Council considers that the scheme of combining the partial equipment of regiments with Government transport with that of having transport depôts where army transport can be trained as a permanent military service with proper organization, discipline and training under officers, non-commissioned officers and men, who will regard their employment as a permanent and not as a temporary occupation, possesses superior advantages over the general adoption of the purely regimental system of equipping regiments with a full quota of Government transport. It is manifest, however, that the forces which guard the frontiers and which are at any time liable to be called upon to act, should have at hand the means of taking the field on the shortest possible notice. The question has been raised as to whether it is advisable to keep up half carriage for the whole of these forces or full carriage for half. The Governor-General in Council has been pleased to decide that the former plan shall be adopted, and that, therefore, the following instructions are to be observed in regard to the transport of the future.

1st, Regimental Carriage.—Half regimental carriage is to be maintained for the undermentioned troops:—

1. The Punjab Frontier Force.
2. A part of the army stationed in the Punjab.
3. The force in Sind.
4. The force on the Eastern and South-Eastern Frontier.
5. The force in Bunnah.

The corps which form these forces and which are to have transport as above will be detailed by the Quartermaster-General of the Army under the orders of His Excellency the Commander-in-Chief, and the organization for them under the regimental system shall be that referred to in para. 7, Section II, of the scheme which accompanies the Commissary-General's No. 3894, of 4th September 1881, with this exception that no allowances whatever shall be given to the regimental establishments which the Commanding Officers may detail for the duty, —the system at present in use in the Punjab Frontier Force being regarded as the one which should be adopted for the whole army in so far as the present amount of Government carriage will admit of its extension.

After the forces above alluded to shall have been equipped with a half complement of Government regimental carriage, the remaining available amount shall be divided amongst the troops located at the most important military, strategical and political centres throughout the country in the proportion of not more than half regimental carriage and not less than carriage for the strength of one troop or company per corps. An equivalent amount of moveable-column carriage now kept up throughout the various commands being immediately reduced. With regard to the description of carriage to be maintained and its distribution, this should be decided by the features of the country in which it may be required. Camels should not be rejected in favor of mules, if the former class of animals are better adapted to the part of the country where they will be wanted for transport purposes, and the arrangements should not altogether be made with a view to operations on or beyond the frontier, but the possibility of internal disturbances should be borne in mind, and for this reason the "Kabul scale" of equipment should not be regarded as the general service scale of the future, but there should be prepared equipment tables showing the service scales for hot and cold temperatures with the large and small tents required for each respectively.

2nd, General Army Transport.—The Government of India have decided that it is not expedient to keep up any special carriage of this sort in time of peace. In cases in which half or reduced regimental transport is kept up at large stations, there will be no objection to its being massed as in a depôt under the management of a certain transport staff, which will be hereafter detailed. The amount of carriage at such stations should not be less than the present establishment of moveable-column carriage. It is considered that this amount of carriage can under proper arrangement be so supplemented by transport secured from the civil agency that a short or rapid move into the district can be managed when occasion requires, and that therefore the present system of retaining, at great expense, moveable-column carriage can be by degrees abolished. The cost of the present arrangement for moveable-column carriage in the three Presidencies amounts to about 35 lakhs of rupees, and this carriage is made comparatively very little use of. In most stations it is only mustered once-a month,—in class it is bad,—many defective kinds of transport being nominally borne on the rolls; it is of an unorganized kind, and it is not generally capable of collection and utilization beyond the local district, certainly little if any more so than unpaid-for carriage to be secured on emergency by the aid of the civil authorities. The carriage thus massed at large stations, or regimental carriage wherever it may be, is to be regarded as under the orders of the Officer Commanding the division, district or station, on the spot, and it will be utilized as he may consider best in the interests of the State either on work appertaining to the troops or on any description of Government work. It must be remembered that the object to be attained is to utilize Government transport as much as possible, not to keep it locked up in stations idle, but to substitute it to the fullest extent for the moveable-column system. Until the present amount of Government transport is distributed throughout the army in the manner herein detailed, it will not be possible to settle the table of establishments necessary for each depôt or centre where most of the transport will be massed. The Deputy Commissary-General for Transport should, however, carry out as soon as possible these instructions in regard to distribution, and then submit proposals for the

necessary establishments required, following as much as possible the details in regard to depôts submitted with the memorandum on transport service by the late Controller-General of Supply and Transport.

