

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 1363A

DATED 11th November

[Despatch Abstract.]

Conveyance of military prisoners by Railway.—
Proceedings of the Govt of India interpreting existing
orders in regard to the—, Communicated to the
agents, Madras, South India and Vizag's Rail-
ways.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

4TH OCTOBER 1884, No. 981 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Circular from the Government of India, Public Works Department, Railway Traffic,
dated Simla, 18th September 1884, No. XXVI Railway.

Revised Rules for the Transport of Troops and their Baggage by Railway.

Read again—

Public Works Department letter, No. 770 R.T., dated the 12th July 1883, and enclosures.
Do. do. endorsement, No. 895 R.T., dated the 14th August 1883.
Do. do. resolution, No. 55 R.T., dated the 18th January 1884.

Read also—

Letter from Colonel H. F. Hancock, R.E., President of the Committee appointed to consider the draft revised rules for the transport of troops and their baggage by railway, dated the 8th February 1884.

Observations—

It having been considered desirable to issue, for adoption on all railways, a set of revised rules for the transport of troops and their baggage, the draft of the rules proposed was circulated in July 1883 for the opinion and views of the several Railway Companies; and on the receipt of their replies a Committee of military and railway officers was appointed, in Public Works Department resolution, No. 55 R.T., of the 18th January 1884, to discuss and consider the rules. The Committee met on the 28th January 1884, and after ten sittings concluded their deliberations.

2. In submitting the draft rules recommended by the Committee, the President invited attention to certain remarks and opinions recorded in the proceedings of that body in connection with the rules in question, and these have received due consideration.

Resolution—

The rules proposed by the Committee, together with the warrant forms C and D, are generally accepted by the Government of India, with the exception of Rule 8, which it is considered desirable to modify in respect of the number of seats to be paid for per compartment of carriages of any class lower than the 2nd class on the metre-gauge railways. It is also desirable that small bodies of troops travelling by ordinary train, for which no special troop carriage is exclusively provided, shall be accommodated in 2nd-class carriages.

2. In Rule 9 it is laid down that "the despatching officer, in applying for extra seats, as lying down or hospital accommodation, will be guided by such instructions as he may receive, from time to time, from the Military Department * * *." It is as well to state that the words *such instructions* are intended to refer only to matters of detail as to the description of accommodation to be provided.

3. With reference to paragraph 55 of the Committee's proceedings, His Excellency the Governor-General in Council is pleased to decide that the system of payment by seats, instead of by vehicles, should be followed in future.

4. *Paragraph 19 (a).*—It has already been decided that military officers in civil employ, or employed in any manner which is not military duty, are not entitled to conveyance as military men; form E certificates are therefore no longer applicable to them.

5. *Paragraph 19 (b).*—The Government of India agrees with the Committee that military officers going on, or returning from, leave on medical certificate should be considered as *on duty*, but not so when furlough, general, privilege, or casual leave is taken.

6. *Paragraph 47.*—Detachments of troops travelling by mail trains will be paid for under the provisions of these rules, except that the seats occupied must be paid for at the lowest fare which is charged to the public for a passage by that train; but troops travelling by troop extra trains, or by any other passenger train, will only be charged for at the lowest fare charged to the public by any passenger train.

7. His Excellency the Governor-General in Council desires that the revised rules as now modified, and of which a copy is attached to this resolution, should be adopted on all Guaranteed and State Railways for the transport of troops and their baggage from and after the 1st November 1884. Probably the Railway Administration will not be in a position to carry out all the provisions embodied in the rules by that date; but as it is most desirable to introduce the new system in time for the approaching trooping season, His Excellency in Council trusts that the Agents and Managers of Railways will issue such urgent instructions as will admit of the introduction of the rules by the 1st November 1884. Delay will probably arise in printing the warrants under Rule 26; and a considerable time must elapse before clauses 1, 2, and 7 of Rule 8 can be complied with. Until the Special General Committee has completed its labors, it will be sufficient if clauses 1 and 2 of Rule 8 are complied with by the aid of printed slips temporarily affixed to the carriages and vehicles actually used for the conveyance of troops.

Order—

Ordered that this resolution, together with the proceedings of the Committee and the revised

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners, Central Provinces, Assam and British Burma.
The Residents, Hyderabad and Mysore.
The Agent to the Governor-General, Central India.
The Director-General of Railways.
The Consulting Engineers to the Government of India for Guaranteed Railways.
The several departments of the Government of India

rules referred to, be communicated to the Governments, Administrations, Officers, and Departments noted in the margin

for information and guidance, and to the Agents to the Governor-General for Rajputana and Biluchistan, and the Accountant-General, Public Works Department, for information.

(Signed) W. S. TREVOR, Colonel, R.E.,
Secretary to the Govt. of India.

ENCLOSURES.

From Colonel H. F. HANCOCK, R.E., President of the Committee, to the Secretary to the Government of India, Public Works Department, dated Calcutta, 8th February 1884.

With reference to Government of India resolution, No. 55 R.T., dated 18th January 1884, I have the honor to submit the proceedings of the Committee convened to discuss and consider the draft revised rules for the transport of troops and their baggage by railway, which were circulated under Public Works Department letter, No. 770 R.T., dated 12th July 1883, and endorsement, No. 895 R.T., dated 14th August 1883, together with draft of the rules which the Committee recommend for adoption.

2. I have the honor, at the same time, to invite attention to the following remarks recorded in paragraph 55 of the proceedings:—

"Paragraph 55.—The Committee are of opinion that, if the system of payment by seats is to be followed in future, it can be carried out under the rules they have proposed. But as regards troop extra trains, the system is undoubtedly more complicated, except for purposes of through booking, both for despatching officers and railways, than the present system of indenting and paying for carriage by vehicles."

3. Also to the following paragraphs of the proceedings:—

"Paragraph 19.—Questions (a) whether military duty alone entitles an officer to privileges as regards conveyance; (b) whether officers going to, or returning from, leave on medical certificate are 'on duty.'"

"Paragraph 20.—Proposed rule, clause (4): Major Robertson's dissent.

"Paragraph 23.—Remark of Committee as to difficulty of providing retiring accommodation in carriages. Appointment of Special General Committee.

"Paragraph 29.—Question raised by Mr. Keily as to liability of Guaranteed Railway Companies to provide reserved accommodation in troop extra trains.

"Paragraph 30.—Vehicle mileage rate for invalid carriages, &c., to be settled by Special General Committee.

"Paragraph 33.—Reduction in number of vehicles for conveyance of troops to be attached to passenger trains on East Indian Railway.

"Paragraph 38.—Mr. Carter's remarks.

"Paragraph 47.—Questions whether charge for troops, &c., carried (a) by mail train and (b) by troop extra train should be lowest mail train fare or lowest fare, when the lowest fares by mail and other trains differ.

"Paragraph 48.—Mr. Keily's dissent from proposed rule as regards uniform charge for baggage.

"Paragraph 50.—Uniformity in rate for ammunition.

"Paragraph 52.—Major Elles' remarks."

4. It will be observed that the numbers of the rules quoted in the proceedings do not always correspond with the numbers of the draft rules attached. The latter are correct, it having been found necessary to alter some of the numbers when the rules were finally drafted.

PROCEEDINGS of a Committee assembled in accordance with Government of India Resolution, No. 55 R.T., dated 18th January 1884, to discuss and consider the Draft Revised Rules for the Transport of Troops and their Baggage by Railway, which were circulated under Public Works Department letter, No. 770 R.T., dated 12th July 1883, and endorsement, No. 895 R.T., dated 14th August 1883.

Meeting No. 1, 28th January 1884.

PRESENT:

COLONEL H. F. HANCOCK, R.E., *President.*

LIEUT.-COLONEL MOBERLY.

MAJOR ELLES, *Deputy Assistant Quartermaster-General.*

HONY. MAJOR J. ROBERTSON, C.I.E.

MR. MEARS, *Personal Assistant to Traffic Manager, E. I. Railway.*

1. Mr. Mears informed the President that the Agent, East Indian Railway, had instructed the Traffic Manager of the East Indian Railway to attend as representative of the railway, but that he was absent on tour, and would be unable to be present for a day or two.

The President stated that he had been informed that Mr. Keily, Acting General Traffic Manager, Great Indian Peninsula Railway Company, would not arrive in Calcutta till Thursday morning.

