

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 164-5:R

DATED 24th January.

[Despatch Abstract.]

Madras Railway Company.

Ordered that the Government of India be addressed regarding a claim of the — against the Military Department on account of "extra accommodation" provided in troop trains since 1885.

Forwarding copy of proceedings on the subject of a claim of the — against the Military Department on account of "extra accommodation" provided in troop trains since 1885.

BACK PAPERS.

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

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	497	R	5-7-93				

24TH JANUARY 1893, No. 164 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 21st November 1892, No. 990.

I have the honour to invite your attention to copies of letters enclosed from this Company's Traffic Manager and Chief Auditor, dated the 9th and the 18th November respectively, on the subject of charges outstanding in the Company's books owing to our bills for "extra accommodation" in troop trains not having been settled by the Examiner of Commissariat Accounts at Poona.

2. Our arguments for demanding the charges levied upon the Government are entered into very fully in letters from the Traffic Manager to this office, which are printed in the Proceedings of Government and issued with G.O., No. 1575 R. of the 9th July 1891.

3. I would draw special attention to letters from the Traffic Manager, dated 16th August 1887, the 12th March 1888, and 13th June 1890.

ENCLOSURES.

From the Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated Madras, 9th November 1892, C. No. 431/18830 A. M.

[Charge for accommodation provided for troops.]

With reference to G.O., No. 1575 R., Public Works, forwarded with Consulting Engineer's endorsement No. 1061, dated 28th October 1891, will you kindly consider, at your convenience, whether some additional pressure can be brought to bear on this question in order to bring about a settlement of the Company's claims in dispute, which I am informed amount to Rs. 4,120.

From the Chief Auditor, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated Madras, 18th November 1892, No. 118 C.E.

[Charges for the conveyance of troops, &c., by Railway.]

[Your No. 4095/8484 of the 15th instant.]

The claims admitted by Government in G.O., No. 2297 R., of the 14th October 1891, and which were in respect of the Railway charges for camp equipment, &c., have been settled, and we have received all money due to us in respect of them.

2. In addition to the above, however, we have claimed charges for "extra accommodation" provided for troops since 1885 (see G.O., No. 1575 R., 9th July 1891), and it is with regard to this claim which is under consideration by Government (G.O., No. 234 R., 26th January 1892), that the amount of Rs. 4,120 is outstanding.

3. Our claim is based on the special rates quoted in the "Compendium of orders for the movement of troops by Railway" (pages 55—58), but the Examiner of Commissariat Accounts, Poona, persistently refuses to pay for more than —

i (If full).—The number of passengers allowed in a vehicle.

ii (If partially occupied).—The number of fares for which a compartment may be reserved by the public.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 15th December 1892, No. 1049.

I have the honour, in reply to your No. 1047 of the 29th November, to enclose a statement giving detailed particulars of our claim against the Government and to forward for your perusal copy of a letter which was addressed to me on the 10th instant by this Company's Chief Auditor.

2. The extracts from the Traffic Manager's letters given by the Chief Auditor will be found in the printed Proceedings to which I have already drawn attention, and I have to beg that an early adjustment of our claim against the Military Department may be given effect to.

3. We have before called attention to the fact that Circular No. XXVI (A file), dated Simla, the 18th September 1884, upon which the Government Examiner at Poona relies, has never been accepted in its entirety by the Madras Railway.

ENCLOSURE.

From the Chief Auditor, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated Madras, 10th December 1892, No. C.E. 118.

[Accommodation provided in extra troop trains.]

[With reference to your endorsement No. 4095 A. of the 1st instant and the Consulting Engineer's No. 1047 of the 29th ultimo.]

The Madras Railway Company claim charges for extra accommodation provided for troops in accordance with the rules laid down in their "Compendium of orders for the movement of troops by Railway," under which every seat or berth reserved for the troops should be paid for.

2. In the enclosure to circular of the Government of India, No. XXVI, dated Simla, 18th September 1884, rules 6 and 10, are as follows:—

"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 first and second 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 third-class passengers.

"Rule 10.—As regards first and second class carriages, the extra accommodation required under para. 228 of part II of the Transport Regulation 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.

"Example.—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 first-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."

3. The contention of the Government Examiner, Poona, as regards these rules is as follows:—

"The charges for the conveyance of officers, troops, &c., will be admitted according to the carrying capacity of carriages provided on the occasion, and in the case of men placed in compartments which are not fully occupied and are less than the number for which such compartments may be reserved will be charged for at the number of fares at which the compartments are reserved by the public."

4. The Traffic Manager of this Company has replied to these contentions (*vide* his letters, dated 16th August 1887 (a), 12th March 1888 (b), and 13th June 1890 (c)) as follows:—

(a) "As I understand rule 10 of Public Works Circular No. XXVI of 1884, the 'reserved' fares for first and second class passengers only apply when extra accommodation is provided and an extra compartment is occupied by officers. Thus, if a warrant were issued for nine officers to travel over this railway, a double saloon carriage to convey eight officers would be provided for eight second-class fares and a single compartment of another carriage at the reserved fares in force at the time the officer is carried. No other arrangement in fact can be accepted for the Madras Railway as, although it may pay us to reserve for the public a saloon carriage on payment for six first-class tickets, it would not pay us to supply a full saloon carriage to a party of officers for six second-class fares. We accepted the concession named in rule 10 of Public Works Department Circular No. XXVI as applicable to extra accommodation only to apply after an ordinary carriage had obtained its full complement at the ordinary fares.

"In the examples given to rule 10 it must be remembered that the East Indian and Great Indian Peninsula Railways secure at reserved rates a full fare for each sleeping berth the carriage provides, whereas on the Madras Railway the reserved fares provide for three out of four berths only being paid for.

"I have looked over the schedule of rates referred to by the Examiner of Commissariat Accounts, Fort St. George, but in providing for lying-down accommodation we distinctly specify that four seats are charged for for each soldier provided with lying-down accommodation. The first-class carriage of course provides lying-down accommodation in all cases, while a second-class carriage is constructed to carry four soldiers on each seat, and if a full length of seat is reserved for a sick soldier, he would be charged for four fares.

"The vehicles supplied for the carriage of troops are saloon carriages, composite carriages, saloon composites, second and third-class carriages, and invalid carriages, and the accommodation provided in each vehicle is as follows:—

Saloon carriage	...	...	...	8 berths.
Composite	...	...	...	8 first-class berths and 20 second-class seats.
Saloon composite	...	...	...	6 first-class berths and 20 second-class seats.
Second-class carriage	...	...	...	40 seats.
Third-class carriage	...	...	...	60 seats.
Invalid carriage	...	...	...	10 berths.

(b) "I beg, however, to point out that rules 6 and 10 of enclosure No. 2 to Railway Circular No. XXVI of 1884 are misleading. As I read rule 6 the payment to be made for officers and troops travelling in first and second-class carriages will be for the full number of seats authorised for ordinary traffic. Rule 10 provides for extra accommodation being given in a reserved compartment, but does not state that such accommodation is to be charged for at contract rates. In the letter now under acknowledgment the company is required to provide extra accommodation on troop trains for the same number of fares, but at contract rates, that the company grants to occupiers of carriages who pay a limited number of first and second class fares for reserved compartments when travelling by ordinary train.

"I doubt if the present reading of the provision of the contract is equitable, and I am not prepared to say that the Board of Directors will take the same view that the Government of India have arrived at.

"With ordinary trains when a single compartment of a carriage is engaged at reserved fares the other compartments of the carriage are available for the general public and are freely made use of, so that the company can afford in the case of a first-class compartment to accept three first-class fares instead of four and in the case of a second-class sleeping compartment for night travelling to accept five second-class fares instead of six.

"With troop extra trains, however, which are run exclusively for the conveyance of soldiers the case is different, as in the event of a single compartment only being required for extra accommodation for troops the remaining compartments must remain unoccupied and the company has no opportunity of receiving any revenue for such compartments. This in the case of the Madras Railway shows that a whole first-class saloon to seat eight passengers may be required to run for three second-class fares yielding only 1 anna 9 pies per mile, and that a whole second-class sleeping carriage to seat twenty-four passengers may be required to run for five third-class fares yielding only 7½ pies per mile. Either rule 6 must, I think, be accepted as allowing

the company to charge for each and every compartment of a special carriage supplied for extra accommodation, or rule 10 must be held to apply to reserved compartments being charged for at the same rate as to the public for the vehicle actually provided. In the former case this company would earn as a maximum rate for a first-class carriage six second-class fares equal to 3 annas 6 pies per vehicle per mile and for a second-class carriage twenty third-class fares equal to 2 annas 6 pies per vehicle per mile, while in the latter case if only a single compartment of a carriage is occupied the company would earn for a first-class saloon three first-class fares equal to 4 annas 6 pies per vehicle per mile and for a second-class carriage five second-class fares equal to 2 annas 11 pies per vehicle per mile.

"In neither case, however, would the company earn as much from the Government as from the public, as it is seldom that more than a single reserved compartment by a train is applied for by the public and the unreserved compartments of carriages are consequently filled up to the full sitting number that seats are provided for.

"The company has no desire to depart from the conditions of its contract, but, I think, I have shown that rules 6 and 10 require a liberal interpretation when applied to reserved compartments provided for 'extra accommodation' on troop trains.

(c) "Since my letter of the 13th March 1888 was written, the conditions applying to 'reserved' accommodation have somewhat changed, as under the authority of Government, four fares instead of three are now demanded for a reserved compartment of a single carriage and six fares instead of five for a reserved compartment of a second-class carriage, while the first-class fares have been reduced from 18 pies a mile to 12 pies a mile and the second-class fares from 7 pies a mile to 6 pies a mile.

"The change in the rates has necessarily tended to still further reduce the cost to the Government of conveying troops over the Madras Railway, and this fact should not be lost sight of by the Examiners in their desire to interpret the rules in all cases in favour of the Government."

"Our practice from the opening of the railway has been to charge in full for any carriage attached to a troop extra train, for the simple reason that we are prohibited from carrying ordinary passengers by a troop train, and have, therefore, no means of filling any empty seats which the troops may not occupy.

"Rules 6 and 10 of enclosure No. 2 of Railway Circular No. XXVI of 1884 are, as I have pointed out, misleading, and these rules should, in my opinion, be interpreted by Examiners in the light of past experience and on the lines that we have worked to for so many years.

"It is the exception, and not the rule, for 'extra' vehicles to be attached to troop trains, as it is only in the event of nine officers requiring accommodation instead of eight in a first-class carriage or for soldiers in excess of 32, 64 or 96 travelling in second-class vehicles that additional carriages are wanted, and generally the despatching officer, by giving extra room to invalids, can so arrange the train that each and every carriage is fully occupied.

"The value to the Company or the Government of the 'extra accommodation in troop trains' referred to by the Examiner of Commissariat Accounts is therefore of little moment, and the question is one that really ought not to have been raised except perhaps between the despatching officers of the Quartermaster-General's Department and the Accounts Department of Government.

"There is a very large amount of money however at stake in the question that has already been settled by the local Government in its order of the 27th August 1889, and I do not think that any compromise satisfactory to the company can be suggested.

"We have, of course, no desire to exclude regimental or other stores from troop extra trains if it is a convenience to the Government and to regiments to despatch limited quantities of stores by trains carrying passengers, but in all such cases the stores so despatched should be specially shown on warrants and weighed separately that our charges may be correctly levied."

5. An example of the point at issue is as follows, and full particulars of our claim are attached:—

Actual number travelling.	Accommodation provided.	Madras Railway Company claim.	Examiner of Commissariat Accounts admits.
2 16 168	1 composite 5½ second-class carriages.	4 second-class fares. 20 third-class fares. 210 third-class fares.	3 second-class fares. 16 third-class fares. 168 third-class fares.

6. In calculating the "free allowance" for personal baggage, we of course have regard to the empty seats for which we claim payment.

MADRAS RAILWAY.
STATEMENT of claims against the Examiner of Commissariat Accounts, Poona, for under charges on troops traffic conveyed by troop extra trains over the Madras Railway.