In the correspondence now under review, proposals are made to largely reduce the number of elephants kept up for transport and State purposes. This matter has been recently under the consideration of the Government of India in connection with the proposed abolition of the Government Khedda establishment, and it was decided after much enquiry, that the number of elephants for all India should be fixed at 600. The Governor-General in Council therefore considers that this complement should be allowed to stand, and arrangements should be made accordingly in carrying out the details in regard to the depôt system.

3rd, Reserve Transport and machinery for its expansion in time of need.—In regard to this heading, the Government of India observe that there is a considerable divergence of opinion. The opinion of the Army Commission, the late Controller-General of Supply and Transport, and the Kabul Committee and most views on record coincide in regard to the improbability of carriage ever being made forthcoming by voluntary registration. It is therefore concluded that some other system is necessary. The probable effects of endeavouring to secure reserve carriage by a system of retaining fees in time of peace would be, that in time of need the carriage would not be any more forthcoming than if it had not been meanwhile paid for at all. The question therefore for decision is—What is the best machinery to supplement the existing Government carriage to meet the requirements of war and to strengthen the depôt (in place of the moveable-column) system in time of peace? After mature deliberation, the Government of India have decided that the agency to effect this object should be that of the Civil authority combined with the officers of the Quartermaster-General's Department and the staff of the transport depôts in the various circles or districts of the country. It should be regarded as their duty to obtain a general knowledge of these districts and of their resources in regard to the various kinds of transport available, to keep a list of influential natives who could, when required, produce transport, and in fact to compile all information in regard to the transport available for purchase or hire in the districts to which they belong, and of which they should have transport maps prepared. By this means it is considered that, in time of emergency, there will be available a register which will enable Government to secure through the authorities above referred to by impressment, if necessary, such an amount of carriage as may be required and in a legalized manner. Steps have already been taken to secure the simple enactment necessary. Periodical report should be made to the General Officer Commanding the division or district in regard to the progress made in the preparation of the registry of carriage, &c., within the area of his command, so that he may be thereby aware of its resources when emergency arises, and these reports should be annually revised. It should be clearly understood that Government deprecate the intervention of middlemen in the registration or collection of carriage. The agency should be as far as possible under direct Government management.

4th, Transport Staff.—It has already been ordered that in regard to regimental establishments the staff required therefor is to be supplied regimentally, as is now arranged for in the Punjab Frontier Force.

With regard to the officer at the head of the transport branch of the Commissariat, the Government of India reserve a decision on this appointment pending a more definite settlement of the organization of this department. Meanwhile, the Deputy Commissary-General for Transport will, in communication with the Commissary-General, arrange for the distribution of the available Government transport animals as referred to in this Resolution, and submit through him proposals in regard to the number of officers and subordinates proposed for the various depôt stations throughout the three Presidencies. Without definitely fixing any establishment for these depôts, the Government of India are of opinion that the general lines for a peace and war establishment as referred to in para. 105 of the Report

of the late Controller of Transport and Supply, might well be followed in regard to the transport staff of the future, except that one transport officer should suffice for each depôt. It is observed that in the recent proposals regarding the permanent officers and others of the Transport Department, no provision has been made for subordinates of the British warrant and non-commissioned grades. The information before the Government of India tends to show that the men in these grades did excellent service during the recent campaign, and therefore it is considered that a certain proportion of them should be included in the transport staff of depôts, which should now be submitted for the approval of Government in accordance with the instructions conveyed in this Resolution. The additional appointments required for the transport sub-department of the Commissariat, in all grades, should also be submitted for the approval of the Government of India on the general principle of that referred to in paras. 128—32 of the memorandum of the Controller General of Supply and Transport.

5th, Ambulance.—The consideration of the question of ambulance and the number of doolie-bearers to be kept up should, in the opinion of the Government of India, be dealt with quite separately from the general scheme of transport here referred to. The Deputy Commissary-General for Transport should therefore consult with the Surgeons-General on the subject, and submit for the consideration of Government a separate scheme with complete details as to cost, &c.