Under the circumstances the Committee was adjourned till Tuesday, the 29th, at 12 noon, or until the day on which Mr. Carter, the Traffic Manager of the East Indian Railway, may return to Calcutta.

Mr. Mears will inform the President when a reply is received from Mr. Carter to the telegram sent to him by the Agent, East Indian Railway.

Meeting No. 2, 29th January 1884.

PRESENT:

[Same as yesterday, with the addition of Mr. Carter, Traffic Manager, East Indian Railway.]

2. It was arranged that in the absence of Mr. Keily, who is not expected to be present until Friday, the 1st February 1884, the Committee should proceed to consider the rules *seriatim*,

leaving points on which the Great Indian Peninsula and Bombay, Baroda and Central India Railway Companies have suggested alterations to be dealt with, if necessary, after Mr. Keily arrives.

3. Rule 2.—To read "all other persons on duty," &c., in line 3 of the preamble of the rule. With this addition the preamble to stand.

The remarks made by the Great Indian Peninsula and Bombay, Baroda and Central India Railways are answered, and the objection taken by the Madras Railway to the wording of this preamble cannot be maintained under clause 8 of the several deeds of contract, the conditions of which being applicable to ordinary traffic apply also to troop traffic, which has priority over the public for conveyance and carriage.

Clause (b).—The question of the style of accommodation to be provided for European and native troops will be considered in connection with Rule 11.

Clause (c).—The question raised by the Great Indian Peninsula and Bombay, Baroda and Central India Railways appears to be met by the provision in the contract that the privilege should be enjoyed by all persons to whom the *Mutiny Act* is applicable, when travelling on duty, see also notification of the Government of India in the Financial Department, No. 472, dated 21st April 1882 (Appendix A).

Clause (d).—Add after "100 men," "which may be taken as equivalent to 20 seers for each man."

4. Rule 3.—Accepted as it stands.

5. Rule 4.—Accepted with the omission of the last sentence, subject to certain modifications of railway warrant forms C and D, as shown below.

6. The Committee consider that it is desirable to retain separate forms of warrant (C and D); the former for ordinary, and the latter for troop extra trains.

FORM C.

7. In accordance with Government of India, Military Department, letter, No. 790 S.C., dated 12th September 1883, the route should be specified in the heading, see Appendix B.

Column 2.—The items "Horses at owner's expense" and "Soldiers' dogs" to be entered below "Excess, being private baggage." A line to be added "Total payable on spot" and the "Total" altered to "Grand Total."

Column 3.—Heading to stand "Number or quantity for whom carriage is required."

Insert fresh column 4 headed "Number of seats to be provided by the Railway."

Column 4, now 5.—Insert "Seats" before "Number."

Columns 5 and 6 become 6 and 7. Present 7 and 8 to be struck out.

The heading of 6 and 7 to be altered by the substitution of "Railway" for "Station-master," and the sub-heading "Payable by Government" to be struck out.

Column 8 to be headed as follows:—

(1) Rank, names, regiment or department of officers or men travelling singly. In the case of detachments, the name of the officer commanding only should be given.

(2) Nature of duty.

(3) Paragraph of Transport Regulations authorising conveyance.

(4) Number and date of general or other order directing the movement.

The column below to be spaced with numbers corresponding with the above heading.

Warrant form C will be prepared in counterfoil; the block to be kept as an office copy and the other part furnished to the Railway authorities.

The third part headed in the proposed form "To be issued to Railway authorities" will not be required. But the notes (a), (b), (c) and (d) at foot of this third part should be inserted at the foot of the block and counterfoil immediately below the table.

The credit note shown on the back of the third part should be entered on the back of the part issued to the Railway below the details of baggage, &c.

Meeting No. 3, 30th January 1884.

PRESENT:

[Same as yesterday.]

The proceedings of the two previous meetings were read and approved.

FORM D.

8. This form also should be prepared in counterfoil, the block being kept as an office copy and the other part issued to the Railway authorities.

Column 2.—The items "Horses at owner's expense" and "Soldiers' dogs" to be entered below "Excess, being private baggage." A line to be added "Total payable on spot," and the "Total" altered to "Grand Total."

Column 3.—Heading to stand "Number or quantity for whom carriage is required."

Insert fresh column 4 headed "Number of seats to be provided by the railway."

Column 4, now 5.—Insert "Seats" before "Number."

Columns 5 and 6 become 6 and 7. Present 7 and 8 to be struck out, and column 8 to be headed as follows:—"Nature of movement and number and date of general or other order directing it." A further foot-note (e) to be added as follows, and reference thereto made in column 4:—

"Seats required for additional accommodation in accordance with paragraph 228 of the Transport Regulations will be entered in column 4."

The third part of the proposed form will not be required, and the credit note on the back of this part should be transferred to the back of the second part below the details of baggage, &c.

9. Mr. Carter stated that before the Committee proceeded further, he would wish to submit the following note for the consideration of the President:—

"Is the East Indian Railway regarded as a State Railway in respect of the proceedings of this Committee? and is it to be taken for granted that the East Indian Railway will conform to the decisions arrived at, and which will be agreed to, by State Railways? If this be the case, it will be necessary that I should take my instructions from the Agent, East Indian Railway, before subscribing to the proceedings of the Committee further, as the questions to be considered involve a loss of revenue to the East Indian Railway Company, with which I am not empowered to deal."

The President observed, in reply, that the position of the East Indian Railway Company, in respect to the conveyance of troops, was defined by clause 18 of the contract dated 22nd December 1879. The Committee has no power to bind the East Indian Railway, or any other Railway Administration, to accept its decision, and it will be open to any member to record his dissent from any decision arrived at by the Committee. It will rest with Government to deal finally with the Committee's Report, after considering any objections taken by the Railway Administrations concerned.

10. Rule 5.—Accepted with the addition of the following sentence:—

"The starting line will collect all charges for the through journey."

With reference to this addition, the Committee call attention to the fact that at the Railway Conference held at Simla in September 1882, it was unanimously agreed that each railway should collect its own charges. But this would involve the inconvenience of separate warrants being furnished to each line.

With regard to the collection of charges payable by Government, no difficulty is likely to arise in respect to errors in calculation, as any errors would be corrected in the audit office before submission of the bill for payment by Government. In the case of cash recoveries for horses, dogs and private baggage to be made by despatching station-masters on the spot, undercharges must as a rule be recovered during the journey; and with a view to reduce to a minimum the liability to error in respect to these charges, the Committee considers it highly desirable that a uniform scale of charge for such traffic should be adopted by all Railway Administrations.

Meeting No. 4, 31st January 1884.

PRESENT:

[Same as yesterday.]

The proceedings of meeting No. 3 were read and approved after correction.

11. The proofs of forms C and D were examined, and certain items were added in column 2, form C, which appear in form D.

12. It was brought to notice that the "Requisition to be issued to the Railway authorities," whether in form C or form D, should have extra money columns added to show the amount due to each railway concerned in a journey over two or more lines, although it is not necessary that the "block to be retained as office record" should have any money columns at all, as these are to be filled in by the railway, and not by the Military authorities.

It was accordingly agreed that forms C and D should be altered as follows:—

The block to be restricted to the first six columns of the requisition, and not to contain any money columns, while the requisition will contain sufficient money columns for five railways and a total column.

13. It was proposed, with a view to facilitating through booking, that every railway should provide in their working time bills for a certain number of troop extra trains, the time of starting and the halts being approved by His Excellency the Commander-in-Chief, as is done at present on the East Indian, the Sind, Punjab and Delhi, and the Punjab Northern Railways.

This was agreed to. The words "every railway" to "Commander-in-Chief" to form a new rule number 6, with the following addition:—

"The despatching officer, being in possession of the troop extra train time bills, will be able to arrange with the Railway authorities what trains are to be run for the through journey. The officer commanding the troops should be furnished by each Railway Administration with its own time bill for the troop extra train running."

14. Rule 6 of the draft revised rules may be struck out, its subject having been disposed of by Rules 4 and 5 as passed by the Committee.

15. Rule 7.—To read as follows:—

"The entries in column 5 of warrant forms C and D will form the basis on which payment will be made."

As column 5 represents actuals, the objections taken by various Railway Administrations to Rule 7, as it stood in the original draft, will now be met.