Description.	Actual number conveyed.	Particulars.	MADRAS RAILWAY CLAIM.			EXAMINER CONCEDED.			Difference, Amount.
			Number.	Rate.	Amount.	Number.	Rate.	Amount.	
Men Hospital Wife	243 16 1	Warrant No. 10 of 22nd October 1885, troop T.Kt. No. 134 of 22nd October 1885, ex Poona to Madras with drafts ex <i>Procodile</i> . 256 in 8 second-class carriages. { 1 second-class fare 4 in ½ third-class do. { 319 third-class "	1 319	9 0 0 2 14 0	9 0 0 857 5 0	1 246	9 0 0 2 11 0	9 0 0 661 2 0	Rs. A. P. 196 3 0
Officers Hospital	3 16	Warrant No. 5 of 28th October 1885, troop T.Kt. No. 34 of 28th October 1885, Nagpur to Madras with 23rd Regiment Madras Infantry. 1 composite carriage { 4 second-class fares 20 third-class "	4 20	13 0 0 3 11 0	52 0 0 73 12 0	3 16	13 0 0 3 11 0	39 0 0 59 0 0	 13 0 0 14 12 0
Wives Children over 3 years Children between 3 and 12 years.	3 5 1	Warrant No. 14 of 2nd November 1885, troop T.Kt. No. 4 of 3rd November 1885, Wadi to Gooty with drafts ex <i>Malabar</i> . 8½ in ½ second-class of 24 G.I.P. { 8½ second-class fares carriages. { 2½ third-class "	8½ 3½	3 0 0 1 0 0	25 8 0 3 8 0	8½ 1½	3 0 0 1 0 0	25 8 0 1 8 0	 2 0 0
Officers Hospital Men Wives	4 16 264 4	Warrant No. 1 of 14th January 1886, troop T.Kt. No. 141 of 14th January 1886 ex Poona to Madras with drafts ex <i>Malabar</i> . 1 composite { 4 second-class fares 20 third-class " In 8½ second-class carriages { 336 third-class "	4 20 4 336	13 0 0 3 11 0 13 0 0 3 11 0	52 0 0 73 12 0 52 0 0 1,239 0 0	4 16 4 265	13 0 0 3 11 0 13 0 0 3 11 0	52 0 0 59 0 0 52 0 0 977 3 0	 14 12 0 261 13 0
Officer Hospital Men	1 16 118	Warrant No. 2 of 25th January 1886, troop T.Kt. No. 142 of 25th January 1886 ex Poona to Madras with details No. 1 M. Battery. 1 composite { 4 second-class fares 20 third-class " 3½ second-class carriages { 160 third-class "	4 20 150	13 0 0 3 11 0	52 0 0 73 12 0 553 2 0	3 16 118	13 0 0 3 11 0	32 0 0 59 0 0 435 2 0	20 0 0 14 12 0 118 0 0

Statement of claims against the Examiner of Commissariat Accounts, Poona, for under charges on troops traffic conveyed by troop extra trains, &c.—*cont.*

Description.	Actual number conveyed.	Particulars.	MADRAS RAILWAY CLAIM.			EXAMINER CONCEDED.			Difference, Amount.	
			Number.	Rate.	Amount.	Number.	Rate.	Amount.		
Men ..	146	Warrant No. 8 of 21st February 1886, troop T.Kt. No. 6 of 21st February 1886, Wadi to Madras with I-4 R.A. ex <i>Detona</i> . 181 in 5½ second-class carriages. { 16 second-class fares .. 214 in 1½ third-class " " }	16	13 0 0	208 0 0	16	13 0 0	208 0 0		
Hospital ..	16		214	3 11 0	799 2 0	166	3 11 0	608 7 0	180 11 0	
Wives ..	13									
Children 3 and 12 years..	6									
Officers	3	Warrant No. 82 of 21st February 1886, troop T.Kt. No. 7 of 21st February 1886, Sasseon Dock to Gooty with Madras Pioneers. 4 a saloon .. 4 second-class fares .. 256 in 8 second-class carriages. 320 third-class " .. 121 in 3½ third " " ..	4	3 0 0	12 0 0	3	3 0 0	9 0 0	3 0 0	
Men ..	361		320	1 0 0	320 0 0	256	1 0 0	256 0 0	64 0 0	
Hospital ..	16		..	..	..	..	..	..	..	..
Men	280	Warrant No. 83 of 21st February 1886, troop T.Kt. No. 8 of 21st February 1886, Sasseon Dock to Gooty, with 4th Madras Pioneers. 256 in 8 second-class carriages. 320 third-class fares .. 40 in 1½ third-class " " .. Mds. 400 " " " " " " .. Railway allowance, 436-20 " " " " " " .. Short of minimum .. " " " " " " ..	320	1 0 0	320 0 0	256	1 0 0	256 0 0	64 0 0	
Hospital ..	16		..	..	..	..	..	..	..	..
Baggage ..	..		..	..	..	Mds. 135	0 6 2	52 1 0	• 52 1 0	..
Vehicles ..	..		..	..	..	..	..	..	..	46 8 0
		Warrant No. 10 of 17th March 1886, troop T.Kt. No. 148 of 17th March 1886, Poonna to Madras with drafts 2nd Battalion Somersetshire Regiment.								
Officers	2	{ 1 composite .. 4 second-class fares .. 5½ second-class carriages .. 20 third-class " .. 210 third-class " " ..	4	13 0 0	52 0 0	3	13 0 0	39 0 0	13 0 0	
Hospital ..	16		20	3 11 0	73 12 0	16	3 11 0	59 0 0	14 12 0	
Men ..	168		210	..	774 6 0	168	..	619 8 0	154 14 0	
Officers	4	Warrant No. 2 of 22nd March 1886, troop T.Kt. No. 13 of 23rd March 1886, ex <i>Ahmednagar</i> to Madras with 7th Bombay Infantry. 1 composite .. 4 second-class fares .. 16 provided in the composite.. 20 third-class " .. 362 in 1½ second-class carriage.. 460 third-class " .. Railway allowance 483-20 " " " " " " ..	4	13 0 0	52 0 0	4	13 0 0	52 0 0	..	
Men ..	378		20	3 11 0	73 12 0	16	3 11 0	59 0 0	14 12 0	
Baggage ..	..		460	..	1,696 4 0	362	..	1,334 14 0	861 6 0	
	Mds. 483		..	..	..	Mds. 135	1 7 5	197 9 0	• 197 9 0	

Warrant No. 1 of 22nd March 1886, troop T. Kt. No. 12 of 23rd March 1886, ex <i>Almedager</i> to Madras with 7th Bombay Infantry.									
Officers	3	1 composite	4	13 0 0	52 0 0	3	13 0 0	39 0 0	13 0 0
Hospital	16	..	20	3 11 0	73 12 0	486	3 11 0	1,607 12 0	* 7 6 0
Men	419	1414 in 11 1/2 third-class carriages	414	..	1,626 10 0	..	..	..	..
Less	16	Provided in the composite	..	..	..	..	..	..	..
Followers	31	1 third-class carriage	60	..	221 4 0	..	..	221 4 0	..
Horses	6	2 horse box	H.B. 2	65 13 0	131 10 0	H.B. 2	65 13 0	131 10 0	..
Warrant No. 12 of 14th April 1886, troop T. Kt. No. 150 of 14th April 1886, Poona to Bangalore Cantonment, with 1st Party Eight Second Oxfordshire Regiment.									
Officers	9	1 double saloon	3	45 0 0	135 0 0	3	45 0 0	135 0 0	..
Wives	3	1 first-class	13	18 0 0	234 0 0	9	18 0 0	162 0 0	72 0 0
Wives	16	1 1/2 second-class carriage	33 1/2	18 0 0	603 0 0	33 1/2	18 0 0	603 0 0	..
Children	17 1/2	..	16 1/2	5 1 0	83 9 0	3 1/2	5 1 0	17 12 0	65 13 0
Hospital	16	1 second-class	20	..	101 4 0	16	..	81 0 0	20 4 0
Men	246	96 3 second-class carriages	120	..	607 8 0	96	..	486 0 0	121 8 0
		160 4 1/2 third-class	162	..	820 2 0	152	..	769 8 0	50 10 0
Warrant No. 13 of 15th April 1886, troop T. Kt. No. 151 of 15th April 1886 ex <i>Poonas</i> to Bangalore Cantonment with 2nd Party, Second Oxfordshire Regiment.									
Officers	6	1 double saloon	10	18 0 0	180 0 0	6	18 0 0	108 0 0	72 0 0
Wives	2	1 first-class	2	45 0 0	90 0 0	2	45 0 0	90 0 0	..
Children under 3 years	228	160 in 5 second-class carriages	..	..	..	1	18 0 0	18 0 0	* 18 0 0
Men	16	84 in 2 1/2 third-class	200	5 1 0	1,012 8 0	160	5 1 0	810 0 0	202 8 0
Hospital									
Warrant No. 109 of 21st May 1886, troop T. Kt. No. 37 of 21st May 1886, Sassoon Dock to Bangalore Cantonment with B.C., Madras Sappers and Miners.									
Officers	3	1 composite	4	18 0 0	72 0 0	3	18 0 0	54 0 0	18 0 0
Hospital	16	..	20	5 1 0	101 4 0	16	5 1 0	81 0 0	20 4 0
Baggage	Mds. 110	Railway allowance 109-20	20 seers or 135 mds.	2 0 3	272 2 0	..	..	..	272 2 0
Warrant No. 13 of 27th August 1886, troop T. Kt. No. 41 of 27th August 1886, Nagpur to Bangalore Cantonment, with 4th Light Cavalry.									
Men	9	1 third-class carriage	60	5 1 0	303 12 0	60	5 1 0	303 12 0	..
Followers	48	..	..	..	..	..	..	..	272 2 0
Baggage	Mds. 30	Railway allowance 17-10, chargeable 12-30 or	Mds. 135	-8 pms per Md. per mile.	272 2 0	..	..	..	272 2 0

Credit.

Statement of claims against the Examiner of Commissariat Accounts, Poona, for under charges on troops traffic conveyed by troop extra trains, &c.—cont.

24TH JANUARY 1893, No. 164 R., PUBLIC WORKS.

Description.	Actual number conveyed.	Particulars.	MADRAS RAILWAY CLAIM.			EXAMINER CONCEDED.			Difference, Amount.
			Number.	Rate.	Amount.	Number.	Rate.	Amount.	
Officers Hospital	3	Warrant No. 25 of 21st October 1886, troop T.Kt. No. 163 of 21st October 1886, Poona to Bangalore Cantonment with Oxfordshire Light Infantry.	4	18 0 0	72 0 0	3	18 0 0	54 0 0	18 0 0
Men ..	16	1 composite .. { 4 second-class fares .. { 20 third-class ..	20	5 1 0	101 4 0	16	5 1 0	81 0 0	20 4 0
Wives ..	214	7 second-class carriages .. { 277 third-class ..	277	..	1,402 5 0	216	..	1,093 8 0	308 13 0
Followers ..	8	4 third .. { 3 second-class ..	3	18 0 0	54 0 0	3	18 0 0	54 0 0	..
Baggage ..	Mds. 220	Railway allowance 160-15, chargeable 59-30 ..	30	5 1 0	151 14 0	30	5 1 0	151 14 0	..
....	..	Vehicles short of minimum of 16 ..	Mds. 135	2 0 3	272 2 0	135	2 0 3	272 2 0	..
			Vehicles 6.	At 4 annas per vehicle per mile.	726 0 0	Vehicles 6.	0 4 0	726 0 0	..
Officer	1	Warrant No. 18 of 23rd December 1886, troop T.Kt. No. 44 of 23rd December 1886, ex Nagpur to Madras, with 4th Light Cavalry.	4	18 0 0	72 0 0	3	18 0 0	54 0 0	18 0 0
Men ..	28	1 composite .. { 4 second-class fares .. { 20 third-class ..	20	3 11 0	73 12 0	16	3 11 0	59 0 0	14 12 0
		{ 12 in 1/2 third-class carriage ..	18	..	66 6 0	18	..	60 6 0	6 0 0
Officers	10	Warrant No. 14 of 27th December 1887, troop T.Kt. No. 185 of 27th December 1887, Poona to Bangalore Cantonment, with 2nd Party, 21st Hussars.	12	18 0 0	216 0 0	10	18 0 0	180 0 0	36 0 0
Men ..	200	1 1/2 double saloon .. { 12 second-class fares ..	283	3 13 0	1,078 15 0	220	3 13 0	823 8 0	254 7 0
Hospital	16	{ 233 in 7 1/2 second-class carriages. 300 third-class ..	17	18 0 0	306 0 0	17	18 0 0	306 0 0	..
Wives ..	17	Railway allowance 423-10, chargeable 344-36 or ..	Mds. 405	2 0 3	816 5 0	540	2 0 3	1,088 7 0	272 2 0
Baggage ..	768 6								
Men ..	301	Warrant No. 19 of 12th March 1888, troop T.Kt. No. 200 of 12th March 1888, Poona to Bellary, with 2nd Party head-quarters, Cornwall Light Infantry.	350	0 9 0	196 14 0	328	0 9 0	184 8 0	12 6 0
Hospital	16	{ 64 in 2 second-class carriages .. { 80 third-class fares ..							
Men ..	86	{ 253 7 1/2 third-class .. { 270 third-class ..							
		Warrant No. 1 of 2nd January 1889, troop, T.Kt. No. 209 of 2nd January 1889, Poona to Madras, with a division of No. 2 Mountain Battery.	4	13 0 0	52 0 0	3	13 0 0	39 0 0	13 0 0
Officer	1	1 composite .. { 4 second-class fares ..	20	2 12 0	65 0 0	10	2 12 0	27 8 0	27 8 0
Hospital	16	{ 16 provided in the composite .. { 20 third-class ..	110	..	302 8 0	86	..	286 8 0	66 0 0
Men ..	86	2 1/2 second-class carriages .. { 110 third-class ..							

24TH JANUARY 1893, No. 164 R., PUBLIC WORKS.

Description.	Actual number conveyed.	Particulars.	MADRAS RAILWAY CLAIM.			EXAMINER CONCEDED.			Difference, Amount.
			Number.	Rate.	Amount.	Number.	Rate.	Amount.	
Officers Hospital	2	Warrant No. 1 of 27th October 1885, troop T.Kt. No. 4 of 27th October 1885, Hoshungabad to Madras, with R. H. Battery.	4	9 0 0	36 0 0	3	9 0 0	27 0 0	9 0 0
Men ..	361	2 1/2 composite .. { 4 second-class fares .. { 20 third-class ..	20	2 11 0	53 12 0	16	2 11 0	43 0 0	10 12 0
	..	Less 16 provided in the composite ..	..	..	..	..	..	..	..
Hospital	16	Gooty to Madras.							
Men ..	254	Warrant No. 21 of 14th March 1888, troop T.Kt. No. 202 of 14th March 1888, Poona to Madras with 2nd Party Wing Cornwall Regiment.	20	2 12 0	65 0 0	10	2 12 0	27 8 0	27 8 0
Wives and children	26	Second half of composite .. { 20 third-class fares .. { 26 second-class ..	26	13 0 0	338 0 0	26	13 0 0	338 0 0	..
Baggage ..	Mds. 637	{ 85 2 1/2 third-class .. { 214 third-class ..	304	2 12 0	836 0 0	256	2 12 0	704 0 0	132 0 0
		Railway allowance 391 maunds, chargeable 246 or ..	270	1 7 5	395 3 0	Mds. 405	1 7 5	592 11 0	197 8 0
Officers Hospital	10	Warrant No. 1 of 31st January 1890, troop T.Kt. No. 220 of 31st January 1890, ex Poona to Bangalore Cantonment with 1st Party Second Yorkshire Regiment, ex <i>Exphrates</i> .	12	12 4 0	147 0 0	10	12 4 0	122 8 0	24 8 0
Men ..	16	1 first-class carriage .. { 12 second-class fares .. { 20 third-class ..	20	3 1 0	61 4 0	10	3 1 0	30 10 0	30 10 0
Wives ..	250	8 second-class carriages .. { 320 third-class ..	320	..	980 0 0	250	..	765 10 0	214 6 0
Children over 12 years ..	41	{ in 2 second-class carriages .. { 59 second-class fares .. { 21 third-class ..	59	12 4 0	722 12 0	59	12 4 0	722 12 0	..
Between 3 and 12 years ..	34 or 17 adult.		21	3 1 0	64 5 0	..	..	..	64 5 0
Men ..	331	Warrant No. 2 of 31st January 1890, troop T.Kt. No. 221 of 1st February 1890, from Poona to Bangalore Cantonment, with 2nd Party Second Yorkshire Regiment, ex <i>Exphrates</i> .	440	3 1 0	1,347 8 0	341	3 1 0	1,044 5 0	303 3 0
Hospital	16	Gooty to Bangalore Cantonment.							
Men ..	16	11 second-class carriages .. { 440 third-class fares ..							
Officers Hospital	3	Warrant No. 1 of 30th October 1890, troop T.Kt. No. 41 of 30th October 1890, from Poona to Madras with draft ex <i>Malabar</i> .	4	11 0 0	44 0 0	3	11 0 0	33 0 0	11 0 0
Men ..	188	{ 1 composite .. { 4 second-class fares .. { 20 third-class ..	20	2 12 0	65 0 0	10	2 12 0	27 8 0	27 8 0
		6 second-class carriages .. { 240 third-class ..	240	..	660 0 0	192	..	528 0 0	132 0 0

• Credit.