6th, Equipment, Material, Animals.—With regard to the pattern for the future army transport cart, the Government of India incline to the belief that the country cart as used in the various districts in India is the best pattern for general use in Hindustan; but for service beyond the frontier and when local conditions admit of the use of light wheeled carriage, a new description of cart is doubtless necessary, and the Governor-General in Council awaits proposals in regard to a specific cart answering the requirements of the service before any definite instructions are given in regard to the amount of this kind of transport which is for the future to be retained. The required conditions, however, should be—1st, a light cart for one mule or pony, adapted for the transport of regimental equipments, small arm ammunition, &c., and 2nd, a heavier cart for two mules or ponies or bullocks, capable of taking all kinds of loads. The decision of the Government of India in regard to the proposed new pack-saddle will be shortly published, and it is hoped that the success of this saddle will come up to the anticipations formed regarding it.

7th, Followers.—The proposals in regard to the rate of pay and compensation for followers, clothing, &c., as contained in Section VIII of the scheme submitted with the Commissary-General's No. 3894, of 24th September 1881, are accepted by the Government of India, and in accordance with this scale, revised estimates should be submitted for the establishments which will have to be kept up regimentally and at transport depôts throughout the country.

8th, Cost of present arrangements and proposed organization.—The Government of India consider that the cost of the proposed organization can, under the instructions conveyed in this Resolution, be made less than that which is now incurred for the retention of transport on the moveable-column system. The present arrangements are of a wholly unorganized kind, and the object sought is to abolish this system and to substitute therefor regimental and depôt carriage, the property of Government. The utilization of Government army transport for the conveyance of stores and its substitution for hired carriage in reliefs affords a large field for effecting savings. It is impossible to correctly estimate the financial aspect of the transport to be maintained for the future, as the data hitherto placed before Government has been based on proposals of a kind altogether different from those now determined upon. Fresh estimates should, however, be submitted showing the cost of the proposed organization, and the Government of India confidently trust that not only will the present expenditure be not exceeded, but very considerable savings will be effected.

(Signed) G. CHESNEY, Colonel,
Secy. to the Govt. of India.

ORDERED that this Resolution be communicated to—

The Commissary-General, Bengal.
 The Adjutant-General in India.
 The Quartermaster-General in India.
 The Inspector-General of Ordnance.
 The Accountant-General, Military Department.
 The Public Works Department.
 The Department of Finance.
 The Controller of Military Accounts.
 The Surgeons-General, Her Majesty's Forces and Indian
 Medical Service.
 The Government of Madras.
 The Government of Bombay.
 The Government of Punjab.

(By Order.)

(Signed) T. DEANE, Captain,
Asst. Secy. to the Govt. of India.

To the Secretary to the Government of Madras, Military Department.

No. 2. ORDER THEREON, 1st November 1881, No. 5739.

Communicated to the Provincial Commander-in-Chief and the Departments concerned.

(True Extract.)

(Signed) E. L. HANKIN, Colonel,
Ag. Secretary to Government.

To the Quartermaster-General.

„ Adjutant-General.
 „ Commissary-General.
 „ Inspector-General of Ordnance.
 „ Surgeon-General, Her Majesty's Forces, Madras.
 „ Surgeon-General with the Government of Madras.
 „ Controller of Military Accounts.
 „ Revenue Department.
 „ Public Works Department.

B. No. 2801 W. 11 Nov. 1881.

Comm^o to Sup^g.

Engineers.

(Sig^o) J.H.S.

J.H.S.

Govt. of (1881) Madras
MILITARY.

To
The QUARTERMASTER-GENERAL,
&c., &c., &c.

Dated November, 1st.

Issued

Recd.

Encl.

G.O., 1st November 1881, No. 5739.

NOVEMBER.
Nos. 1-2.

Communicating Resolution of the Government of India on reports and correspondence relative to the formation of a permanent transport service for India.

B. No. 2801 W. 11 Nov. 1881

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These conditions are not wholly met in any one of the various proposals which have been hitherto placed before the Government of India, but it is apparent that by combining the merits and rejecting what may be considered the defects of the several proposals now under consideration, it may be fairly assumed that it will be found possible to frame a transport service on a more permanent basis than hitherto, by the utilization of the best transport animals retained from the past war, and by a revision of the arrangements which necessitated the retention, at great expense, of hired transport for moveable and field columns throughout India.

With regard to the manner in which Government carriage is for the future to be kept up, it is observed that the leading features of the plans under discussion are that either full Government transport should be kept in regimental charge, or that it should be maintained at certain centres under a distinct military organization, with a staff of officers and subordinates who would arrange for its expansion in time of need from the resources of the country under a carefully preconceived system.