16. Rule 8.—To be struck out.

17. Rule 9.—To stand.

18. Mr. Carter put in a note, dated 31st January 1884 (attached as appendix C), with a view to draw attention to Government of India resolution, No. 846 R., Public Works Department, Railway, dated 27th September 1867, with regard to the former system of charge per seat having been abandoned in order to dispense with the necessity for counting the men and weighing the baggage at the station.

The President observed that the proposed change of system, under which the Military authorities will indent for a specified number of seats of each class when sending bodies of troops, both by ordinary trains and by extra troop trains, was agreed to by all the Railway delegates at the Conference held at Simla in 1882, and is desired by the Government of India. One of the objects for which this Committee has been convened is to report how this change may best be carried out. He was therefore of opinion that nothing could be gained by discussing the question further at this stage of the proceedings. This was concurred in.

Meeting No. 5, 1st February 1884.

PRESENT:

[As yesterday, with the addition of Mr. E. W. Keily, Acting General Traffic Manager, Great Indian Peninsula Railway.]

The proceedings of meeting No. 4 were read and approved.

19. It was brought to notice, with reference to minute No. 3 of the meeting of the 29th January 1884, that it would be necessary to define clearly the word "duty." It has been held (a) that this word, as employed in the deed of contract, is intended to include military duty only.

It has also been held (b) that officers going on, or returning from, leave on medical certificate at their own expense cannot be treated as on duty.

With reference to (a), the Committee understand that the question is now under the consideration of the Government of India. Should it be eventually ruled that military duty alone entitles an officer to the privileges claimed under the contract, it will be necessary further to define what duties are to be treated as military.

With reference to (b), Railway Companies are bound to convey officers proceeding on public duty as 1st-class passengers at 2nd-class rates, whether payment is made by Government or by the officers (G.O., No. 45 of 1867), and the term "on duty" comprises all movements of officers ordered from their stations for the advantage of the public service as distinct from their personal convenience (G.O. No. 773 of 1864). It appears, therefore, to the majority of the Committee that officers going on, or returning from, leave on medical certificate are on duty according to this definition. Mr. Keily dissented from this view.

20. Rule 10.—The Committee recommend that this rule be amended as follows:—
Government will be prepared to accept in place of carriages of the ordinary 2nd-class type, carriages of other types properly protected from wind and weather, and provided with lamps for night service, and otherwise suitable for the conveyance of troops: provided that—

(1) The number of troops to be accommodated and the number of seats to be paid for are definitely fixed for each type of carriage which it is proposed to employ for carriage of troops.

(2) The number of troops such carriage is to accommodate is to be marked on it.

(3) Until this is done, the provision to be made in carriages of any class lower than 2nd class shall be, on lines on the 5-feet 6-inch gauge, in the proportion of five seats as provided for ordinary traffic to three seats paid for; and on lines on the metre gauge, eight seats provided, to six seats paid for.

(4) Small parties travelling by ordinary train, for which no special troop carriage or one or more compartments in a troop carriage separated altogether from the portion occupied by passengers is provided, shall be accommodated in 2nd-class carriages.

Major Robertson dissents from this clause as he fears that, acting on this concession, the Railway authorities will invariably supply an inferior class of accommodation to 2nd-class to individual soldiers and small parties travelling by ordinary trains. He would omit the words "or one or more compartments in a troop carriage separated altogether from the portion occupied by passengers."

(5) Families of European soldiers, warrant officers, non-commissioned officers of classes I and II of British troops and their families, and native commissioned officers and their families shall, in all cases, both on ordinary and troop extra trains, be accommodated in 2nd-class carriages. But twenty-four hours' notice must be given to the Railway authorities when the strength of the party exceeds ten.

Meeting No. 6, 4th February 1884.

PRESENT:

[Same as on 1st February 1884.]

The proceedings of meeting No. 5 were read.

21. With reference to new Rule No. 6, paragraph 13 of these proceedings, Mr. Keily proposed to substitute for the words "provide in their working time bills" the words "furnish a time bill." This was agreed to.

Subject to the above, the proceedings of meeting No. 5 were approved.

22. Mr. Keily desired to record his concurrence in Mr. Carter's note (appendix C) referred to in paragraph 18.

23. The Committee proceed to the further consideration of Rule 10.

It was agreed that clause (6) should be added as follows:—

"Retiring accommodation, and, as far as possible, lavatory accommodation also, shall be provided in all carriages used for the conveyance of invalids, families of European soldiers and others specified in clause 5."

The Committee recognise the extreme difficulty, both from a practical and sanitary point of view, of providing retiring accommodation in the majority of carriages at present in use for troops.

It was agreed that clause (7) should be added as follows:—

(7) To prevent misunderstanding, a Special General Committee will be appointed by the Government of India to fix the number of troops to be accommodated and the number of seats to be paid for in the case of each type of carriage, not being the ordinary 1st or 2nd class, tendered by each Railway Administration for the conveyance of troops.

The Consulting Engineers for the various Guaranteed Railways, the Managers of State Railways, and the heads of the Locomotive or Carriage and Traffic Departments will be *ex-officio* members of the Committee for the railways under their charge; and will arrange for the carriages being marked in accordance with clause 2 of this rule. The numbers so marked will be considered as authoritative, both by the railway when supplying the stock, and by the despatching officer when checking the accommodation provided. Each railway will furnish, for transmission to the Military authorities, a list showing the number of carriages of each type thus marked.

24. Rule 11 will be struck out.

25. Rule 12.—Omit from the words "and for" to the end, and add "see paragraph 234 of Part II, Transport Regulations."

Meeting No. 7, 5th February 1884.

PRESENT:

[Same as on 4th February 1884.]

The proceedings of meeting No. 6 were read and approved.

26. Rule 13 to be inserted as follows:—

As regards 1st and 2nd class carriages, the extra accommodation required under paragraph 228 of Part II of the Transport Regulations should be indented for by the despatching officer in troop extra trains, and entered in column 4 of warrant form D, the same number of fares being paid for extra compartment thus occupied as would be paid by the public for reserving such a compartment.

Thus on the East Indian Railway, if it were necessary to provide in a troop extra train lying down space for nine officers, for whom, at the rate of four to each compartment, three compartments of an ordinary 1st-class carriage would be required, the payment will be as for three reserved compartments, equivalent to twelve fares. Or, on the Great Indian Peninsula, if thirteen officers travelled, for whom, at the rate of six to each compartment of a saloon carriage, three compartments would be required, the payment will be as for three reserved compartments, equivalent to eighteen fares.

The same rule will apply when an extra compartment has to be provided for soldiers or families: *i.e.*, the same number of fares will have to be paid as would be paid by the public for reserving such accommodation.

27. *Rule 14.*—As regards accommodation in "*troop carriages*" other than 1st or 2nd class in troop extra trains, unoccupied seats will be paid for on the basis of a minimum charge of half a carriage on the scale laid down by the General Committee for each half carriage partly occupied.

28. With reference to Rules 13 and 14, Major Elles wished to record his opinion that the above rules, though practicable and suitable for the Railway Administrations and Military Accounts Department, are most unsatisfactory from a despatching officer's point of view, as it will be quite impracticable for him to enter into these matters when despatching a train, and at a time when he has many other duties to attend to. It would also entail having men at the station a long time before starting the train, as it is only *after* the men are entrained that these calculations can be made.

29. Mr. Keily questions the liability of the Guaranteed Railway Companies under their deeds of contract to be called upon to provide reserved accommodation in troop extra trains at the same number of fares as conceded to the public.

The remaining members of the Committee differ from Mr. Keily. If necessary, the point may be referred for legal opinion.

30. *Rule 15.*—The payment to be made for invalid, hospital, or ambulance carriages when provided by the railway, and for the haulage of such carriages when provided by Government, will have to be arranged with each railway concerned on the basis of a vehicle mileage rate, which might be settled by the Special General Committee referred to in clause (7) of Rule 10.

31. *Rule 16* (corresponding to Rule 13 in draft) to run thus:—

Each railway will be required to provide its own passenger carriages and brakevans at the junction stations, or at the nearest rest-camp to the junction. But hospital carriages, baggage wagons, horse-boxes, ammunition wagons, and vehicles other than carriages and brakevans, should run through to destination. The Military Department to pay the excess mileage, demurrage, or penalty for wrong sending, for carriages of one line taken on to another line in accordance with this rule. Independently of this, the different railways will be at liberty to arrange among themselves for passenger carriages and brakevans to run through if convenient, making no extra charge to Government on account of mileage.