Statement of claims against the Examiner of Commissariat Accounts, Poona, for under charges on troops traffic conveyed by troop extra trains, &c.—cont.

10

24TH JANUARY 1893, No. 164 R., PUBLIC WORKS.

Description.	Actual number conveyed.	Particulars.	MADRAS RAILWAY CLAIM.			EXAMINER CONCEDED.			Difference, Amount.
			Number.	Rate.	Amount.	Number.	Rate.	Amount.	
Officers ..	12	Warrant No. 11 of 2nd March 1891 and troop T.Kt. No. 70 of 2nd March 1891, from Poona to Arkonam with 1st Party, 2nd Battalion, Suffolk Regiment.	12	6 12 0	81 0 0	9	6 12 0	60 12 0	20 4 0
Men ..	258	2 double saloons .. 12 second-class fares ..	340	1 11 0	573 12 0	266	1 11 0	448 14 0	124 14 0
Hospital ..	16	8 1/2 second-class carriages .. 340 third-class ..	10	6 12 0	67 8 0	10	6 12 0	67 8 0	..
Children between 3 and 12 years.	2 or 1 adult	10 second-class carriages .. 10 third-class ..	10	1 11 0	16 14 0	..	..	..	16 14 0
Wives ..	9	10 second-class fares ..	135	1 4 6	173 0 0	270	1 4 6	346 0 0	• 173 0 0
Baggage ..	319-20	Railway allowance 211-16, chargeable 108-5 ..	..	..	231 0 0	2 vehicles at annas 4.	..	154 0 0	77 0 0
Vehicles ..	..	at 4 annas per vehicle per mile.	..	..	..	..	..	..	..
Men and hospital ..	222	Warrant No. 13 of 3rd March 1891, troop T.Kt. No. 75 of 3rd March 1891, from Poona to Mettupalaiyam, with 2nd Party, 2nd Battalion, Suffolk Regiment.	280	3 15 0	1,102 8 0	213	3 15 0	838 11 0	263 13 0
		Gooty to Mettupalaiyam.	..	..	..	..	..	..	4,120 3 0
		7 second-class carriages .. 280 third-class fares ..	..	..	..	..	..	..	..
		Total ..	..	..	..	..	..	..	..

• Credit.

(Signed) L. S. MOSS,
Agent and Manager.(Signed) A. CARBEN,
for Chief Auditor.

24TH JANUARY 1893, No. 164 R., PUBLIC WORKS.

11

No. 20.

Endorsement by the Consulting Engineer for Railways, dated Madras, 16th Jan. 1893.

Submitted to Government for the orders of the Government of India.

2. The Agent and Manager, Madras Railway, brings to notice that a sum of Rs. 4,120 claimed by the Madras Railway Company on account of "extra accommodation" provided in troop trains since 1885 remains unadjusted owing to the Examiner of Commissariat Accounts, Poona, refusing to accept the charges, and requests early settlement of the company's claims.

3. In the enclosure to Government of India Circular No. XXVI of 18th September 1894, rules 6 and 10 are as follows:—

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 first and second 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 third-class passengers.

Rule 10.—As regards first and second-class accommodation the extra accommodation required under para. 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.

4. Under these rules the company claims—

(If compartment is full) the full number of seats authorised for ordinary traffic at contract rates.

(If partially occupied) the same number of fares for which the compartment can be reserved by the public, paid for at public and not at contract rates, and contends that either rule 6 must be accepted as allowing the company to charge for each and every compartment of a special carriage supplied for extra accommodation, or rule 10 must be held to apply to reserved compartments being charged for at the same rate as to the public for the vehicle actually provided. In the former case the company would earn as a maximum rate for a first-class carriage 3 annas 6 pies per vehicle per mile, and for a second-class carriage twenty third-class fares equal to 2 annas 6 pies per vehicle per mile, while in the latter case if only a single compartment of a carriage is occupied, the company would earn for a first-class saloon three first-class fares equal to 4 annas 6 pies per vehicle per mile, and for a second-class carriage five second-class fares equal to 2 annas 11 pies per vehicle per mile; but in neither case would the company earn as much from the Government as from the public.

5. The Examiner, Commissariat Accounts, Poona, admits at contract rates the following:—

(If compartment is full) the carrying capacity of the carriages provided on the occasion, i.e., the actual number of soldiers put into each carriage, and,

(If partially occupied) the same number of fares for which the compartment can be reserved by the public.

6. From the above it will appear that as regards carriages which are fully occupied, the contention of the Government Examiner, Poona, is not correct. Take for instance a second-class carriage fully occupied. Under rule 6 the payment to be made would be for the full number of seats authorised for ordinary traffic, i.e., for 40 seats, but the Government Examiner refuses to admit payment for more than the actual number of soldiers put into the carriage, which would only amount to 32, as a second-class carriage is intended to carry 4 soldiers on each seat. I therefore concur should be paid for when a compartment is fully occupied. In the case of carriages partially occupied the Madras Railway claims payment at public and not at contract rates, and the validity of this claim is doubtful.

7. It is requested that the orders of the Government of India may be obtained on the claims put forward by the Madras Railway Company as shown in para. 4 above. The question is already under the consideration of the Government of India—*vide* G.O., No. 1575 R., dated 9th July 1891, and No. 2297 R., dated 14th October 1891, and the early orders of that Government in the matter are solicited.

ORDER—dated 24th January 1893, No. 164 R., Public Works.

Ordered that the Government of India be addressed.

[Here enter No. 165 R., Public Works, dated 24th January 1893.]

(True Extract.)

Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.
„ Military Department.

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 24th.

Recd.

Encl.

G.O., 24th Jan. 1893, No. 164 R.

JANUARY.

Madras Railway Company

Ordered that the Government of India be addressed regarding a claim of the — against the Military Department on account of "extra accommodation" provided in troop trains since 1885.

24TH JANUARY 1893, No. 165 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. B. WALKER, Esq.,
*Offg. Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,*

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

I am directed to forward, for the orders of the Government of India, copy of Proceedings of this Government, No. 164 R., dated 24th January 1893, embodying correspondence regarding a claim put forward by the Agent and Manager, Madras Railway, for the adjustment of a sum of Rs. 4,120 on account of "extra accommodation" provided in troop trains since 1885. This amount is outstanding in the books of the Madras Railway Company owing to the Examiner of Commissariat Accounts, Poona, refusing to admit the charges.

2. Under rules 6 and 10 of Government of India Circular No. XXVI, dated 18th September 1884, the Madras Railway Company claims—

- (1) If compartment is full the full number of seats authorised for ordinary traffic at contract rates;
- (2) if compartment is partially occupied the same number of fares for which the compartment can be reserved for the public paid for at public and not at contract rates;

and contends that either rule 6 must be accepted as allowing the company to charge for each and every compartment of a special carriage supplied for "extra accommodation," or rule 10 must be held to apply to reserved compartments being charged for at the same rate as to the public for the vehicle actually provided.

3. The Examiner of Commissariat Accounts, Poona, admits at contract rates the following:—

- (1) If compartment is full the carrying capacity of the carriage provided on the occasion, *i.e.*, the actual number of soldiers put into each carriage;
- (2) if compartment is partially occupied the same number of fares for which the compartment can be reserved by the public.

4. It would appear that as regards carriages which are fully occupied the contention of the Examiner of Commissariat Accounts is unsound. In the case of carriages partially occupied, the Madras Railway claims payment at public and not contract rates, and it is doubtful whether their claim is valid.

24TH JANUARY 1893, No. 165 R., PUBLIC WORKS.

5. The question is already under the consideration of the Government of India in connection with my letter No. 1576 R., dated 9th July 1891 and Government of India reply No. 771 R.T., dated 21st September 1891, and I am to request the early orders of that Government on the same in view to a final settlement of the matter which has long been under dispute.

I have the honour to be,
Sir,
Your most obedient servant,

Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

FORT ST. GEORGE,
24th January 1893.

Exd. A. J. Peters.
Spare Copies

RAILWAY.

Gobt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 24th.

Recd.

Encl.

24th January 1893, No. 165 R.

JANUARY.

Madras Railway Company

Forwarding copy of Proceedings on the subject of a claim of the — against the Military Department on account of "extra accommodation" provided in troop trains since 1885.

Encl. 3

6431 am
18830

Madras Railway Company,
Traffic Manager's Office,
Madras 9 November 1892.

The Agent & Manager,
Rayapuram.

Dear Sir,

Charge for accommodation provided
for Troops.

With reference to Government order No. 1575 R. Public Works forwarded with Consulting Engineer's endorsement No. 1061 dated 28 October 1891. Will you kindly consider at your convenience whether some additional pressure can be brought to bear on this question in order to bring about a settlement of the Company's claims in dispute which I am informed amount to Rs. 41 20/-

Yours faithfully,
H. D. R. R. Johnson,
for Traffic Manager.

/ True copy /

L. S. M. S.
Agent & Manager.

1082

1

3rd. S. P. 4.

N^o 6 E. 118

Madras Railway Company,
Chief Auditor's Office,
Madras, 18th November 1892.

The Agent and Manager,
Madras Railway Company,
Rayapuram.

Dear Sir, Charges for the conveyance of Troops, &c.
by Railway.

Your N^o 4095
8484 of the 15th Instant.

x D

The claims admitted by Government in G. O. N^o 2297 R. of the 14th October 1891 and which were in respect of the Rly. charges for Camp equipment &c. have been settled and we have received all money due to us in respect of them.

(2)

In addition to the above, however we have claimed charges for "Extra accommodation" provided for Troops since 1885 - see G. O. N^o 1575 R. 9th July 1891 and it is with regard to this claim which is under consideration by Government (G. O. N^o 234 R. 26th January 1892) that the amount of Rs 4,120/- is outstanding.

+

(3)

Our claim is based on the special rates quoted in the "Compendium of orders for the movement of Troops by Railway". (Pages 55-58) but the Examiner of Commissariat Accounts Poona persistently refuses to pay for more than:

9-5
NW 361/93

1082
2

- I (If full) - The number of passengers allowed
in a vehicle.
- II (If partially occupied) The number of fares
for which a compartment may be re-
served by the Public.
- x x x

Yours &c
(Sd) J. Frank
Chief Auditor.

[True copy]

Louis S. M. W.
Agent & Manager.

Per 2-4
361/53

(A. & M. L.)

No 990

Dr. Have you time to
take this up. 11/22

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 21st Nov 1892

From

To

SIR,

The Agent and Manager.
C. R. C.

The offg Consulting Engineer for Railways.

I have the honour
to invite your attention to copies
of letters enclosed from this Com-
pany's Traffic Manager and
Chief Auditor dated the 9th and the
18th November respectively, on
the subject of charges outstand-
ing in the Company's books
owing to our Bills for "extra
accommodation" in Troop
trains not having been settled
by the Examiner of Commissariat
Accounts.

Accounts at Poona. P-2

Our arguments for demanding the charges levied upon the Government are entered into very fully in letters from the Traffic Manager to this office which are printed in the Proceedings of Government and issued with G.O. No. 1575K of the 9th July 1891.

I would draw special attention to letters from the Traffic Manager dated 16th August 1887, the 12th March 1888 and 13th June 1890.

I have the honor to be,
Sir,
Your most Obedt Servt,

Louis. S. M. V. S.

Agent & Manager

24 Jan 73 16/4 R

REGISTERED

No. 1082

En 2

MADRAS RAILWAY.

From
The Agent and Manager.
To
The Consulting Engineer
for Railways.
Dated
Recd.

No.

Letter to Agent No.

1047 of 29/11/92

MADRAS RAILWAY COMPANY.
Chief Auditor's Office,
Madras 10th. December 1892.

No. C.E.II8

THE AGENT AND MANAGER,
Madras Railway,
Madras.

Dear Sir,

ACCOMMODATION PROVIDED IN EXTRA TROOP TRAINS.

With reference to your endorsement No.4095 A. of the
1st. instant and the Consulting Engineer's No.1047 of the 29th. ultimo

1. The Madras Railway Company claim charges for extra
accommodation provided for troops in accordance with the Rules laid
down in their "Compendium of orders for the movement of Troops by
Railway" under which every seat or berth reserved for the troops
should be paid for.

2. In the enclosure to Circular of the Government of
India No.XXVI. dated Simla September 18th. 1884, Rules 6 and 10 are
as follows:-

'Rule 6. The entries in column 5 of warrant forms C &
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 provi-
sions of Rule 10. ^{For extra accommodation?} Followers will be allowed the same ac-
commodation as that provided by the Railway for 3rd. Class
passengers.

'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.

"Example - 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."