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The first plan has the advantage of rendering a large proportion of the regimental officers and men of the army accustomed to the care and management of the transport which they have to use on field service, but its general application to the extent of utilizing in full Government transport with regiments is believed to be impracticable for the following reasons.

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It is also observed that, whenever regimental transport has to be removed for any purpose from the regiment to which it belongs, it must be accompanied by its staff of a British officer, non-commissioned officers and men; although this arrangement might be attended with distinct advantage to the regimental transport establishment in the training it thus obtained, the Government of India are of opinion that it is open to grave objection: there would probably be found some difficulty in employing regimental establishments at all on duty unconnected with the special service of the regiment, and it is clearly an expensive arrangement to keep carriage standing idle at stations when no work can be found for it. The employment of the combatant ranks in this manner would withdraw from the fighting line the highly-trained soldier for transport duties which could probably be better performed by men who had been previously well instructed in these matters at transport depôts.

RESOLUTION.—The Governor-General in Council considers that the scheme of combining the partial equipment of regiments with Government transport with that of having transport depôts where army transport can be trained as a permanent military service with proper organization, discipline and training under officers, non-commissioned officers and men, who will regard their employment as a permanent and not as a temporary occupation, possesses superior advantages over the general adoption of the purely regimental system of equipping regiments with a full quota of Government transport. It is manifest, however, that the forces which guard the frontiers and which are at any time liable to be called upon to act, should have at hand the means of taking the field on the shortest possible notice. The question has been raised as to whether it is advisable to keep up half carriage for the whole of these forces or full carriage for half. The Governor-General in Council has been pleased to decide that the former plan shall be adopted, and that, therefore, the following instructions are to be observed in regard to the transport of the future.

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1. The Punjab Frontier Force.
2. A part of the army stationed in the Punjab.
3. The force in Sind.
4. The force on the Eastern and South-Eastern Frontier.
5. The force in Burmah.

The corps which form these forces and which are to have transport as above will be detailed by the Quartermaster-General of the Army under the orders of His Excellency the Commander-in-Chief, and the organization for them under the regimental system shall be that referred to in para. 7, Section II, of the scheme which accompanies the Commissary-General's No. 3894, of 4th September 1881, with this exception that no allowances whatever shall be given to the regimental establishments which the Commanding Officers may detail for the duty, —the system at present in use in the Punjab Frontier Force being regarded as the one which should be adopted for the whole army in so far as the present amount of Government carriage will admit of its extension.

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necessary establishments required, following as much as possible the details in regard to depôts submitted with the memorandum on transport service by the late Controller-General of Supply and Transport.

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of the late Controller of Transport and Supply, might well be followed in regard to the transport staff of the future, except that one transport officer should suffice for each depôt. It is observed that in the recent proposals regarding the permanent officers and others of the Transport Department, no provision has been made for subordinates of the British warrant and non-commissioned grades. The information before the Government of India tends to show that the men in these grades did excellent service during the recent campaign, and therefore it is considered that a certain proportion of them should be included in the transport staff of depôts, which should now be submitted for the approval of Government in accordance with the instructions conveyed in this Resolution. The additional appointments required for the transport sub-department of the Commissariat, in all grades, should also be submitted for the approval of the Government of India on the general principle of that referred to in paras. 128—32 of the memorandum of the Controller General of Supply and Transport.

5th, Ambulance.—The consideration of the question of ambulance and the number of doolie-bearers to be kept up should, in the opinion of the Government of India, be dealt with quite separately from the general scheme of transport here referred to. The Deputy Commissary-General for Transport should therefore consult with the Surgeons-General on the subject, and submit for the consideration of Government a separate scheme with complete details as to cost, &c.

6th, Equipment, Material, Animals.—With regard to the pattern for the future army transport cart, the Government of India incline to the belief that the country cart as used in the various districts in India is the best pattern for general use in Hindustan; but for service beyond the frontier and when local conditions admit of the use of light wheeled carriage, a new description of cart is doubtless necessary, and the Governor-General in Council awaits proposals in regard to a specific cart answering the requirements of the service before any definite instructions are given in regard to the amount of this kind of transport which is for the future to be retained. The required conditions, however, should be—1st, a light cart for one mule or pony, adapted for the transport of regimental equipments, small arm ammunition, &c., and 2nd, a heavier cart for two mules or ponies or bullocks, capable of taking all kinds of loads. The decision of the Government of India in regard to the proposed new pack-saddle will be shortly published, and it is hoped that the success of this saddle will come up to the anticipations formed regarding it.