32. *Rule 17* to run as follows:—

Demurrage on the owning line will be paid by the Military Department for detentions of stock, to suit the Military authorities, in excess of the ordinary allowance, as also charges on account of engines and vehicles supplied, and subsequently countermanded, see paragraph 205, Part II, Transport Regulations, also Government of India resolution in the Public Works Department, No. 540 R.T., dated 8th June 1882, and Rule XIII for the interchange of rolling stock as passed by the Conference of 1882.

33. *Rule 18* to be the same as Rule 14 in the draft.

Mr. Carter pointed out that owing to the acceleration of speed of passenger trains on the East Indian Railway, the number of vehicles had been reduced, and that a corresponding reduction would be necessary in the number of vehicles to be attached to such trains for the conveyance of troops in the table given in paragraph 210 of Part II of the Transport Regulations.

34. *Rule 19* to be the same as Rule 15 in the draft.

Meeting No. 8, 6th February 1884.

PRESENT:

[Same as on 5th February 1884.]

The proceedings of meeting No. 7 were read and approved.

35. *Rule 20 (Draft Rule 16).*—The maximum and minimum number of vehicles constituting a troop extra train on each railway should, as heretofore, be laid down in the Transport Regulations. When entering in the warrant the number of seats, &c., required, it will be necessary for the despatching officer to estimate the number of vehicles required, to see that the maximum is not exceeded. When the number of vehicles, exclusive of two brakevans, is short

of the minimum, the deficiency is to be paid for at a vehicle mileage rate as at present. Cases may arise in which, owing to difference in the minimum, through booking over two or more railways may be undesirable; the troops should then be booked to the junction only, or nearest rest-camp.

36. Draft Rule 17 to be struck out, the necessary provision having been made under proposed Rules 4 and 7.

37. Draft Rule 18 to stand as Rule 21.

38. Draft Rule 19 to stand as Rule 22. After "three years old" the following sentence will be added:—"The free allowance of baggage will be calculated on the number of seats paid for."

With reference to this rule, Mr. Carter desires to record that, according to his experience, brakevans and wagons are seldom properly loaded by troops, and that in consequence more vehicles have to be provided for baggage than would be required if the loading was properly done. He urges that for the protection of railways some limit ought to be fixed for the number of brakevans and wagons to be supplied for a given quantity of baggage, and a special charge imposed for any excess vehicles demanded.

39. To meet the above it was agreed to insert the following as Rule 23:—

The minimum allowance of military baggage to be loaded in any brakevan or wagon shall be fixed at one-half of its marked carrying capacity. The railway will supply brakevans and wagons to carry the total quantity of baggage (including free allowance) in this proportion. It will be left to the troops, under the directions of the despatching officer, to load the wagons, but no baggage will be placed in a vehicle in excess of its carrying capacity, and when, owing to brakevans or wagons not being loaded up to this proportion, an extra wagon has to be run, the minimum payment on account of such extra wagon shall be as for half its carrying capacity.

With reference to the above, Mr. Carter stated that the East Indian Railway would prefer to give two or even three brakevans free, and to charge 8 annas per wagon per mile for further accommodation provided for military baggage, also that in his opinion a higher proportion than one-half should be fixed for the minimum allowance as the East Indian Railway new pattern 10-ton wagons could be loaded to more than half their capacity without difficulty.

Meeting No. 9, 7th February 1884.

PRESENT:

[Same as on 6th February 1884.]

The proceedings of meeting No. 8 were read and approved.

40. Draft Rule 20 to stand as Rule 24.

41. Draft Rules 21 and 22 to be struck out, having been already provided for in Rule 15.

42. Draft Rule 23 to stand modified as follows as Rule 25:—

The number of horses, cattle, and other animals will be entered in the warrant; and with regard to horses, it will be specially mentioned whether horse-boxes, cattle trucks, or covered goods wagons are required, see warrant forms C and D.

43. Draft Rules 24, 25, and 26, to stand as Rules 26, 27, and 28.

44. Draft Rule 27 to be struck out, having been already provided for in Rules 13 and 14.

45. Draft Rule 28 to stand as Rule 29 with the addition of the words "and ruled" after the words "machine numbered."

46. Draft rule 29 to be struck out, the third part of the draft warrant having been dispensed with.

GENERAL OBSERVATIONS.

47. Mr. Keily brought to notice that the passenger fares on the Great Indian Peninsula Railway were now—

1st class	...	...	...	...	...	...	12	pies per mile.
2nd "	...	...	...	...	...	...	6	" "
3rd " by mail trains	...	...	...	...	...	...	3	" "
3rd " by all other trains	...	...	...	...	...	...	2½	" "

He wished to know whether it was understood that, under the new system of payment proposed in the foregoing rules,—

- (1) Small parties of troops travelling by mail trains would be paid for at the mail train 3rd-class rate of 3 pies per mile; and
- (2) Troops travelling by troop extra trains would be paid for at the mail train 3rd-class rate of 3 pies per mile; on the ground that troop extra trains are *special* from a railway point of view.

The sense of the meeting on these points was taken. The view that the lowest 3rd-class mail train fare of 3 pies per mile is payable under the contract for troops travelling by mail train is held by—

The President,
Mr. Keily,
" Carter,
Major Elles;

and the contrary opinion was held by—

Major Robertson.
Lieut.-Colonel Moberly.

As regards No. (2), the following members held the view that the lowest 3rd-class fare of 2½ pies per mile was applicable to troops carried in troop extra trains:—

The President.
Lieut.-Colonel Moberly.
Major Elles.
" Robertson.

The contrary view was held by Mr. Keily. Mr. Carter expressed no opinion. These points, however, will have to be settled by the Government of India.

48. Mr. Keily inquired what rates would be paid by Government for baggage in excess of free allowance, and for private baggage to be paid for on the spot by the officer in charge (a) by ordinary train, and (b) by troop extra train.

He proposed in the case of (a) to charge on the Great Indian Peninsula the full tariff rates payable by the public, viz., 2 pies per maund per mile, with the option of sending the baggage by goods train at tariff rate; and in the case of (b), to charge for that portion payable by Government 3rd-class goods rate, and for that payable on the spot by the officer in charge 1 pie per maund per mile.

The Committee are of opinion that for all baggage in excess of free allowance carried by ordinary passenger train, rates charged to the public are payable under the contract.

The Committee are also of opinion that all baggage in excess of the free allowance carried by troop extra train, the freight of which is payable either by Government or by the officer in charge on the spot, should be paid for at one uniform rate, as all such baggage is carried together. In accordance, therefore, with their previous recommendation in paragraph 10, they suggest that a rate of 8 pies per maund per mile—being the rate now in force on State Railways and on the East Indian Railway (see Public Works Department Circular, No. 12, Railway, dated 20th June 1883)—be charged on all baggage in excess of free allowance carried by troop extra train on all railways in India.

The rule to run as follows:—

Rule 28.—For all baggage in excess of the free allowance carried by ordinary passenger train rates charged to the public will be paid.
For all baggage in excess of the free allowance carried by troop extra train, whether the freight be payable by Government or on the spot by the officer in charge, will be paid for at the rate of 8 pies per maund per mile.

Mr. Keily dissented from this and adhered to his original proposal.

49. Mr. Keily proposed that soldiers' dogs, when carried by ordinary passenger train, should be charged for at ordinary tariff rates, and when carried by troop extra train, at the special rates now in force on the Great Indian Peninsula Railway.

The Committee recommend that for troop extra trains a uniform rate should be fixed applicable to all railways, viz.—

For any distance not exceeding 100 miles	...	...	...	2 annas
Above 100 miles and not exceeding 200 miles	...	...	...	4 "
Above 200 do. do. 400 do.	...	...	...	8 "
Above 400 do. do. 800 do.	...	...	...	12 "
Above 800 miles	...	...	...	1 rupee.

and they think that the Railway Companies might well concede the same terms for the few dogs belonging to soldiers likely to be carried by ordinary train.