3. The contention of the Government Examiner, Poona, as regards these Rules is as follows:-

"The charges for the conveyance of officers troops &c. will be admitted according to the carrying capacity of carriages provided on the occasion and in the case of men placed

*4 seats in each compartment
Payment to be for 8 seats
Compartment to be reserved
for 4 seats no reservation
in the East Indian Railway
is required. So that the
number of reserved
compartments is reduced.*

*The full carrying capacity
of the full number of
seats in the carriage
for ordinary traffic."*

placed in compartments which are not fully occupied and are less than the number for which such compartments may be reserved will be charged for at the number of fares at which the compartments are reserved by the public.

As the attention is drawn to a reservation in the case of reserved compartments only, which is not done in the East Indian and G. I. Peninsula Rly, it is not necessary to pay for the full number of persons the carriage should contain.

The Traffic Manager of this Company has replied to these contentions (vide his letters dated 16th. August 1887 (a), 12th. March 1888 (b) and 13th. June 1890 (c)) as follows:-

(a) "As I understand rule 10 of P.W. Circular No. XXVI. of 1884, the "reserved" fares for first and second class passengers only apply when extra accommodation is provided and an extra compartment is occupied by officers. Thus, if a warrant were issued for 9 officers to travel over this Railway, a double saloon carriage to convey 8 officers would be provided for 8 second class fares and a single compartment of another carriage at the reserved fares in force at the time the officer is carried. *at 1st class rate, not at 2nd class rate.* No other arrangement in fact can be accepted for the Madras Railway as, although it may pay us to reserve for the public a saloon carriage on pay-

Under the contract 1864 class accommodation is charged for at 2nd class rate. 2nd class accommodation is charged at 3rd class rate.

ment for 6 first class tickets, it would not pay us to supply a full saloon carriage to a party of officers for 6 second class fares. We accepted the concession named in rule 10 of P.W.D. Circular XXVI. as applicable to extra accommodation only to apply after an ordinary carriage had obtained its full complement at the ordinary fares.

"In the examples given to rule 10 it must be remembered that the East Indian and Great Indian Peninsula Railways secure at reserved rates a full fare for each sleeping

sleeping berth the carriage provides, whereas, on the Madras Railway, the reserved fares provide for 8 out of 4
 " 6 " " 8
 berths only being paid for.

"I have looked over the schedule of rates referred to by the Examiner of Commissariat Accounts, Fort St. George, but in providing for lying-down accommodation we distinctly specify that 4 seats are charged for, for each soldier provided with lying-down accommodation. The first class carriage of course provides lying-down accommodation in all cases, while a second class carriage is constructed to carry 4 soldiers on each seat and if a full length of seat is reserved for a sick soldier he would be charged for 4 fares.

"The vehicles supplied for the carriage of troops are saloon carriages, composite carriages, saloon composites, second and third class carriages and invalid carriages and the accommodation provided in each vehicle is as follows:-

Saloon carriage	8 berths —
Composite	8 first class berths and 20 second class seats.
Saloon Composite	6 first class berths, 20 second class seats.
Second class carriages	40 seats
Third class -do-	60 -do-
Invalid carriages	10 berths.

(b) " I beg however, to point out that rules 6 and 10 of enclosure No.2 to Railway Circular XXVI. of 1884

are misleading. As I read rule 6 the payment to be made for officers and troops travelling in first and second class carriages will be for the full number of seats authorised for ordinary traffic. Rule 10 provides for extra accommodation being given in a reserved compartment, (but does not state that such accommodation is to be charged for at contract rates) In the letter now under acknowledgment the Company is required to provide extra accommodation on troop trains for the same number of fares, but at contract rates, that the Company grants to occupiers of carriages who pay a limited number of first and second class fares for reserved compartments when travelling by ordinary train.

"I doubt if the present reading of the provision of the contract is equitable and I am not prepared to say that the Board of Directors will take the same view that the Government of India have arrived at.

"With ordinary trains when a single compartment of a carriage is engaged at reserved fares the other compartments of the carriage are available for the general public and are freely made use of, so that the Company can afford in the case of a first class fares instead of 4, add, in the case of a second class sleeping compartment for night travelling, to accept 5 second class fares instead of 6.

"With troop extra trains, however, which are run exclusively for the conveyance of soldiers the case is different, as in the event of a single compartment only being required for extra accommodation for troops the remaining compartments must remain unoccupied and the

The term
"Extra accommodation"
seems intended to cover
the number of seats in
a compartment which is
actually occupied. It
does not mean to cover
the whole of the compartment
which is reserved for
the use of the troops.
The extra accommodation
should be at the same
rate as the ordinary
fares for the same
class of carriage.

It does not do so now.
See page 7(c)

25-12

Company has no opportunity of receiving any revenue for

such compartments. This in the case of the Madras Railway

shews that a whole first class saloon to seat eight passeng-

ers may be required to run for three second class fares

yielding only 1 anna 9 pies per mile and that a whole second

class sleeping carriage to seat 24 passengers may be re-

quired to run for five third class fares yielding only 7 1/2

pies per mile. Either rule 6 must, I think, be accepted as

allowing the Company to charge for each and every compart-

ment of a special carriage supplied for extra accommodation

or rule 10 must be held to apply to reserved compartments

being charged for at the same rate as to the public for

the vehicle actually provided. In the former case this

Company would earn as a maximum rate for a first class

carriage 6 second class 8 20 1/2 5 100 = 900 miles per

vehicle per mile and per hour, respectively, twenty

Abstracts of papers presented at the 1997 Annual Meeting of the American Psychological Association, Washington, DC, August 1-5, 1997.

1. *Journal of the American Medical Association*, 1997; 277: 1033-1036.

1. The company would earn 10% a

First class fares equal to 1 dollar

... per mile and for a second class ...

five second class fares equal to 2 annas 11 pies per

veicolo per mezzo:

"In neither case, however, would the Company

earn as much from the Government as from the public as it

is seldom that more than a single reserved compartment by

a train is applied for by the public and the unreserved

compartments of carriages are consequently filled up to

the full sitting number that seats are provided for.

These public could only reserve
one compartment of the saloon
to seat 4 passengers at 3^{er}
fare & the whole saloon at
6 first class fare whereas the
steamer agent want to pay
only 3 second class fare & sit.
These conditions are most al-^{sh}l^{er} yⁱ c^l

X If both Comptroller & are
paid for a - renewal
rate.

The

7 D. N.
"The Company has no desire to depart from the conditions of its contract, but, I think, I have shewn that rules 6 and 10 require a liberal interpretation when applied to reserved compartments provided for "extra accommodation" on troop trains.

(c) "Since my letter of the 13th. March 1888 was written, the conditions applying to "reserved" accommodation have somewhat changed, as under the authority of Government, four fares instead of three are now demanded for a reserved compartment of a single carriage and six fares instead of five for a reserved compartment of a second class carriage, while the first class fares have been reduced from 18 pies a mile to 12 pies a mile and the second class fares from 7 pies a mile to 6 pies a mile.

"The change in the rates has necessarily tended to still further reduce the cost to the Government of conveying troops over the Madras Railway and this fact should not be lost sight of by the Examiners in their desire to interpret the rules in all cases in favor of the Government.

"Our practice from the opening of the railway has been to charge in full for any carriage attached to a troop extra train, for the simple reason that we are prohibited from carrying ordinary passengers by a troop train and have therefore no means of filling any empty seats which the troops may not occupy.

"Rules 6 and 10 of enclosure No. 2 of Railway Circular XXVI. of 1884 are as I have pointed out

misleading

14-11

misleading and these rules should in my opinion be interpreted by Examiners in the light of past experience and on the lines that we have worked to for so many years.

"It is the exception and not the rule for "extra" vehicles to be attached to troop trains as it is only in the event of 9 officers requiring accommodation instead of 8 in a first class carriage or for soldiers in excess of 32, 64 or 96 travelling in second class vehicles, that additional carriages are wanted and generally the despatching officer, by giving extra room to invalids, can so arrange the train that each and every carriage is fully occupied.

"The value to the Company or the Government of the "extra accommodation in troop trains" referred to by the Examiner of Commissariat Accounts is therefore of little moment and the question is one that really ought not to have been raised except perhaps between the despatching officers of the Quartermaster General's Department and the accounts Department of Government.

"There is a very large amount of money however at stake in the question that has already been settled by the Local Government in its order of the 27th. August 1889 and I do not think that any compromise satisfactory to the Company can be suggested.

"We have of course no desire to exclude regimental or other stores from troop extra trains if it is a convenience to the Government and to regiments to despatch

limited

20-13

limited quantities of stores by trains carrying passengers, but in all such cases the stores so despatched should be specially shewn on warrants and weighed separately that our charges may be correctly levied."

5. An example of the point at issue is as follows, and full particulars of our claim are attached:-

Actual No. travelling.	Accommodation provided	M.R.Coy. claim	Examiner of Commist. Accounts admits.
2 } 16 }	I Composite	4- 2nd.fares.	3- 2nd.fares.
		20- 3rd.fares	16 3rd.fares.
168	5 $\frac{1}{4}$ 2nd.Class Carriages	210- 3rd.fares	168 3rd.fares.

6. In calculating the "free allowance" for personal baggage we of course have regard to the empty seats for which we claim payment.

Yours faithfully,

(Sd.) J. CRAMP,

Chief Auditor.

(True Copy.)

James J. M. D.

Agent and Manager.

MR

1164

(No. 1.)

No. 1049

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 15th December 1892

From

The Agent and Manager,

Madras Railway Company,

To

offg

The Consulting Engineer for Railways.

SIR,

I have the honour in reply to your No. 1049 of the 29th November to enclose a statement giving detailed particulars of our claim against the Government and to forward for your perusal copy of a letter which was addressed to me on the 10th instant by this Company's Chief Auditor.

The extracts from the Traffic Manager's letters given by the Chief

2
04 36/93

Chief Auditor will be found in the printed Proceedings to which I have already drawn attention and I have to beg that an early adjustment of our claim against the Military Department may be given effect to.

We have before called attention to the fact that Circular A(516) XXVI dated Simla the 18th September 1884 upon which the Government Examiner at Poona relies, has never been accepted in its entirety by the Madras Railway.

I have the honour to be,
Sir
Your most obedt Servt.

Thos. J. M. D.
Agent and Manager

1167

1167
21

MADRAS RAILWAY

From

To

The Agent and Manager,
M. R. Co.,
The Consulting Engineer
for Railways.

188

Dated

No.

04 83
361/83

W. J. L. L.

Statement of claims against the Examiner of Commissariat Accounts, Coona for undercharges on Troops Traffic Conveyed by Troop Extra trains over the Madras Railway

Description	Actual number conveyed	Particulars	Madras Railway claim		Examiner Conceded			Difference Amount	Remarks
			Number	Rate	Amount	Rs	Rate		
Men Hospital Wife	243	Warrant No. 10 of 22.10.85 Troop Jkt. No. 134 of 22.10.85 Ex Coona to mairas with Drafts Ex Crocodile							
	16	256 in 8 2nd class Carriages { 1. 2nd class fare 319. 3rd class "	1	9	9	1	9	9	
	1		4 in 1/2 2nd class Carriages 18. 3rd class "	319	2 1/2	857 5	246	2 1/2	661 2
Officers Hospital	3	Warrant No. 5 of 29.10.85 Troop Jkt. No. 34 of 29.10.85 Nagpur to mairas with 23rd Regiment Pn. H.I							
	16	1 Composite Carriage { 4. 2nd class fares 20. 3rd class "	4	13	52	3	13	39	13
			20	3 1/2	73 12	16	3 1/2	59	14 1/2
Wives Children over 3 years " bet 3 & 12 years	3	Warrant No. 14 of 2.11.85 Troop Jkt. No. 4 of 2.11.85 Wadi to Gooty with Drafts Ex Malabar							
	5	8 1/2 in 1/2 2nd class of 24 4. 3rd class "	8 1/2	3	25 8	8 1/2	3	25 8	
	1		3 1/2	1	3 8	1 1/2	1	1 8	2
Officers Hospital Men Wives	4	Warrant No. 1 of 14.1.86 Troop Jkt. No. 141 of 14.1.86 Ex Coona to mairas with Drafts Ex Malabar							
	16	1 Composite { 4. 2nd class fares 20. 3rd class "	4	13	52	4	13	52	
	264		20	3 1/2	73 12	16	3 1/2	59	14 1/2
Officer Hospital Men	1	Warrant No. 2 of 25.1.86 Troop Jkt. No. 142 of 25.1.86 Ex Coona to mairas with Details of 1. Pn. Battery							
	16	1 Composite { 4. 2nd class fares 20. 3rd class "	4	13	52	3	13	32	20
	118		20	3 1/2	73 12	16	3 1/2	59	14 1/2
		3 3/4 2nd class Carriages 150. 3rd class "	150		553 2	118	3 1/2	435 2	118
Carried over								655 4 0	

Description	Actual number conveyed	Particulars	Matras Ry. claim			Examiner Conceded			Difference Amount	Remarks	
			Number	Rate	Amount	Number	Rate	Amount			
		Warrant No 8 of 21.2.86 Troop Jkt at 6 of 21.2.86 wadi to Matras with 9/4 R.A. & Deen							Brought forward	655 4	
Men Hospital Wives Ch. 3+12 years	146 16 13 6	187 in 5 3/4 2nd class Carriages { 16. 2nd class fares 214. 3rd class "	16 214	13 3 11	208 789 2	16 165	13 3 11	208 608 7		180 11	
		Warrant No 82 of 21.2.86 Troop Jkt at 7 of 21.2.86 Sassoon Dock to Gooty with Matras Pioneers									
Officers Men Hospital	3 361 16	1/2 a saloon 4. 2nd class fares 256 in 8. 2nd class Carriages 320. 3rd class " 121 in 3 1/2 3rd class Carriages	4 320	3 1	12 320	3 256	3 1	9 256		3 64	
		Warrant No 83 of 21.2.86 Troop Jkt at 8 of 21.2.86 Sassoon Dock to Gooty with 4th Matras Pioneers									
Men Hospital Baggage Vehicles short of minimum	280 16 400 lbs 2	256 in 8. 2nd class Carriages 320. 3rd class fares 40 in 1 1/2 3rd class Carriages Ry. allowance. 436. 20 4. per vehicle per mile	320	1	320	256	1	256		64	
		Warrant No 10 of 17.3.86 Troop Jkt at 148 of 17.3.86 Boona to Matras with Drafts 2nd Bn Somersetshire Regt									
Officers Hospital Men	2 16 168	1 Composite { 4. 2nd class fares 20. 3rd class " 5 1/4 2nd class Carriages 210. 3rd class "	4 20 210	13 3 11	52 73 12 714 6	3 16 168	13 3 11	39 59 619 8		13 14 12 154 14	
									Carried over	1144	