7th, Followers.—The proposals in regard to the rate of pay and compensation for followers, clothing, &c., as contained in Section VIII of the scheme submitted with the Commissary-General's No. 3894, of 24th September 1881, are accepted by the Government of India, and in accordance with this scale, revised estimates should be submitted for the establishments which will have to be kept up regimentally and at transport depôts throughout the country.

8th, Cost of present arrangements and proposed organization.—The Government of India consider that the cost of the proposed organization can, under the instructions conveyed in this Resolution, be made less than that which is now incurred for the retention of transport on the moveable-column system. The present arrangements are of a wholly unorganized kind, and the object sought is to abolish this system and to substitute therefor regimental and depôt carriage, the property of Government. The utilization of Government army transport for the conveyance of stores and its substitution for hired carriage in reliefs affords a large field for effecting savings. It is impossible to correctly estimate the financial aspect of the transport to be maintained for the future, as the data hitherto placed before Government has been based on proposals of a kind altogether different from those now determined upon. Fresh estimates should, however, be submitted showing the cost of the proposed organization, and the Government of India confidently trust that not only will the present expenditure be not exceeded, but very considerable savings will be effected.

(Signed) G. CHESNEY, Colonel,
Secy. to the Govt. of India.

ORDERED that this Resolution be communicated to—

The Commissary-General, Bengal.
 The Adjutant-General in India.
 The Quartermaster-General in India.
 The Inspector-General of Ordnance.
 The Accountant-General, Military Department.
 The Public Works Department.
 The Department of Finance.
 The Controller of Military Accounts.
 The Surgeons-General, Her Majesty's Forces and Indian
 Medical Service.
 The Government of Madras.
 The Government of Bombay.
 The Government of Punjab.

(By Order.)

(Signed) T. DEANE, Captain,
Asst. Secy. to the Govt. of India.

To the Secretary to the Government of Madras, Military Department.

No. 2. ORDER THEREON, 1st November 1881, No. 5739.

Communicated to the Provincial Commander-in-Chief and the Departments concerned.

(True Extract.)

Whan kin Colonel,
Ag. Secretary to Government.

To the Quartermaster-General.

„ Adjutant-General.
 „ Commissary-General.
 „ Inspector-General of Ordnance.
 „ Surgeon-General, Her Majesty's Forces, Madras.
 „ Surgeon-General with the Government of Madras.
 „ Controller of Military Accounts.
 „ Revenue Department.
 „ Public Works Department. *with 5 2/3 p.m.*

B. N. 2801 Waf 11th Nov/81

P. W. G. No 6423
Govt. of (1881) Madras
MILITARY.

Communicated
to Superintending
Engineers.

[Signature]

[Signature]

7. 11. 81

To
THE QUARTERMASTER-GENERAL,
&c., &c., &c.

Dated November, 1st.

Issued

Recd. 5th Nov: 81 Encl.

G.O., 1st November 1881, No. 5739.

3 copies applied for 8/11/81 S.S.C

NOVEMBER.
Nos. 1-2.

2801 Waf 11th November 1881

Communicating Resolution of the Govern-
ment of India on reports and correspondence
relative to the formation of a permanent trans-
port service for India.

Extract from a Note by
H.E. the Governor. dated 9th Nov: 1881.

Having observed, yesterday
morning, at the Observatory, that
the instruments were in some danger
from the weather, I propose, with
the concurrence of my Honorable
Colleagues, that the Public Works
Department be directed to make
the necessary repairs without
loss of time.

x x x

Transferred to the Public
Works Dept. for disposal.

Fort St. George
9 Nov-1881

By order
J. Davidson
Chief Secy.

8-10-92

P. H. C. No. 655-8

Recd. 10 Nov 81

By Bet. 2800 Waf 10th Nov 81

Communicated
to the Supty: Eng:
5th Aide who will
arrange for the
immediate execution
of the required repairs,
in communication,
if necessary, with the
Genl Supt: P.W. Work
Shops.

Subd. in Receipt Regt.

SE 5th Aide

Subd. Supt: P.W. Work
Shops
Sept 10-11-81

Issued Soon

Received 11/11