With reference to the above, Rule 29 will be inserted as follows—

Rule 29.—Soldiers' dogs, whether carried by ordinary or by troop extra trains, will be carried at the following rates:—

For any distance not exceeding 100 miles	...	...	...	2 annas
Above 100 miles and not exceeding 200 miles	...	...	...	4 "
Above 200 do. do. 400 do.	...	...	...	8 "
Above 400 do. do. 800 do.	...	...	...	12 "
Above 800 miles	...	...	...	1 rupee.

Meeting No. 10, 8th February 1884.

PRESENT:

[Same as on 7th February 1884.]

The proceedings of meeting No. 9 were read and approved after correction.

50. Mr. Keily suggested that the rate for ammunition carried on the Great Indian Peninsula Railway by troop extra train should be, as at present, Rs. 1-4-0 per vehicle mile, corresponding to the 5th-class goods rate, the same rate being in force on the Bombay, Baroda and Central India Railway.

The Committee find that, with the exception of these two railways, all the railways on the 5-foot 6-inch gauge charge 1 rupee per vehicle mile. Uniformity in this respect is desirable, but, if the Great Indian Peninsula and Bombay, Baroda and Central India Railways are not prepared to reduce, the reduction cannot be pressed.

51. Mr. Keily suggested that it would be advisable to specify clearly in Rule 7 that the payment to be made for officers and troops travelling in 1st and 2nd class carriages would be for the full number of seats authorised for ordinary traffic.

The Committee are of opinion that this was the intention, and is in accordance with the contract, and have no objection to make the following addition to Rule 7:—

"The payment to be made for officers and troops travelling in 1st and 2nd class carriages will be for the full number of seats authorised for ordinary traffic, subject to the provisions of Rule 13."

They would further add—

"Followers will be allowed the same accommodation as that provided by the railway for 3rd-class passengers."

52. With reference to the last sentence of clause (3), Rule 10, Major Elles said that six men should not, under all circumstances, be placed in lower class carriages on metre-gauge lines, and that liberty should be reserved to the despatching officer to reduce the number to four in hot weather or in carriages of inferior type. The Committee observe that there can be no objection to the Military authorities reducing the number when necessary, provided that payment is not affected.

53. Rule 30 to be inserted as follows:—

"Guns and wagons will be carried at vehicle mileage rates as at present. Elephants and camels will be carried under special arrangements as heretofore."

54. It was agreed that the rules as finally approved by the Committee should be separately printed and submitted to the Government of India together with copy of the proceedings.

55. The Committee are of opinion that, if the system of payment by seats is to be followed in future, it can be carried out under the rules they have proposed. But as regards troop extra trains, the system is undoubtedly more complicated, except for purposes of through booking, both for despatching officers and railways, than the present system of indenting and paying for carriage by vehicles.

(Signed) H. F. HANCOCK, COLONEL, R.E., President.
(") C. MOBERLY, LIEUT.-COLONEL.
(") E. H. ELLES, MAJOR.
(") J. ROBERTSON, MAJOR.
(") N. ST. L. CARTER.
(") E. W. KEILY.

No.

No. _____. Station and date

TO THE STATION MASTER.

Conveyance by Railway is required for the undermentioned, proceeding on duty from

to _____, *via* _____ on presentation of this warrant:—

Class of accommodation to be provided.	1	2	3	4	5	6
	Particulars.	Number or quantity for whom carriage is required.	Number of seats to be provided by the Railway.	Actually provided with conveyance (seats number or quantity). (d)	(1) Rank, names, regiment or department of officers or men travelling singly. In the case of detachments, the name of the Officer Commanding only should be given. (2) Nature of duty. (3) Paragraph of Transport Regulations authorising conveyance. (4) Number and date of General or other Order directing the movement.	
1st Class.	Officers (at contract rates) Others not amenable to the Army Act (at full tariff rates) Wives of above Children of ditto .. { Over 12 years of age .. Between 3 and 12 years .. Under 3 years (free) .. (a) Men (at contract rates) Others not amenable to the Army Act (at full tariff rates) (b) Wives of above (c) Children of ditto { Over 12 years of age .. Between 3 and 12 years .. Under 3 years (free) .. Seats reserved for .. { Lying down accommodation. Prisoners and escort .. Insanes and escort ..				(1)	
2nd Class.	Native establishments, public and private followers. (c) Wives of native rank and file, native medical pupils, and public followers Children of ditto .. { Over 12 years of age .. Between 3 and 12 years .. Under 3 years (free) .. Seats reserved for .. { Hospital and lying down accommodation. Prisoners and escort .. Insanes and escort ..				(2)	
3rd Class.	Invalid carriages, seats Horses with one attendant each at public expense Ditto in cattle trucks or covered wagons at public expense Ponies, mules, cattle, &c. BAGGAGE, &c. (vide details on back). Equipment and stores Camp equipage Personal baggage Total baggage and stores, &c., to be conveyed Deduct free Railway allowance, 20 seers per man, woman, or child above 3 years Total chargeable to Government Excess, being private baggage, to be paid for on the spot by officer in charge Horses with one attendant each at owner's expense Soldiers' dogs to be paid for by owners				(3)	
					(4)	

(a) Including warrant officers not having British and Native rank.

(a) Including warrant officers not having honorary commissioned rank, native commissioned officers, non-commissioned officers and men (British and Native), and European artisans.

(b) Wives and children of native artisans.

(c) The families of the private servants of rank and file and native medical pupils are entitled to 3rd-class accommodation.

(d) (If the full complement of servants of officers are not entitled to the conveyance by rail under any circumstances.

20 seats each for the number actually provided with conveyance.)

not taken by officers, no more baggage should be entered in column 4 than

Certified that conveyance has been made to _____
Officers issuing warrant

been provided on this requisition for the number entered by me in column 5.

Officer travelling or commanding, or
Officer superintending despatch of troops

Certified that
as provided.

2nd-class
3rd-class seats shown on the face of the warrant as "lying down accommodation" are necessary and

In Medical Charge

1		2		3		4		5		6		To be filled up by the Railway.																	
Class of accommodation to be provided.		Particulars.		Number or quantity for whom carriage is required.		Number of seats to be provided by the Railway.		Actually provided with conveyance (seats number or quantity.)		(1) Rank, names, regiment or department of officers or men travelling singly. In the case of detachments, the name of the Officer Commanding only should be given. (2) Nature of duty. (3) Paragraph of Transport Regulations authorising conveyance. (4) Number and date of General or other Order directing movement.		Railway.			Railway.			Railway.			Railway.			Railway.			TOTAL.		
												Rate.		Amount.		Rate.		Amount.		Rate.		Amount.		Rate.		Amount.		Rate.	
1st CLASS.	Officers (at contract rates)											RS.	RS.	A.	RS.	RS.	A.	RS.	RS.	A.	RS.	RS.	A.	RS.	RS.	A.	RS.		
	Others not amenable to the Army Act (at full tariff rates)																												
	Wives of above																												
2nd CLASS.	Children of ditto																												
	(a) Men (at contract rates)																												
	Others not amenable to the Army Act (at full tariff rates)																												
3rd CLASS.	(b) Wives of above																												
	(d) Children of ditto																												
	Seats reserved for																												
	Native establishments, public and private followers.																												
	(c) Wives of native rank and file, native medical pupils, and public followers																												
	Children of ditto																												
	Seats reserved for																												
	Invalid carriages, seats																												
	Horses with one attendant each at public expense.																												
	Ditto in cattle trucks or covered wagons at public expense																												
	Ponies, mules, cattle, &c.																												
	Baggage, &c. (vide details on back).																												
	Equipment and stores																												
	Camp equipage																												
	Personal baggage																												
	Total baggage and stores, &c., to be conveyed																												
	Deduct free Railway allowance, 20 seers per man, woman, or child above 3 years																												
	Total chargeable to Government																												
	Excess, being private baggage, to be paid for on the spot by officer in charge														</														

(a) Including warrant officers not having honorary commissioned rank, native commissioned officers, non-commissioned officers and men (British and Native), and European artisans.
(b) Wives and children of native rank and file and native medical pupils are entitled to 3rd-class accommodation.
(c) The families of the private servants of officers are entitled to free conveyance by rail under any circumstances.
(d) (If the full complement of servants or valets are not entitled to free conveyance by rail, enter in column 4 than 20 pence each for the number actually provided with conveyance.)