Description	Actual number conveyed	Particulars	Madras By Claim			Examiner Conceded			Difference Amount	Remarks
			Number	Rate	Amount	Number	Rate	Amount		
		Warrant No 2 of 22.3.86 Troop F.H. at 1/2 of 23.3.86 Ex Ahmednagar to Madras with 4 th Bombay Infantry				Brought forward			1144 . .	
Officers	4	1 Composite { 4. 2 nd class fares	4	13 . . .	52 . .	4	13 . . .	52 . .	. . .	
		{ 20. 3 rd class .	20	3 11 . .	73 12 .	16	3 11 . .	59 . .	14 12 .	
Men	378	{ 16 provided in the Composite								
		{ 362 in 1 1/2. 2 nd class carriage. 460. 3 rd class .	460	. . .	1696 4 .	362	. . .	1334 14 .	361 6 .	
Baggage	483 mtr	By allowance . 483.20				135 mtr	1 7 5	197 9 .	(197 9 .)	Credit.
		Warrant No 1 of 22.3.86 J.F. at 1/2 of 23.3.86 Ex Ahmednagar to Madras with 4 th Bombay Infantry								
Officers	3	1 Composite { 4. 2 nd class fares	4	13 . . .	52 . .	3	13 . . .	39 . .	13 . .	
Hospital	16	{ 20. 3 rd class	20	3 11 . .	73 12 .	436	3 11 . .	1607 12 .	(7 6 .)	Credit
Men	419	414 in 1 1/2 3 rd class Carriage	414	. . .	1526 10 .					
Less	16	provided in the Composite								
Followers	31	1. 3 rd class Carriage	60	. . .	221 4 .	60	. . .	221 4 .	. . .	
Horses	6	2 Horse Box	240	65 13 .	151 10 .	240	65 13 .	151 10 .	. . .	
		Warrant No 12 of 14.4.86 Troop F.H. at 1/2 of 14.4.86 Boma. to Bangalore Cant. with 1 st Barty Right 2 nd Ox. Regiment								
Officers	9	1 Double Saloon 3. 1 st class fares	3	45 . .	135 . .	3	45 . .	135 . .	. . .	
Wives	3	1. 1 st class	13	18 . .	234 . .	9	18 . .	162 . .	72 . .	
Children	16	1. 1/4 2 nd class carriage	33 1/2	18 . .	603 . .	33 1/2	18 . .	603 . .	. . .	
	17 1/2	16 1/2 3 rd class .	16 1/2	5 1 . .	83 9 .	3 1/2	5 1 . .	17 1/2 .	65 13 .	
Hospital	16	1/2. 2 nd class carriage	20	. . .	101 4 .	16	. . .	81 . .	20 4 .	
Men	246	96. 3. 2 nd class carriage	120	. . .	607 8 .	96	. . .	486 . .	121 8 .	
		150. 4 1/2. 3 rd class .	162	. . .	820 2 .	152	. . .	769 8 .	58 10 .	
						Carried over			1658 6 .	

[illegible]

Description	Actual number conveyed	Particulars	Madras Ry.	
			Number	Rate
Officer Men	1	Warrant at 18 of 23-12-86 Troop J.H.K. at 44 of 23-12-86 Ex a Bagpur to mairas with 4 th Lt. Cavalry		
	28	1 Composite { 4. 2 nd class fares 20. 3 rd class 16 provided in the composite 12 1/2 3 rd class Carriage	4 20 18	13 . . 3 11 . . .
Officers Men Hospital Whore Baggage	10 200 16 17 768.6	Warrant at 14 of 24-12-87 Troop J.H.K. at 185 of 24-12-87 Coona to Bangalore Cant. with 2 nd Party 21 st Hussars		
		1 1/2 Double Saloons 12. 2 nd class fares 233 in 7/2 2 nd class Carriages 300. 3 rd class Ry allowance 423.10. Chargeable 344.76 of 405 th	12 283 17	18 . . 3 13 . . 18 . .
Men Hospital	301 16	Warrant at 19 of 12-3-88 Troop J.H.K. at 200 of 12-3-88 Coona to Bellary with 2 nd Party 4 th 2 nd Cornwallis L. I		
		64 in 2. 2 nd class Carriages 80. 3 rd class fares 253. 7/2 3 rd class Carriages 270. 3 rd class fares	350	9 . .
Officer Hospital Men	1 16 86	Warrant at 1 of 2-1-89 Troop J.H.K. at 209 of 2-1-89 Coona to mairas with a Division at 2 Mountain Battery		
		1 Composite { 4. 2 nd class fares 20. 3 rd class 23 1/4 2 nd class Carriages 110. 3 rd class fares	4 20 110	13 . . 2 12 . . .
Officers Men	2 361	Warrant at 1 of 24-10-85 Troop J.H.K. at 4 of 24-10-85 Hoshungabad to mairas with R. H. B Gooty to mairas		
		1 Composite { 4. 2 nd class fares 20. 3 rd class 345. 10 3 rd class Carriages Less 16 provided in the composite	4 20	9 . . 2 11 . .

Claim		Examiner		Conceded		Discrepancy	Remarks
Amount	at	Rate	Amount	at	Rate		
			Brought forward			284	
52 . .		3 13 . .	39 . .			13	
73 12 .		16 3 11 .	59 . .			14	
66 6 .		18 . . .	60 6 .				
216 . .		10 18 . .	180 . .				
1048 15 .		220 3 13 .	823 8 .				
306 . .		17 18 . .	306 . .				
816 5 .		540 2 3	1088 7 .			2 2 .	Credit
196 14 .		328 . 9 .	184 18 .			6 .	
52 . .		3 13 . .	39 . .				
55 . .		10 2 12 .	27 8 .			2 8 .	
302 8 .		86 . . .	236 8 .				
36 . .		3 9 . .	27 . .				
53 12 .		16 2 11 .	43 . .			1 12 .	
Carried over						3020 14 .	

95.

Ways

Description	Actual number conveyed	Particulars	Marras Pay		
			No	Rate	
Warrant No 21 of 14-3-88 Troop HKL No 202 of 14-3-88 Poona to Marras with 2nd Party wing Cornwall Regiment					
Hospital	16	2nd half of Composite	20	2	12
Men	254	192 in 6.2nd class Carriages	26	13	
wives & children	26	88. 2 1/2 3rd class	304	2	12
Baggage	637 mts	Py allowance 391 mts chargeable 246 or	270	1	7 5
Warrant No 1 of 31-1-90 Troop HKL No 220 of 31-1-90 Ex Poona to Bangalore Cant with 1st Party 2nd Yorkshire Regt Ex Pophrates Gooby to Bangalore Cant					
Officers	10	1.1st class carriage	12	12	4
Hospital	16	in 1 Composite	20	3	1
Men	250	8.2nd class Carriages	320		
wives	41				
Children over 12 years	1	in 2.2nd class Carriages	59	12	4
between 3 & 12 years	340 1/4		21	3	1
Warrant No 2 of 31-1-90 Troop HKL No 221 of 1-2-90 from Poona to Bangalore Cant with 2nd Party 2nd Yorkshire Regt Ex Pophrates Gooby to Bangalore Cant					
Men	331	11.2nd class Carriages	440	3	1
Hospital	16				
Warrant No 1 of 30-10-90 Troop HKL No 41 of 30-10-90 from Poona to Marras with Draft Ex Malabar					
Officers	3	4.2nd class faros	4	11	
Hospital	16	1 Composite	20	2	12
Men	188	6.2nd class Carriages	240		

Claim Amount	Examiner Conceded			Difference Amount	Remarks
	No	Rate	Amount		
			Brought forward	220 14 .	
55 . .	10	2 1/2 .	27 8 .	27 8 .	
338 . .	26	13 . .	338 . .	. . .	
836 . .	256	2 1/2 .	704 . .	132 . .	
395 3 .	405 mts	1 7 5	592 11 .	197 8 .	Credit
147 . .	10	12 4 .	122 8 .	24 8 .	
61 4 . .	10	3 1 .	30 10 .	30 10 .	
980 . .	250	. . .	765 10 .	214 6 .	
722 12 .	59	12 4 .	722 12 .	. . .	
64 5 . .	.	. . .	. . .	64 5 .	
1347 8 .	341	3 1 .	1044 5 .	303 3 .	
44 . .	3	11 . .	33 . .	11 . .	
55 . .	10	2 1/2 .	27 8 .	27 8 .	
660 . .	192	. . .	528 . .	132 . .	
			Carried over	3790 6 .	

Description	Actual Number Conveyed	Particulars	Maorag Rs		
			Number	Rate	
Warrant No 11 of 2.3.91 Troop 5th Lt No 70 of 2.3.91 from Poona to Arthonam with 1st Party 2nd Co. Suffolk Regt					
Gooty to Arthonam					
Officers	12	2 Double Saloons	12	6	12
Men	258				
Hospital	16	8 1/2 2nd class carriages	340	1	11
Wines between 3 & 12 Years	2012000	10 2nd class carriages	10	6	12
Wines	9	1/2 2nd class fares	10	1	11
Wines	9	10 3rd class	135	1	4
Wines	319.20	By allowance 211-15 Chargeable 108-5			
Vehicles & short of minimum of 16 - 3 vehicles @ 4 annas per vehicle per mil					
Warrant No 13 of 3.3.91 Troop 5th Lt No 75 of 3.3.91 from Poona to Mettapalaiyam with 2nd Party 2nd Co. Suffolk Regt					
Gooty to Mettapalaiyam					
Men + Hospital	222	7 2nd class carriages	280	3	15
		280 3rd class fares			

Claim Amount	Examined Ceded		Difference	
Amount	Number	Rate	Amount	Amount
Brought forward			3790 6 .	
81 . .	9	6 12 .	60 12 .	20 4 .
573 12 .	266	1 11 .	448 14 .	124 14 .
67 8 .	10	6 12 .	67 8 .	. . .
16 14 .	.	. . .	. . .	16 14 .
173 . .	270	1 4 6	346 . .	173 . .
231 . .	2 vehicle @ 4 annas		154 . .	77 . .
1102 8 .	213	3 15 .	838 11 .	263 13 .
Total			4120 3 .	
J. M. W.			A. C.	
Agent & Manager.				

Amir S M W.
Agent & Manager.

Account Officer
for Chief Auditor

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 16th January 1893.

Letter from the Agent and Manager, Madras Railway No 990 dated 21st November 1892, with enclosures.

Letter from the Agent and Manager, Madras Railway, No 1049 dated 15th December 1892, with enclosures.

No. 20,

SUBMITTED

to Government for the orders of the Government of India.

2. The Agent and Manager, Madras Railway, brings to notice that a sum of Rs 4,120 claimed by the Madras Railway Company on account of "extra accommodation" provided in troop trains since 1885, remains unadjusted, owing to the Examiner of Commissariat Accounts, Poona, refusing

refusing to accept the charges,
and requests early settlement
of the Company's claims.

3. In the enclosure to Govern-
ment of India Circular No. XXVI
of 18th September 1884, rules 6
and 10 are as follows:-

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 pro-
visions of rule 10. Followers
will be allowed the same
accommodation as that
provided by the Railway
for

for 3rd class passengers.

Rule 10:- As regards 1st and
2nd class accommodation the
extra accommodation required
under para 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 compart-
ment thus occupied as
would be paid by the public
for reserving such a compart-
ment.

4. Under these rules the Com-
pany claims:-

(If compartment is full)
the full number of seats
authorised for ordinary traffic
at contract rates.

(If

(If partially occupied) the same number of fares for which the compartment can be reserved by the public, — paid for at public and not at contract rates, and contends that either rule 6 must be accepted as allowing the Company to charge for each and every compartment of a special carriage supplied for extra accommodation, or rule 10 must be held to apply to reserved compartments being charged for at the same rate as to the public for the vehicle actually provided. In the former case the Company would earn as a maximum rate for a 1st class carriage, 6 second class fares

(P-24)

fares equal to three annas six pices per vehicle per mile, and for a 2nd class carriage 20 third class fares equal to two annas six pices per vehicle per mile, — while in the latter case if only a single compartment of a carriage is occupied, the Company would earn for a 1st class saloon 3 first class fares equal to four annas six pices per vehicle per mile, and for a 2nd class carriage 5 second class fares equal to two annas eleven pices per vehicle per mile; but in neither case would the Company earn as much from the Government as from the public.

5. The Examiner, Committee Serial Accounts, Poona, admits

admits at contract rates, the following:-

(If compartment is full) - the carrying capacity of the carriages provided on the occasion i.e. the actual number of soldiers put into each carriage and

(If partially occupied) the same number of fares for which the compartment can be reserved by the public.

6. From the above it will appear that as regards carriages which are fully occupied, the contention of the Government Examiner, Poona, is not correct. Take for instance a 2nd class carriage fully occupied; under rule 6 the payment to be made, -

would

P-25

would be for the full number of seats authorised for ordinary traffic i.e. for 40 seats, but the Government Examiner refuses to admit payment for more than the actual number of soldiers put into the carriage, which would only amount to 32 as a 2nd class carriage is intended to carry 4 soldiers on each seat. I therefore concur with the Company's claim that the full number of seats authorised for ordinary traffic should be paid for when a compartment is fully occupied. In the case of carriages partially occupied the Madras Railway claims payment at public and not at contract rates, and the validity of this claim is -

doubtful

doubtful.

7. It is requested that the orders of the Government of India may be obtained on the claims put forward by the Madras Railway Company, as shown in paragraph 4 above.

The question is already under the consideration of the Government of India vide G. O. No. 1575.R, dated 9th July 1891, and No. 2297.R, dated 14th October 1891, and the early orders of that Government in the matter are solicited.