Officer issuing warrant

Certified that conveyance has been provided on this requisition for the numbers entered by me in column 5.

Officer travelling or commanding, or
Officer superintending despatch of troops

Certified that

2nd-class
3rd-class seats shown on the face of the warrant as

In Medical Charge

ing down accommodation" are necessary and have been provided.

Details of calculation of baggage, equipment, stores, &c.

Nos.	Personal baggage.		Equipment and stores, &c., chargeable to Government.				
			Maunds.	Seers.		Maunds.	Seers.
	Colonels ..	.. at 7 maunds each			Officers' mess		
	Lieutenant-Colonels ..	6 "			Sergeants' mess		
	Majors ..	6 "			Soldiers' cooking utensils ..		
	Captains ..	6 "			Libraries and other regimental institutions ..		
	Subalterns ..	4 "			Soldiers' voluntary workshops ..		
	Officers' wives ..	4 "			Hospital equipment		
	Do. children ..	2 "			Medical equipment		
	Do. children ..	1 "			Regimental necessaries		
	Native commissioned officers, 2nd-class warrant officers, staff serjeants, &c., &c. ..	2 "			Regimental stores		
	Serjeants and rank and file, British troops ..	1 "			Ammunition		
	Wives of native commissioned officers, warrant officers, and non-commissioned officers, &c., &c. ..	1 1/2 "			Total ..		
	Children of ditto ..	1/4 "					
	Native non-commissioned officers, rank and file, followers ..	1/2 "			CAMP EQUIPAGE.		
	Wives of ditto ..	1/4 "			For officers		
	Children of ditto ..	1/4 "			For warrant officers		
	Total ..				For troops		
					Total ..		

Credit Note.

To THE GOVERNMENT OF _____
 Transfer to the credit of the _____ Railway _____ the
 sum of Rupees _____ as particularised on reverse.
 Station Master { _____

[To be issued to Railway Authorities.]

No.

No. _____ Station and date _____ 188 _____

TO THE TRAFFIC SUPERINTENDENT.

Requisition for the conveyance of _____ by troop extra train from _____ to _____ on _____ day of _____ 188 , stopping at _____ and at _____ and _____ and at _____

- (a) Including warrant officers not having honorary commissioned rank, native commissioned officers, not commissioned officers and men (British and Native), and European artisans.
- (b) Wives and children of native rank and file and native medical pupils are entitled to 3rd-class accommodation.
- (c) The families of the private servants of officers are not entitled to free conveyance by rail under any circumstances.
- (d) (If the full complement of servants or private followers be not taken by officers, no more baggage should be entered in column 5 than 20 seers each for the number actually provided with conveyance.)
- (e) Seats required for additional accommodation in accordance with para. 228 of the Transport Regulations will be included in column 4.

Officer issuing warrant

Certified that conveyance has been provided on this requisition as entered by me in column 5.

Officer travelling or commanding, or
Officer superintending despatch of troops

Certified that ^{2nd-class}
~~2nd-class~~ seats shown on the face of the warrant as "lying down accom-
modation" are necessary and have been provided.

In Medical Charge

No.

No. _____ Station and mile _____ 188

TO THE TRAFFIC SUPERINTENDENT

Requisition for the conveyance of _____ by troop extra train from _____ to _____ on _____ day of _____ 188 , stopping at _____ and at _____ and at _____.

(c) Including warrant officers not having honorary commissioned rank, native commissioned officers, non-commissioned officers and men (British and Native), and European artisans.
(d) Writer and children of native rank and file and native medical pupils are entitled to 3rd-class accommodation.
(e) The families of the private servants of officers are not entitled to free conveyance by rail under any circumstances.
(f) If the full complement of servants or private followers be not taken by officers, no more baggage should be entered in column 5 than 20 seers each for the number actually provided with conveyance.
(g) Seats required for additional accommodation in accordance with para. 228 of the Transport Regulations will be included in column 4.

Officer issuing warrant

Certified that conveyance has been provided on this requisition as entered by me in column 5.

Officer travelling or commanding, or
Officer superintending despatch of troops

Certified that

2nd-class seats shown on the face of the warrant as "lying down accommodation" are necessary and have been provided.

In Medical Charge

Details of calculation of baggage, equipment, stores, &c.						Rank of officers with number of horses and private servants conveyed by each.			
Nos.	Personal baggage.	Mds.	Srs.	Mds.	Srs.	Ranks.	Number of officers.	Number of servants.	Number of horses.
	Colonels at 7 mds. each					Colonel			
	Lieutenant-Colonels 6 " "					Lieutenant-Colonel			
	Majors 6 " "					Majors			
	Captains 5 " "					Captains			
	Subalterns 4 " "					Subalterns			
	Officers' wives 4 " "					Medical officers			
	Do. children 2 " "					Adjutant			
	Do. children 1 " "					Quarter Master			
	Native commissioned officers, 2nd-class warrant officers, staff sergeants, &c. .. 2 " "					Veterinary Surgeon			
	Sergeants and rank and file British troops 1 " "					Riding Master			
	Wives of native commissioned officers, warrant officers, and non-commissioned officers, &c. .. 1 1/2 " "					Extra chargers			
	Children of ditto 1/2 " "					Total			
	Native non-commissioned officers, rank and file, followers. .. 1/2 " "								
	Wives of ditto 1/2 " "								
	Children of ditto 1/2 " "								
	TOTAL								
Camp Equipage.									
	For officers								
	" warrant officers								
	" troops								
	TOTAL								
Equipment and stores, &c., chargeable to Government.									
	Officers' mess								
	Sergeants' mess								
	Soldiers' cooking utensils								
	Libraries and other regimental institutions								
	Soldiers' voluntary workshops								
	Hospital equipment								
	Medical equipment								
	Regimental necessities								
	Regimental stores								
	TOTAL								
Total baggage, camp equipage, equipment and stores, &c., to be conveyed									
Deduct free allowance at 20 seers per each man, woman, or child above 3 years									
Deduct excess private baggage paid for on the spot by officer in charge									
Balance chargeable to Government									

16

4th

Details of calculation of baggage, equipment, stores, &c.						Rank of officers with number of horses and private servants conveyed by each.			
Nos.	Personal baggage.	Mds.	Srs.	Mds.	Srs.	Ranks.	Number of officers.	Number of servants.	Number of horses.
	Colonels at 7 mds. each					Colonel			
	Lieutenant-Colonels 6 "					Lieutenant-Colonel			
	Majors 6 "					Majors			
	Captains 5 "					Captains			
	Subalterns 4 "					Subalterns			
	Officers' wives 4 "					Medical officers			
	Do. children 2 "					Adjutant			
	Do. children 1 "					Quarter Master			
	Native commissioned officers, 2nd-class warrant officers, staff sergeants, &c. .. 2 "					Veterinary Surgeon			
	Sergeants and rank and file, British troops 1 "					Riding Master			
	Wives of native commissioned officers, warrant officers, and non-commissioned officers, &c. .. 1 1/2 "					Extra chargers			
	Children of ditto 1/2 "					Total			
	Native non-commissioned officers, rank and file, followers. .. 1/2 "								
	Wives of ditto 1/2 "								
	Children of ditto 1/2 "								
	TOTAL								
Camp Equipage.									
	For officers								
	" warrant officers								
	" troops								
	TOTAL								
Equipment and stores, &c., chargeable to Government.									
	Officers' mess								
	Sergeants' mess								
	Soldiers' cooking utensils								
	Libraries and other regimental institutions								
	Soldiers' voluntary workshops								
	Hospital equipment								
	Medical equipment								
	Regimental necessities								
	Regimental stores								
	TOTAL								
Total baggage, camp equipage, equipment and stores, &c., to be conveyed									
&c., to be conveyed at 20 seers per each man, woman, or child above 3 years									
Deduct excess private baggage paid for on the spot by officer in charge									
Balance chargeable to Government									

Credit Note.

To

THE GOVERNMENT OF

Transfer to the credit of the

Railway

the

sum of Rupees

as particularised on reverse.

Station Master {

APPENDIX A.

NOTIFICATION,—By the Government of India, Department of Finance and Commerce dated 21st April 1882, No. 472.

The Governor-General in Council is pleased to direct that a military commissioned, warrant,

“* 164. Commissioned, warrant, and native commissioned 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 (whether entitled to mileage allowance or not) 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 B (Appendix No. 1), signed by a staff officer, directing them to travel on duty.

“I.—This, however, is subject to the limitation that commissioned and first-class warrant officers only are to travel first class with second-class tickets, and second-class warrant and native commissioned officers second class with third-class tickets.”

“III.—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; and the certificate is not to be granted to commissioned and warrant officers travelling by the Oudh and Rohilkhand Railway, so long as the fares are not in excess of nine pies and two pies per mile, respectively, for upper and lower classes.”

or native commissioned officer in civil or military employ, travelling on duty by rail without a Government passage warrant, shall, unless he is entitled to travel free of charge, invariably make use of the Form E “on duty” certificate (copy annexed), as provided in paragraph 164* of the Transport Regulations, Part II; the authorized scale of travelling allowance being reduced by the amount by which the first-class fare exceeds the second class, or the second-class fare the third class, as the case may be.

2. Commissioned officers will themselves sign the Form E certificate, that for warrant officers and native commissioned officers being signed by a staff officer, or the officer under whom they are serving.

Copy forwarded to the other Departments of the Government of India, several Local Governments and Administrations, all Accountants-General, and to the Heads of Departments under the Financial Department.

FORM E.

(Referred to in paragraph 164 of Transport of Troops—By Railway.)

No. _____

To _____

The Station Master _____

Station _____

Date _____

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.

Signature.

APPENDIX B.

From the Secretary to the Government of India, Military Department, to the Quartermaster-General in India, dated 12th September 1883, No. 790 S-C.

In continuation of Military Department No. 679 S.-C., dated the 22nd August 1883, I am directed to state, for the information of the Commander-in-Chief, that the Government of India have been advised that the railway officials cannot be held responsible for booking passengers by the shortest route, and therefore laying down any rule to this effect might lead to complications.

2. It appears to the Government of India that where there are more routes than one by which passengers can travel, the only way to prevent loss to the State is to direct staff officers to be careful to note on warrants the route for which they are issued. I am accordingly to ask that an addition to this effect may be made to the rules for the preparation and issue of warrants contained in the Transport Regulations.

APPENDIX C.

NOTE BY MR. N. ST. L. CARTER, dated 31st January 1884.

I would remind the Committee that the proposed system of charge per seat for extra troop trains was tried for many years on the East Indian Railway prior to 1867, and the difficulties, delays to troops, disputes as to charges, and general inconvenience to both the Government authorities and the Railway Company, led to the adoption of a system of charge per vehicle which has been in force since that time, and have given entire satisfaction to the Railway Company, both in the practical working connected with the despatch of troops and in auditing the accounts. If the old system of charge per seat is reverted to, it may reasonably be presumed that all the difficulties which the present system of charge per vehicle was intended to remove, and which have been removed, will again return, and I would suggest that the members of the Committee have an opportunity of reading Government of India Resolution No. 843 R., Public Works Department, Railway, dated 27th September 1867, which will enable them to see why the system of charge per seat was abandoned, also enable them to embody in the report any remarks they may wish to make on the same.

RULES FOR THE TRANSPORT OF TROOPS AND THEIR BAGGAGE BY RAILWAY.

Rule 1.—Under clauses 8 and $\frac{1}{2}$ of the contracts between the Secretary of State and the Guaranteed Railways, the Companies are bound to convey at such times, and at such rates of speed, and between such places, and with such conveniences and accommodations as Government may require, troops and all other persons on duty to whom the Mutiny Act is applicable, and all artisans on the business of Government on the following conditions:—

- (a) Officers and persons of similar station in life—in 1st-class carriages at 2nd-class fares.
- (b) Troops and European artisans—in 2nd-class carriages at the lowest fares.
- (c) All other persons to whom the Mutiny Act may apply—at the lowest fares.
- (d) Two tons of baggage for every 100 men, which may be taken as equivalent to 20 seers for each man—free of charge.
- (e) All general stores belonging to Government, and all guns, ammunition, horses, and other animals used for military purposes, and all military stores, carriages, wagons, camp equipage, and equipments whatsoever—at the lowest rate for the time being chargeable for the carriage of such animals, goods, and merchandise.
- (f) The Government troop traffic has priority over all other traffic.

Rule 2.—In future all troops that may have to be sent, whether by ordinary or by troop extra trains, over two or more systems of railway working in connection, will be booked through to destination.

Rule 3.—The requisition (Railway Warrant Forms C and D) will be merely an indent for a specified number of seats of each class, and for a specified amount of baggage, &c., with a certificate at foot that these have been supplied.

Rule 4.—Only one warrant or requisition will be given at the despatching station by the military authorities from starting point to destination, each railway being responsible for advising the railway to which it will hand the troops over, and for thus arranging for the through journey. The starting line will collect all charges for the through journey.

Rule 5.—Every railway will furnish a time-bill for a certain number of troop extra trains, the time of starting and the halts being approved by His Excellency the Commander-in-Chief. The despatching officer, being in possession of the troop extra train time-bills, will be able to arrange with the railway authorities what trains are to be run for the through journey. The officer commanding the troops will be furnished by each railway administration with its own time-bill for the troop extra train running.

Rule 6.—The entries in column 5 of warrant forms C and D will form the basis on which payment will be made. The payment to be made for officers and troops travelling in 1st and 2nd class carriages will be for the full number of seats authorised for ordinary traffic, subject to the provisions of Rule 10. Followers will be allowed the same accommodation as that provided by the railway for 3rd-class passengers.

Rule 7.—The Government recognise that at present the Indian Railway Companies have not a sufficient number of 2nd-class carriages to allow of their fully complying with the terms of their contracts to carry all Government troops in 2nd-class carriages.

Rule 8.—Government will be prepared to accept, in place of carriages of the ordinary 2nd-class type, carriages of other types properly protected from wind and weather, and provided with lamps for night service, and otherwise suitable for the conveyance of troops; provided that—

- (1) The number of troops to be accommodated, and the number of seats to be paid for, are definitely fixed for each type of carriage, which it is proposed to employ for the carriage of troops.
- (2) The number of troops such carriage is to accommodate is to be marked on it.
- (3) Until this is done, the provision to be made in carriages of any class lower than 2nd class will be on lines on the 5 feet 6 inch gauge, in the proportion of 5 seats, as provided for ordinary traffic, to 3 seats paid for, and on lines on the metre gauge, 8 seats provided to 4 seats paid for.
- (4) Small parties travelling by ordinary train, for which no special troop carriage is exclusively provided, will be accommodated in 2nd-class carriages.
- (5) Families of European soldiers, warrant officers, non-commissioned officers of Classes I and II of British troops and their families, and native commissioned officers and their families, will, in all cases, both on ordinary and troop extra trains, be accommodated in 2nd-class carriages. But 24 hours' notice must be given to the railway authorities when the strength of the party exceeds ten.
- (6) Retiring accommodation, and, as far as possible, lavatory accommodation also, will be provided in all carriages used for the conveyance of invalids, families of European soldiers, and others specified in Clause 5.
- (7) To prevent misunderstanding, a Special General Committee will be appointed by the Government of India to fix the number of troops to be accommodated and the number of seats to be paid for in each type of carriage, not being the ordinary 1st or 2nd class, tendered by each railway administration for the conveyance of troops.

Rule 9.—The despatching officer in applying for extra seats as lying down or hospital accommodation will be guided by such instructions on matters of detail as he may receive, from time to time, from the Military Department,—see paragraph 234 of Part II of the Transport Regulations (Edition issued 1st February 1883).

Rule 10.—As regards 1st and 2nd class carriages, the extra accommodation required under paragraph 228 of Part II of the Transport Regulations will be indented for by the despatching officer in troop extra trains, and entered in column 4 of warrant form D, the same number of fares being paid per extra compartment thus occupied as would be paid by the public for reserving such a compartment.

EXAMPLES.—Thus on the East Indian Railway, if it were necessary to provide in a troop extra train lying down space for nine officers, for whom, at the rate of four to each compartment, three compartments of an ordinary 1st-class carriage would be required, the payment will be as for three reserved compartments, equivalent to twelve fares. Or, on the Great Indian Peninsula Railway, if thirteen officers travelled, for whom, at the rate of six to each compartment of a saloon carriage, three compartments would be required, the payment will be as for three reserved compartments, equivalent to eighteen fares. The same rule will apply when an extra compartment has to be provided for soldiers or families, i.e., the same number of fares will have to be paid as would be paid by the public for reserving such accommodation.