W. Lousdale

Major
C. E.

for Offg. Comdg. Engrs. for Rys.

P. W. CURRENT No. 361

Form No. 3.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras,

No. 20

Dated 16th January 1893
Received 17th January 1893

No. of ENCLOSURES. 6

A. No 164-5 R of 24-1-93.

Subject.

Madras Railway Company's
claim against the Military
Department for a sum of Rs.
4120 on account of "Extra ac-
commodation" provided in
troop trains since 1885.

No 1575-BR 49-7-91 ✓
" 2297 R - 14-10-91 ✓

To The Comptroller for R.G.
- 4 - Exd. Rg. Accts.
Military Department

A
No 164 R of 24-1-93
Ordered that the
Govt. of India be addressed.

E

Off: R

No. 165 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

24 January 1893.

SIR,

Q-27
I am directed to forward,
for the orders of the Govt. of India,
copy of Proceedings of this Govt.
No 164 R, dated 24 Jan 93 authorizing
response regarding a claim put
forward by the Agent and Manager
Madras Railway for the adjust-
ment of a sum of Rs 4,120 which
on account of extra accommodation
provided in troop trains since
1885. This amount is outstanding
in the books of the Madras Ry
Company owing to the Examiners
of Commercial Accounts Poona
refusing to admit the charges.

2. Under rules 6 and 10 of
Govt. of India Circular No: XXVI dated
18th September 1882 the Madras
Railway Company claim

(1) If compartment is full - the full number of seats authorized for ordinary traffic at contract rates

(2) If compartment is partially occupied - the same number of seats for which the compartment can be reserved for the public paid for at public and not at contract rates.

and contends that either rule 6 must be accepted as allowing the Company to charge for each and every compartment of a special carriage supplied for "extra accommodation", or rule 10 must be held to apply to reserved compartments being charged for at the same rate as to the public for the vehicle actually provided.

3. The Commr of Commissioner Accounts, Poona, admits at Contract rates the following:-

(1) If compartment is full - the carrying capacity of the carriage provided on the occasion, i.e., the actual number of soldiers put into each carriage.

(2) If compartment is partially occupied - the same number of seats for which the

the compartment can be reserved by the public.

4. It would appear that as regards carriages which are fully occupied the contention of the ~~Government~~ Commr of Commissioner Accounts is unsound. In the case of carriages partially occupied, the Madras Railway claims payment at public and not at contract rates, and it is doubtful whether their claim is valid.

5. The question is already under the consideration of the Government of India in connection with my letter No: 1576 R dated 9th July 1891 and the Govt. of India reply No: 771 R. I. dated 21st Sept 1891, and I am to request the early orders of that Government on the same in view to a final settlement of the matter which has long been under dispute.

Rd 18/2
JF
W:R

14TH OCTOBER 1891, No. 2297 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Officiating Under Secretary to the Government of India, Public Works Department (Railway Traffic), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 21st September 1891, No. 771 R.T.

I am directed to acknowledge the receipt of your endorsement No. 1576 R., Public Works, dated 9th July 1891, transmitting certain correspondence from the Agents, Madras and South Indian Railways, in which two distinct questions are discussed, viz., accommodation for soldiers and followers in each type of vehicle, and a claim made by the Military Department for refund by the Madras Railway of certain charges for transport of military stores and equipment.

2. Both these questions I am to point out were separately referred to the Government of Madras in the letters Public Works Department No. 939 R.T., dated 24th December 1890, marginally cited, and the procedure followed in this instance of disposing of them by one letter has been productive of inconvenience and delay.

3. As regards the refusal of the Madras Railway Company to treat general stores and camp equipage accompanying troops as baggage, I am to say that, after a further consideration of the matter, the Government of India is pleased to admit the claims preferred by the Company on this account.

ORDER—dated 14th October 1891, No. 2297 R., Public Works.

Forwarded to the Consulting Engineer for Railways with reference to Proceedings No. 271 R., dated 27th January 1891, and No. 1575 R., dated 9th July 1891.

2. Para. 3 of the letter from the Government of India should be communicated to the Agent and Manager, Madras Railway.

(True Extract.)

(Signed) W. H. COAKER, Lieut.-Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Military Department.

Exd. C. A. Munisawmy.
Spare Copies

A

No. 164-65 R. 24.1-93.

RAILWAY.

Govt. of {1891} Madras.
PUBLIC WORKS.

Dated October, 14th.

Recd.

Encl.

G.O., 14th Oct. 1891, No. 2297 R.

OCTOBER.

Enc. 1061 of 28. Oct 91

Copy of para 3 forwarded

to RM with copy of G.O. No. 1575 R. of 9.7.91

With reference to this office letter No 91 of

28/11/91

Accommodation for soldiers

Letter from the Government of India passing orders on the questions relating to the — and followers in each type of vehicle and a claim made by the Military Department for refund of certain charges for transport of stores, forwarded to the Consulting Engineer for Railways with remarks.

9TH JULY 1891, No. 1575 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Officiating Under-Secretary to the Government of India, Public Works Department (Railway Traffic), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 12th May 1891, No. 361 R.T.

In acknowledging the receipt of the Madras Government's Proceedings Nos. 609-10 R., dated the 5th March, and letter No. 898 R., dated the 15th April 1891, I am directed, with reference to the letter from the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, Madras, No. 690, dated the 21st June 1889, to point out that the Government of India does not understand how practically baggage and equipage, which are loaded in the same train, can be separated.

2. It appears to the Government of India that, as a troop extra train is a coaching train, the charge for all excess baggage and equipment, except ordnance stores, should be 0.8 pie per maund per mile.

3. As regards goods trains I am to add that, under the terms of clause 20 of the contract of the Madras Railway Company, the charge for military camp equipage and equipments cannot be higher than that to the public, who are apparently charged third-class rates for similar consignments.

No. 2645 C.

Referred to the Consulting Engineer for Railways for report with advertence to his endorsement No. 242, dated 27th February 1891.

(Signed) W. H. COAKER, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

25th May 1891.

From the Consulting Engineer for Railways, dated Madras, 2nd July 1891, No. 605.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 2nd February 1891, No. 183.

With reference to your letter No. 162, dated 28th January 1891, I have to inform you that, on behalf of the South Indian Railway Company (Limited), I agree to carry out the proposals and recommendations of the local committees regarding the transport by railway of troops and military baggage.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 23rd June 1891, No. 6616/658.

With reference to your letter of the 28th of January last, No. 91, and to Public Works Department Order No. 939 R.T., dated 24th December 1890, which accompanied it on the subject of the transport of troops and military baggage by railway, I have the honour to inform you that the Madras Railway has always taken exception

to rules 6, 10, 11 and 27 of the enclosure No. 2, Railway Circular No. XXVI of 1884, referred to in Resolutions 2 and 4 of the above Public Works Order, and I do not think that I can add anything to what has already been communicated to you on the subject.

2. The company's case regarding rule 27 is summed up in endorsement No. 1903 C., dated 20th November 1885, of the Joint Secretary to Government, Public Works Department—

"Rules I(d) and I(e) seem clearly to imply that the terms "baggage" and "stores" do not refer to the same material and are not convertible terms.

"Rule 27 appears as clearly to refer solely to baggage (see G.O., dated 6th May 1886, No. 2737)."

3. In the same Government order will be found the ruling of the Government of India on this point—

"The Government of India are of opinion that, in the case in question, the stores taken by the two batteries on account of the late siege operations at Bangalore, which are not baggage in the sense used in the railway contracts, should be paid for at the rates in force for military stores despatched by goods trains."

4. G.O., dated 27th August 1889, No. ⁹³¹_{A.R.}, is as follows:—

"His Excellency the Governor in Council is of opinion that the Madras Railway Company not having accepted the rules issued with Public Works Department Circular No. XXVI, dated 18th September 1884, are within their rights in refusing to be bound by the interpretation of rule 27, communicated in Government of India, Military Department, letter No. 1508 C., dated 23rd June 1887, and in appealing to their contract.

"The Government of India will be informed that, in the opinion of His Excellency, the claim by the Examiner, Commissariat Accounts, should, therefore, be withdrawn."

5. In connection with the above, I beg to quote from letter, dated Simla, 26th October 1888, No. 2377 C., from the Secretary to the Government of India, Military Department, to the Secretary of Government, Bombay—

"In reply, I am to say, for the information of the Governor in Council, that from the contract between the Secretary of State and the Madras Railway Company it is clear that, except by a compromise, the Government of India cannot compel the company to accept either such portion of the transport regulations or such of the revised rules for the conveyance of troops drawn up in 1884 as go beyond the stipulations laid down in the contract."

6. With respect to accommodation for troops the company's contention is clearly stated in letter No. C. 431 A. & M., dated 12th March 1888, from the Traffic Manager; a printed copy of which is sent herewith.

7. Since this was written a change of conditions has taken place as explained in letter from the Traffic Manager, No. C. ^{508 A. & M.}₁₄₉₁₀ of 13th June 1890.

8. I have had printed several letters which refer directly to our objections, to which we have received no answer from the Government; these are enclosed for ready reference.

9. The letters I refer to are the following:—

Letter from the Traffic Manager, to the Chief Auditor, No. 7377, dated 7th October 1886 (sent to Examiner of Commissariat Accounts, Poona, with our No. 5001, dated 22nd October 1886).

Letter from the Acting Traffic Manager, to the Acting Agent and Manager, No. C. ^{508 A. & M.}₁₀₅₉₁, dated 9th March 1887 (sent with our letter to you, No. 541 of 9th May 1889).

Letter from the Acting Traffic Manager, to the Acting Agent and Manager, No. C. ⁴³¹₁₁₇₇₉, dated 16th August 1887 (sent to Examiner of Commissariat Accounts, Poona, with our No. 5206, dated 17th August 1887).

Letter from the Acting Traffic Manager, to the Acting Agent and Manager, No. C. ^{508 A. & M.}₁₁₂₁₇, dated 26th August 1887 (sent with our letter to you, No. 213 of 16th February 1889).

Letter from the Traffic Manager, to the Agent and Manager, No. C. ^{431 A. & M.}₁₁₉₄₀, dated 12th March 1888 (sent with our letter to you, No. 420, dated 30th April 1888).

Letter from the Traffic Manager, to the Agent and Manager, No. C. ^{508 A. & M.}₁₃₁₅₁, dated 6th May 1889 (sent with our letter to you, No. 541, dated 9th May 1889).

Letter from the Traffic Manager, to the Agent and Manager, No. C. ^{508 A. & M.}₁₃₃₃₀, dated 19th June 1889 (sent with our letter to you, No. 690, dated 21st June 1889).

Letter from the Acting Agent and Manager, to the Traffic Manager, No. ⁴⁰⁹⁵₈₆₁, dated 4th February 1890, in which reference is made to Proceedings of the Madras Government No. ⁹³¹_{A.R.}, Public Works, dated 27th August 1889 (copy sent with your endorsement No. 761 of the 14th September 1889).

Letter from the Traffic Manager, to the Acting Agent and Manager, No. ^{508 A. & M.}₁₄₉₁₀, dated 13th June 1890 (sent to Examiner of Commissariat Accounts, Poona, with our No. ⁴⁰⁹⁵₅₅₁₆, dated 18th June 1890).

Letter from the Traffic Manager, to the Agent and Manager, No. C. ^{134 A. & M.}₁₆₃₄₂, dated 16th June 1891 (manuscript copy sent herewith).

10. In the list which accompanied Government of India Order No. 939 R.T., dated Simla, 24th December 1890, there is the following:—

Railway.	Number of each type of vehicle in use on the railway.	General description of vehicle.	Carrying capacity for public traffic.	Number of troops, &c., to be accommodated as recommended by local committee.	Final orders of Government.
Madras Railway.	..	Second class.	40	32 soldiers or 8 men in a compartment.	Accepted by Government.
	..	Second class (sleeping carriage).	24	The local committee differed. The military members of the committee fixed 24 as the number of soldiers to be accommodated. The railway members fixed 32. The Commander-in-Chief suggested 26.	The Railway Company will be specially addressed on this point.

11. A committee, consisting of Major Porteous, Captain Constable (Deputy Consulting Engineer to Government) and the Traffic Manager and Acting Locomotive Superintendent of this Company, lately considered this question and it was agreed that the Madras Railway would be willing to accept payment for 28 seats for the new second-class sleeping carriages when such carriages are used for the conveyance of troops.

12. I beg that definite orders may be obtained as soon as possible, as the company has a great number of claims unadjusted which the Examiner of Accounts at Poona has refused to pass.

ENCLOSURES.

From the Traffic Manager, Madras Railway Company, to the Chief Auditor, Madras Railway Company, dated 7th October 1886, No. 7377-A.

[Examiner of Commissariat Accounts' claim for refund.]

[Your B. 944, 326, 327 of 5th October.]

It seems to me that the letter of the Government of India, addressed to the Secretary to Government, Bombay, No. 830 R.T., dated 18th August 1886, embodied in G.O., dated 16th September, No. 5732, specially applied to the Great Indian Peninsula Railway and to no other railway.

The ruling cannot, in my opinion, be applied to the Madras Railway, because it would be opposed to the contract and to the rules prescribed by the Government of India for the transport of troops in Public Works Department Circular No. XXVI (Railway) of 1884.

These rules provided as follows:—

"Rule 1 (e).—All general stores belonging to Government and all guns, ammunitions, 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.

"Rule 27.—All baggage in excess of the free allowance carried by ordinary passengers 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."

and, I would submit, clearly show that, while personal baggage, was to be charged at the fixed rate of 0.8 pies per maund per mile, there was no intention of departing from the contract in respect of stores, camp equipage, and equipments whatsoever.

It is not, therefore, understood why the Examiner of Commissariat Accounts should seek to import into the rules an interpretation which they are not capable of bearing by asking this company to accept a rate of 0.8 pies per maund per mile, equivalent to 21½ pies per ton per mile for stores and ammunition, seeing that the railway is entitled, under the contract and under the rules, to 24 pies per ton per mile in the case of stores and 54 pies per ton per mile in the case of ammunition, these being the lowest rates chargeable for the carriage of such goods and merchandise.