Rule 11.—As regards accommodation in "Troop carriages," other than 1st or 2nd class in troop extra trains, unoccupied seats will be paid for on the basis of a minimum charge for half a carriage on the scale laid down by the General Committee for each half carriage partly occupied.

Rule 12.—The payment to be made for invalid, hospital, or ambulance carriages when provided by the Railway, and for the haulage of such carriages when provided by Government, will have to be arranged with each railway concerned on the basis of a vehicle mileage rate, and should be settled by the Special General Committee referred to in clause (7) Rule 9.

Rule 13.—Each railway will be required to provide its own passenger carriages and brake-vans at the junction stations, or at the nearest rest-camp to the junction. But hospital carriages, baggage wagons, horse-boxes, ammunition wagons, and vehicles other than carriages and brake-vans will run through to destination; the Military Department to pay the excess mileage, demurrage, or penalty for wrong sending for carriages of one line taken on to another line in accordance with this rule. Independently of this, the different railways will be at liberty to arrange among themselves for passenger carriages and brake-vans to run through if convenient, making no extra charge to Government on account of mileage.

Rule 14.—Demurrage on the owning line will be paid by the Military Department for detentions of stock, to suit the military authorities, in excess of the ordinary allowance, as also charges on account of engines and vehicles supplied and subsequently countermanded,—see paragraph 205, Part II, Transport Regulations; also Government of India Resolution in the Public Works Department, No. 510 R.T., dated 8th June 1882, and Rule XIII for the interchange of Rolling Stock as passed by the Conference of 1882.

Rule 15.—The maximum number of troops to be despatched at any one time by mail or ordinary train is shown in paragraph 210 of the Transport Regulations. Form C will be used as the requisition for accommodation sent to the Railway authorities.

Rule 16.—The object of despatching troops by extra trains instead of by ordinary trains is two-fold :—

- 1st, to prevent inconvenience to the public and loss to the railway from the stations and ordinary trains being crowded with large bodies of troops, who have the priority over all other traffic, and
- 2nd, to suit the convenience of the military service when large bodies of troops have to be moved. In such cases it is convenient for the trains to start from and arrive at the different rest-camps so as to avoid, as far as possible, exposure to the sun.

Rule 17.—The maximum and minimum number of vehicles constituting a troop extra train on each railway will, as heretofore, be laid down in the Transport Regulations. When entering in the warrant the number of seats, &c, required, it will be necessary for the despatching officer to estimate the number of vehicles required, to see that the maximum is not exceeded. When the number of vehicles, exclusive of two brake-vans, is short of the minimum, the deficiency will be paid for at a vehicle mileage rate to be specially fixed for each railway. Cases may arise in which, owing to difference in the minimum, through booking over two or more railways may be undesirable; the troops will then be booked to the junction only, or nearest rest-camp.

Rule 18.—The families of officers, and all those persons accompanying troops who do not come under the Mutiny Act (except artizans and others specially provided for under the railway contracts), will be paid for at full ordinary tariff rates.

Rule 19.—The entry in the requisition—Form C or D—will consist of nothing more than the weight of baggage for which accommodation is required, the railway being at liberty to check this weight by actual weighment, if necessary. The free allowance of baggage will be considered as 20 seers per man, woman, and child above three years old. The free allowance of baggage will be calculated on the number of seats paid for. Goods wagons containing military baggage will invariably run through to destination.

Rule 20.—The minimum allowance of military baggage to be loaded in any brake-van or wagon will be fixed at one-half its marked carrying capacity. The railway will supply brake vans and wagons to carry the total quantity of baggage (including free allowance) in this proportion. It will be left to the troops, under the directions of the despatching officer, to load the wagons; but no baggage will be placed in a vehicle in excess of its carrying capacity, and, when owing to brake-vans or wagons not being loaded up to this proportion, an extra wagon has to be run, the minimum payment on account of such extra wagon will be as for half its carrying capacity.

Rule 21.—The responsibility for baggage will remain as now laid down in the Transport Regulations.

Rule 22.—The number of horses, cattle, and other animals will be entered in the warrant; and with regard to horses, it will be specially mentioned whether horse-boxes or covered goods wagons are required,—see warrant forms C and D.

Rule 23.—Payment will be made on the actual number of animals despatched at the rates specified in the contracts, i.e., full ordinary tariff rates.

Rule 24.—Both in the case of ordinary and of troop extra trains, the private horses of officers (in addition to the number allowed to be carried at the expense of Government under the Transport Regulations) will be treated as horses sent by the public, freight being chargeable at ordinary tariff rates.

Rule 25.—But in order to prevent confusion, Transport officers will advise the railway of the additional accommodation required for the private horses of officers, such additional accommodation being entered on the form of requisition in the space provided for that purpose.

Rule 26.—All railway warrants will be machine numbered and ruled before issue to the Transport officers.

Rule 27.—For all baggage in excess of the free allowance carried by ordinary passenger train, the rates charged to the public will be paid. For all baggage in excess of the free allowance carried by troop extra train, whether the freight be payable by Government or on the spot by the officer in charge, will be paid for at the rate of 0.8 pies per maund per mile.

Rule 28.—Soldiers' dogs, whether carried by ordinary or by troop extra trains, will be carried at the following rates :—

	RS.	A.	P.
For any distance not exceeding 100 miles	0	2	0
Above 100 and not exceeding 200 miles	0	4	0
Above 200 and not exceeding 400 „	0	8	0
Above 400 and not exceeding 800 „	0	12	0
Above 800 miles	1	0	0

Rule 29.—Guns and wagons will be carried at vehicle mileage rates as at present. Elephants and camels will be carried under special arrangements as heretofore.

ORDER—dated 4th October 1884, No. 981 R., Public Works.

Communicated to the Consulting Engineer for Railways for information and guidance.

(True Extract.)

(Signed) C. J. SMITH, Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways, with twenty-five copies.
„ Examiner, Guaranteed Railway Accounts.
„ Military Department.

Exd. E. Fernandez

WORKS Department

6-14-93

No. 569 R.T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Interpretation of existing orders in regard to the conveyance of
military prisoners by railway.

Simla, 9th October 1893.

The under-mentioned paper is forwarded to the Governments of Madras, Bombay and Bengal, the Chief Commissioners of Burma and Assam, the Resident at Hyderabad, the Agent to the Governor-General for Rajputana, the Director General of Railways, and the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division and Assam, for information and guidance, and to the Accountant General, Public Works Department, for information.

By order,

J. A. Roberts

Under Secretary.

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No. 3080-F., ^{Accounts} ~~Transport Rates~~, dated Simla, the 20th September 1893.

From—COLONEL HURLOCK PRITCHARD, Deputy Secretary to the Government of India, Military Department,

To—The Secretary to the Government of Bombay, Military Department.

I am directed to acknowledge the receipt of your letter No. 1605, dated the 23rd August 1893, asking for an interpretation of the decision in Military Department letter No. 776-C., dated the 14th March 1888.

2. In reply I am to say, for the information of His Excellency the Governor in Council, that the decision conveyed in Government of India, Public Works Department, resolution No. 1424-31 Railway, dated 8th April 1879 (communicated with Military Department No. 157-S.C., dated 23rd April 1879), is only applicable in the case of military prisoners carried in ordinary passenger trains, and that charges for the conveyance of prisoners by troop extra trains should be regulated by paragraph 10 of Public Works Department circular No. XXVI Railway of 1884.

G. C. Press, Simla—No. 114 P. W. D.—13-10-93—428.

To The Joint Secretary to the Government of Madras
Public Works Department

P. W. CURRENT No. 9266

Rd 1-11-93

B

Sp. 1363Rg 11th Nov 93.

Copy forwarded to the
Agents Indian, South Indian
& Nigerian Rgs for information
& guidance.

Wm R

J.C. 14.41

For
the Agricultural Rg.
the Agent S. I. Rg
the Agent Indian Rg. the Nigerian Rg.
the Military Dept

DESPATCHED

11 NOV. 93

Wm R