Again, it is not understood why the Examiner of Commissariat Accounts should ask this company to allow, free of charge, a greater weight of personal baggage than the aggregate weight of the baggage actually carried. Thus, in the objection statement which accompanied the Examiner's letter, it will be seen that, in twelve instances, an aggregate free allowance of 3,066 maunds is claimed, although the total weight of personal baggage was only 1,754 maunds. In other words, the Examiner seeks to claim an allowance of 75 per cent. in excess of the personal baggage actually carried and in three instances a claim of 120 maunds is made where no personal baggage whatever was carried.

The Examiner's claim, in my opinion, is so totally opposed to the contract and to the rules that it cannot for a moment be entertained.

From the Acting Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated 9th March 1887, No. C. 508 A. and M.

With reference to your endorsement upon the Accountant-General's letter No. 4015 of the 11th February 1887, I beg to inform you that the ruling cannot, in my opinion, be applied to the Madras Railway, because it would be opposed to the contract and the rules prescribed by the Government of India for the transport of troops in Public Works Department Circular XXVI (Railway) 1884.

The rules provide as follows:—

"Rule 1 (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 charged for the carriage of such animals, goods and merchandise.

"Rule 27.—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 trains, 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."

I would submit that these rules clearly show that, while personal baggage was to be charged at the fixed rate of 0.8 pies per maund per mile, there was no intention of departing from the contract in respect of stores, camp equipage and equipments whatsoever and following out these rules the forms on the reverse of warrants C and D, "personal baggage" and "equipments and stores," are shown separately.

Any departure from our present practice of charging for camp equipage, &c., would, in my opinion, be opposed to our contract with the Secretary of State.

From the Acting Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated 16th August 1887, No. A. 431. 11179.

[Extra troop train, Bombay to Bangalore, 21st May 1886.]

[Troop ticket No. 37.]

Your endorsement of the 12th August upon copy of letter No. 3800, dated 11th idem, from the Examiner of Commissariat Accounts, Fort St. George, covering a letter in original (herewith returned) from the Examiner of Commissariat Accounts, Poona.

As I understand rule 10 of P.W. Circular No. XXVI of 1884, the "reserved" fares for first and second class passengers only apply when extra accommodation is provided and an extra compartment is occupied by officers. Thus, if a warrant were issued for 9 officers to travel over this railway, a double saloon carriage to convey 8 officers would be provided for 8 second-class fares and a single compartment of another carriage at the reserved fares in force at the time the officer is carried. No other arrangement in fact can be accepted for the Madras Railway as, although it may pay us to reserve for the public a saloon carriage on payment for 6 second-class tickets, it would not pay us to supply a full saloon carriage to a party of officers for 6 second-class fares. We accepted the concession named in rule 10 of P.W.D. Circular XXVI as applicable to extra accommodation only to apply after an ordinary carriage had obtained its full complement at the ordinary fares.

In the examples given to rule 10 it must be remembered that the East Indian and Great Indian Peninsula Railways secure at reserved rates a full fare for each sleeping berth the carriage provides, whereas, on the Madras Railway, the reserved fares provide for 3 out of 4 berths only being paid for.

I have looked over the schedule of rates referred to by the Examiner of Commissariat Accounts, Fort St. George, but in providing for lying-down accommodation we distinctly specify that 4 seats are charged for for each soldier provided with lying-down accommodation. The first-class carriage of course provides lying-down accommodation in all cases, while a second-class carriage is constructed to carry 4 soldiers on each seat and if a full length of seat is reserved for a sick soldier he would be charged for 4 fares.

The vehicles supplied for the carriage of troops are saloon carriages, composite carriages, saloon composites, second and third class carriages and invalid carriages and the accommodation provided in each vehicle is as follows:—

Saloon carriage	...	8 berths.
Composite	...	8 first-class berths and 20 second-class seats.
Saloon composite	...	6 first-class berths, 20 second-class seats.
Second-class carriages	...	40 seats.
Third-class do.	...	60 do.
Invalid carriages	...	10 berths.

From the Acting Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated 26th August 1887, No. C. 508 A. and M. 11217.

[Claim from the Examiner of Commissariat Accounts.]

[Your endorsement of the 29th July upon G.O., No. 4209 R. of 15th July 1887.]

There appears to be a misapprehension on this subject, inasmuch as, irrespective of the terms of the contract between the Secretary of State and the Madras Railway, which I conclude cannot be set aside by an order of Government, the rules for the transport of troops and their baggage by railway provide, as I explained in my letter of the 9th March, as follows:—

Enclosure No. 2 of Railway Circular No. XXVI of 1884.—All general stores belonging to the 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.

2. Our contention on the Madras Railway is that the reduced rate of 0.8 pies per maund per mile applies only to personal baggage and not to stores or equipments, whether such stores are the property of the Government or the regiment, and that our contention is correct, I would invite a perusal of a memorandum, dated the 11th March 1886 (633c), from Lieutenant-Colonel Newmarch, Officiating Secretary to the Government of India, forwarding copy of a letter addressed to the Secretary to the Government of Madras. This letter, which reads as follows, it seems to me, decides, once and for all, the questions at issue between the Madras Railway and the Madras Military Accounts Departments:—

"I am directed to acknowledge receipt of your letter No. 6803, dated 30th November 1885, requesting a decision in regard to the rate chargeable under the revised rules for the conveyance of stores accompanying troops conveyed by troop extra trains.

"The Agent and Manager, Madras Railway Company, holds that stores, guns, camp equipage and ammunition do not come within the definition of baggage, the rate for which, when conveyed by troop extra trains, is 0.8 pies per maund, and that, in accordance with sub-section (e) of clause 1 of the revised rules, they should be paid for at the ordinary rates for stores conveyed by goods trains. This view is concurred in by the Consulting Engineer for Guaranteed Railways, Madras. The Military Account Department, Madras, on the other hand, considers that, as a distinct rate, viz., 0.8 pies per maund per mile, is laid down for baggage conveyed by troop extra trains and stores taken by regiments in excess of the authorised quantity are charged for at that rate, there is no reason why a different rate should be charged

in the case of military baggage paid for by Government. In support of this contention it is pointed out that in the Bombay Presidency the 0.8 pies rate is charged for all general stores conveyed by troops extra trains.

"In reply, I am to state, for the information of the Governor in Council, that, although the new rules relate mainly to the movement of troops and not stores, yet a certain amount of general stores must always accompany regiments, and this is recognized by the detailed entries on the back of the warrants, forms C and D, which explain what those stores are: The Government of India are of opinion that in the case in question the stores taken by the two batteries on account of the late siege operations at Bangalore, which are not baggage in the sense used in the railway contracts, should be paid for at the rates in force for military stores despatched by goods trains."

Reference is made in this memorandum to the practice in force in the Bombay Presidency, but I would point out that, while the Great Indian Peninsula Railway obtains one uniform rate for all Government stores sent by goods train, the Madras Railway, in accordance with its contract, conveys such stores at the lowest rate in force.

From the Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated 12th March 1888, No. C. 431 A. and M.

I am favoured with your endorsement of the 1st March upon a letter, dated the 29th February, from the Consulting Engineer for Railways, forwarding copy of letter No. 2 R.T. from the Under-Secretary to the Government of India to the Secretary to the Government of Madras.

The ruling given in the letter above referred to seems to have been based upon the ruling given in letter No. 81 R.T., dated 18th January 1886, from the Under-Secretary to the Government of India to the Consulting Engineer to the Government of India for Guaranteed Railways, Calcutta.

I beg, however, to point out that rules 6 and 10 of enclosure No. 2 to Railway Circular XXVI of 1884 are misleading. As I read rule 6 the payment to be made for officers and troops travelling in first and second class carriages will be for the full number of seats authorised for ordinary traffic. Rule 10 provides for extra accommodation being given in a reserved compartment, but does not state that such accommodation is to be charged for at contract rates. In the letter now under acknowledgment the company is required to provide extra accommodation on troop trains for the same number of fares, but at contract rates, that the company grants to occupiers of carriages who pay a limited number of first and second class fares for reserved compartments when travelling by ordinary train.

I doubt if the present reading of the provision of the contract is equitable and I am not prepared to say that the Board of Directors will take the same view that the Government of India have arrived at.

With ordinary trains when a single compartment of a carriage is engaged at reserved fares the other compartments of the carriage are available for the general public and are freely made use of, so that the company can afford in the case of a first-class compartment to accept 3 first-class fares instead of 4, and, in the case of a second-class sleeping compartment for night travelling, to accept 5 second-class fares instead of 6.

With troop extra trains, however, which are run exclusively for the conveyance of soldiers the case is different, as in the event of a single compartment only being required for extra accommodation for troops the remaining compartments must remain unoccupied and the company has no opportunity of receiving any revenue for such compartments. This in the case of the Madras Railway shows that a whole first-class saloon to seat eight passengers may be required to run for three second-class fares yielding only 1 anna 9 pies per mile and that a whole second-class sleeping carriage to seat 24 passengers may be required to run for five third-class fares yielding only 7½ pies per mile. Either rule 6 must, I think, be accepted as allowing the company to charge for each and every compartment of a special carriage supplied for extra accommodation, or rule 10 must be held to apply to reserved compartments being charged for at the same rate as to the public for the vehicle actually provided. In the former case this company would earn as a maximum rate for a first-class carriage 6 second-class fares equal to 3 annas 6 pies per vehicle per mile and for a second-class carriage twenty third-class fares equal to 2 annas 6 pies per vehicle per mile, while in the latter case if only a single compartment of a carriage is occupied the company would earn for a first-class saloon 3 first-class fares equal to 4 annas 6 pies per vehicle per mile and for a second-class carriage five second-class fares equal to 2 annas 11 pies per vehicle per mile.

In neither case, however, would the company earn as much from the Government as from the public as it is seldom that more than a single reserved compartment by a train is applied for by the public and the unreserved compartments of carriages are consequently filled up to the full sitting number that seats are provided for.

The company has no desire to depart from the conditions of its contract, but, I think, I have shown that rules 6 and 10 require a liberal interpretation when applied to reserved compartments provided for "extra accommodation" on troop trains.

From the Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated 6th May 1889, No. C. ^{508 A. & M.} 13151.

With reference to the Consulting Engineer's letter No. 376 of the 26th ultimo and your endorsement thereon, I would ask you to kindly refer again to my letter No. ^{C.} ^{A. & M.} 568 of the 9th March 1887.

I cannot see that any other interpretation than that I have placed upon rule 1 (e) and rule 27 of the Public Works Circular No. XXVI of 1884 can be accepted by the Madras Railway because it was manifestly, I think, the intention of the military committee that different rates should be charged for personal baggage and guns, ammunition, horses, military stores, carriages, wagons, camp equipage, and equipments generally, because on the reverse of the warrants, forms C and D, personal baggage is shown separately from all other stores, &c., and this is in accordance with the contract with the Secretary of State.

I do not think the interpretation arrived at by the Government of India in the letter from the Secretary to the Government of India in the Military Department and addressed to the Secretary to the Government of Madras, Military Department, and dated Simla, 23rd June 1887, can be accepted by the Madras Railway as it is distinctly opposed to the contract.

From the Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated 19th June 1889, No. C. ^{508 A. & M.} 13330.

With reference to your endorsement of the 14th ultimo upon copy of letter No. 423, dated the 13th idem, from the Consulting Engineer for Railways, I beg to point out that this company has never accepted as a whole Public Works Circular XXVI of 1884.

On the contrary we have contended since the circular first reached us that certain of the conditions laid down in it were opposed to our contract with the Secretary of State.

Where we could do so without any very serious loss we have carried out the provisions of the circular for the sake of uniformity, but in the matter of excess baggage carried by troop extra train, I do not think that we should be urged further to accept conditions which will result in so large a pecuniary loss to us.

I do not understand that there has been any definite ruling of the Government of India in reference to the dispute that we are interested in. It is true the Consulting Engineer for Railways to the Government of Madras in a letter he addressed to the Examiner of Commissariat Accounts on the 1st April 1887 expressed his opinion that, in cases where the stores carried by extra troop were the property of the regiment, they should be carried at the rate of 0.8 pies per maund per mile and that his opinion was subsequently confirmed by the Officiating Secretary to the Military Department of the Government of India.

I am unable, however, to learn from what data this opinion was arrived at and it seems to me to be opposed to rule 1 (e) and rule 27 of the circular under reference.

While rule 1 (e) lays down specifically that stores, camp equipage and "all equipments whatsoever" are to be carried at classified rates, rule 27 seems to me to clearly determine that only personal baggage in excess of the free allowance carried by troop extra train, whether the freight be paid by the Government or the officer on the spot, shall be charged at the rate of 0.8 pies per maund per mile.

The word "personal" in the second line of rule 27 has undoubtedly been omitted and has caused this reference, or why in the first paragraph of rule 27 should the circular provide that "all baggage" in excess of the free allowance carried by ordinary passenger train is to be charged for at the public rates.

Personal baggage in excess of the free allowance, whether it is tendered by the Government or the officer in charge, we are prepared to carry by extra troop trains at the special rate of 0.8 pies per maund per mile, but baggage which belongs to the regiment, whether in the shape of tents or clothing, &c., I contend, should, in accordance with rule 1 (e), be charged for at the lowest class rate in force.

From the Acting Agent and Manager, Madras Railway Company, to the Traffic Manager, Madras Railway Company, dated 4th February 1890, No. ⁴⁰⁹⁵ 861.

[Charges on troop trains.]

[Your No. C. ⁹⁷⁷⁸⁸ ¹⁴³⁶⁵ of 31st January 1890.]

Nothing has reached this office to show that the Proceedings of the Madras Government, No. ⁹³¹ ^{A.} R., Public Works, have received the approval of the Government of India, but looking

at the quotation in para. 5, at page 6, from Military Department letter No. 2377 C. of 26th October 1888, it is thought that the disapproval of the Government of India is not likely to be recorded.

From the Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated 13th June 1890, No. C. ^{508 A. & M.} _{14910.}

I beg to acknowledge receipt of your letter No. ⁴⁰⁹⁵ _{5342.} of the 10th instant, enclosing copies of two letters from the Examiner of Commissariat Accounts, Poona, dated, respectively, the 19th December 1889 and the 31st May 1890, and copies of two letters written by our Chief Auditor, dated, respectively, the 24th January and the 7th June 1890.

The charge for "extra accommodation in troop trains" has previously formed the subject of correspondence, though the charge is not specifically alluded to in the reference which ended with Madras Government Order No. 931 R., dated the 27th August 1889, and which is now reopened by the Examiner of Commissariat Accounts, Poona, in his letter No. 1313 of the 19th December last to this Company's Chief Auditor.

I wrote you very fully on the subject of "extra accommodation in troop trains" on the 13th March 1888 and for ready reference I embody my remarks in full (see attached copy of letter to Agent and Manager, dated 13th March 1888).

A copy of this letter was sent to the Chief Auditor for his information on the 18th June 1889 on receipt from your office of copy of the Consulting Engineer's endorsement No. 305 of the 12th June 1889 upon copy of the Proceedings of the Government of India No. 175 R. T. of the 23rd May 1889.

Since my letter of the 13th March 1888 was written, the conditions applying to "reserved" accommodation have somewhat changed, as, under the authority of Government, four fares instead of three are now demanded for a reserved compartment of a single carriage and six fares instead of five for a reserved compartment of a second-class carriage, while the first-class fares have been reduced from 18 pias a mile to 12 pias a mile and the second-class fares from 7 pias a mile to 6 pias a mile.

The change in the rates has necessarily tended to still further reduce the cost to the Government of conveying troops over the Madras Railway and this fact should not be lost sight of by the Examiners in their desire to interpret the rules in all cases in favour of the Government.

Our practice from the opening of the railway has been to charge in full for any carriage attached to a troop extra train, for the simple reason that we are prohibited from carrying ordinary passengers by a troop train and have, therefore, no means of filling any empty seats which the troops may not occupy.

Rules 6 and 10 of enclosure No. 2 of Railway Circular XXVI of 1884 are, as I have pointed out, misleading, and these rules should, in my opinion, be interpreted by Examiners in the light of past experience and on the lines that we have worked to for so many years.

It is the exception and not the rule for "extra" vehicles to be attached to troop trains as it is only, in the event of 9 officers requiring accommodation instead of 8 in a first-class carriage or for soldiers in excess of 32, 64, or 96 travelling in second-class vehicles, that additional carriages are wanted and generally the despatching officer, by giving extra room to invalids, can so arrange the train that each and every carriage is fully occupied.

The value to the company or the Government of the "extra accommodation in troop trains" referred to by the Examiner of Commissariat Accounts is therefore of little moment and the question is one that really ought not to have been raised except perhaps between the despatching officers of the Quartermaster-General's Department and the Accounts Department of Government.

There is a very large amount of money however at stake in the question that has already been settled by the Local Government in its order of the 27th August 1889 and I do not think that any compromise satisfactory to the company can be suggested.

We have of course no desire to exclude regimental or other stores from troop extra trains if it is a convenience to the Government and to regiments to despatch limited quantities of stores by trains carrying passengers, but in all such cases the stores so despatched should be specially shown on warrants and weighed separately that our charges may be correctly levied.

From the Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated 16th June 1891, No. C. ^{134 A. & M.} _{16342.}

Your endorsement of the 2nd instant upon letter No. 471 of the 29th May 1891 from the Officiating Consulting Engineer for Railways.

2. I do not know that I can add to my letters of the 7th October 1886, the 26th August 1887 and the 6th May and 19th June 1889, all of which bear particularly upon the question of

the conveyance of troops baggage, but I will endeavour to reply *seriatim* to the letter now received from the Government of India—

(a) Baggage and military equipage are already separated by the Military authorities on the reverse of warrant form D.

(b) Excess personal baggage is charged by ordinary passenger train at 2 pias per maund per mile and by troop and extra train at 0.8 pias per maund per mile, but, under rule 1 (e) of Public Works Circular No. XXVI of 1884, equipage cannot be regarded as personal baggage.

(c) Camp equipage and equipments are charged to the public at fourth-class rates by the Madras Railway when conveyed by goods train and not at third-class goods rates, but, if the contention that a troop train is a coaching train is accepted, then a higher rate than the fourth-class goods rate is obviously due to the company.

3. We have no desire to charge the Government a higher rate than we charge to the public, in fact the acceptance by the company of the rate of 0.8 pias per maund per mile for *personal* baggage when conveyed by troop extra train instead of the public rate of 2 pias per maund per mile shows that we are disposed to treat troops personal baggage favourably, but we know from experience that, when troop extra trains are ordered, tents, cooking utensils, workshop and regimental stores, ammunition and hospital and medical stores and necessaries are crowded upon us to such an extent as baggage that we are obliged at times to run two trains when one would otherwise answer, because, under Government rules, troops and their baggage must not be separated.

4. Troop trains like coaching trains are limited and we infinitely prefer to receive equipage of all kinds for conveyance by goods train at the public rates even if those rates are lower than the baggage rate of 0.8 pias per maund per mile.

5. Troops are carried by troop extra train at the very low rate of 1½ pias per mile, and, remembering the limited number of soldiers that we place in a compartment, it is a question whether, if we consented to carry large quantities of equipage at 0.8 pias per maund per mile, we should not run such trains at a loss on this railway.

6. Our objections to certain clauses of Public Works Circular No. XXVI of 1884 have been very clearly stated, and, as these objections have now spread over a number of years, I respectfully submit that the necessary instructions may be given to the Military Examiners of Accounts.

7. The Poona Examiner has persistently refused to allow us our authorised and legitimate charges and we have a large amount outstanding in consequence on our books which should not, I think, remain longer unadjusted.

8. The Madras Government, in its Order No. 931 A. of the 27th August 1889, has supported our contention in respect to charges for troops equipage, but the Poona Examiner does not, I presume, recognise the authority of the Madras Government, and, consequently, on all troops, which are booked through from stations within the jurisdiction of the Poona Examiner, these disputes arise.

9. We can of course cancel through booking and demand separate warrants from or to Raichur, but this would put military officers to trouble.

10. Perhaps a solution of the difficulty is to be found in the Government issuing instructions for our "compendium of orders for the movement of troops" to be accepted by Examiner of Accounts. There is nothing in this book opposed in any way to our contract and I believe, as a matter of fact, the compendium is found most useful by the local military despatching officers, all of whom were furnished with copies of the book through your office in March 1889.

Submitted to Government, for transmission to the Government of India, with reference to its No. 939 R.T., dated 24th December 1890, on the subject of the transport of troops and military baggage by railway and to subsequent reminders ending with Public Works Department, No. ⁹³⁹ ₃, dated 8th June 1891 (No. 3024 C., dated 23rd June 1891).

2. The Agents, Madras and South Indian Railways, were requested to report whether, on behalf of their respective railways, they were willing to carry out the several proposals and recommendations of the local committee, which have been accepted by the Government of India.

3. The Agent, South Indian Railway, has agreed to accept the proposals and recommendations in their entirety, but the Agent and Manager, Madras Railway, demurs to certain clauses and imports into his reply matter relating to a claim by the

9TH JULY 1891, No. 1575 R., PUBLIC WORKS.

company on account of charges for the conveyance of certain military property, which formed the subject of a lengthy correspondence ending with Government of India letter No. 361 R.T., dated 12th May 1891 (G.O., No. 2645 C., dated 25th May 1891), herewith returned.

ORDER—dated 9th July 1891, No. 1575 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 361 R.T., dated 12th May 1891.

(Here enter No. 1576 R., dated 9th July 1891.)

(True Extract.)

(Signed) W. H. COAKER, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Military Department.

ENDORSEMENT—dated 9th July 1891, No. 1576 R., Public Works.

Forwarded.

(By Order.)

(Signed) W. H. COAKER, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

RAILWAY.

Gobt. of {1891} Madras.
PUBLIC WORKS.

Dated July, 9th.

Recd.

Encl.

G.O., 9th July 1891, Nos. 1575 R.,
1576 R.

JULY.

Transport of Troops and
Military Baggage by Rail

Forwarding correspondence on the subject
of —.

GOVERNMENT OF MADRAS.

MILITARY DEPARTMENT.

26th March 1885, No. 1622.

Transport—Railway.

Read the following paper:—

No. 365. From Colonel A. CROOKSHANK, Officiating Deputy Secretary to the Government of India, Military Department, to Lieutenant-Colonel A. KENNEY-HERBERT, Officiating Secretary to the Government of Madras, Military Department; dated Fort William, 18th March 1885, No. 431-C.

Transport—Railway.

In continuation of Military Department No. 189-C. of the 6th February 1885, I am directed to forward a copy of the correspondence noted in the margin and to ask that, under the orders of the Governor in Council, the arrangements therein indicated for the assembly of local committees to fix the accommodation which should be provided for soldiers in railway carriages, &c., may be given effect to.

Memorandum from Colonel W. S. TREVER, R.E., Secretary to the Government of India, Public Works Department (Railway Traffic), to the Secretary to the Government of India, Military Department; dated Fort William, 14th March 1885, No. 222-R.T.

With reference to Military Department endorsement forwarding copy of a letter, No. 189-C., dated the 6th February 1885, to the Quarter Master General in India regarding the assembly of local committees in the Bengal presidency to fix the accommodation which should be provided for soldiers in railway carriages, &c., together with a list of the military districts and divisions at which the committees are to assemble, the undersigned is directed to suggest that the list may be revised in accordance with the accompanying list.

2. The re-arrangement of the list appears necessary in connection with the orders in para. 4 of the letter to the Quarter Master General, viz., that the committees should be assembled at the railway head-quarters of each line in the Bengal presidency, and also in consideration of the circumstance that the State Railways worked by the East Indian Railway have no vehicles of their own.

3. For the Madras presidency it seems desirable that a committee should assemble at Madras for the Madras Railway, at Trichinopoly for the South Indian Railway, and at Bellary for the sections of the Southern Mahratta Railway between Bellary and Hospett and between Hotgi (near Sholapore) and Gadag, as the only stock owned by the company is, it is believed, running on these sections of the line.

4. For the Bombay presidency a committee should assemble at Bombay for the Great Indian Peninsula and Bombay, Baroda and Central Indian Railways, and another at Nasirabad for the Rajputana Malwa Railway.

5. If it is necessary for the military committees to view the stock of Native State Railways, that of His Highness the Nizam's State Railway might be done at Secunderabad, that of the Gaekwar's Railway by the Bombay Committee, the Kathiawar Railways by a committee from Ahmedabad, the Jodhpore State Railway from Nasirabad, and the Mysore State Railway from Bangalore; but it seems doubtful if such committees should be allowed to mark the stock, or, if the railway authorities permit it, that the expense of marking should be defrayed by the Native States owning these lines.

List.

		Bengal Central Railway.	
		Eastern Bengal State Railway (including Damukdia Branch of Northern Bengal State Railway and Calcutta and South-Eastern State Railway).	
		Darjeeling Himalayan Railway.	
		Kannia Dharlla Railway.	
Presidency District	...	Nalhati State Railway.	
		Northern Bengal State Railway.	
		Deoghur Railway.	
		East Indian Railway.	
		Dildarnagar Ghazipur State Railway,	} Worked by East Indian Railway Company.
		Patna Gya State Railway,	
		Sindia State Railway,	
		Tarakesur Railway,	
Allahabad Division	...	Cawnpore Achneyra State Railway (including Muttra-Hatrass State Railway).	
		Tirhoot State Railway.	
Oudh Division	...	Bengal and North-Western Railway.	
		Oudh and Rohilcund Railway.	
Rohilcund District	...	Rohilcund and Kumaon Railway.	
		Bareilly Pilibheet Railway.	
Eastern Frontier District	...	Assam Railway.	
Lahore Division	...	Sind, Punjab and Delhi Railway.	
		Amritsar, Pathankot Railway (worked by Sind, Punjab and Delhi Railway).	
Rawal Pindi Division	...	Indus Valley State Railway.	
		Punjab Northern State Railway.	

No. 366.

ORDER THEREON, 26th March 1885, No. 1622.

Communicated for the information of His Excellency the Commander-in-Chief in continuation of Proceedings of Government, No. 825, dated 16th February 1885, and for guidance.

(True Extract.)

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
Offg. Secretary to Government.

To the Quarter Master General.
,, Public Works Department.
,, Adjutant-General, for information.

Exd. E. C. Shunker.

Order thereon No. 363 R, d/ 6 April 1885.

Communicated to the Consulting Engineer for Railway in continuation of Proceedings No. 197 R, dated 21st Feb'y 1885.

(In Extract.)

By C. J. Smith
R

* Let me see all papers connected with these Committees in this Presidency.

(S) C. J. S.

The Consulting Engineer for Railways

"Manager, Eto, Ry: Sect

Govt. of (1885) Madras.
MILITARY.

To THE QUARTER MASTER GENERAL,
&c., &c., &c.

Dated March, 26th.

Issued

Recd.

Encl.

G.O., 26th March 1885, No. 1622.

MARCH.
Nos. 365-366.

Transport—Railway.

Local Committees.—Instructions issued by the Government of India for giving effect to certain arrangements for the assembly of — to fix the accommodation to be provided for soldiers in railway carriages, &c.

with order

Order thereon No. 364 R, d/ 6 April 1885.

Communicated to the Comdg: Engr: for Ry: in Continuation of Pros: No. 363 R, dated 6th April 1885.

(In Extract.)

By C. J. Smith
R

To the Comdg: Engr: for Ry:
" Engr: Eto: Ry: Secy-

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

To

No. 252 R. T.

Dated March 24, 1885.

Received

Assembly of Committees to fix the accommodation which should be provided for soldiers in Railway carriages, &c.

No. 404, P. W. D. Press—24-3-85—450.

with order

3646-1/64-85

No. 252 R. T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

To

THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL, AND THE NORTH-WESTERN PROVINCES
AND OUDH.
THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES, ASSAM, AND BRITISH BURMA.
THE RESIDENTS, HYDERABAD AND MYSORE.
THE AGENT TO THE GOVERNOR GENERAL FOR CENTRAL INDIA.
THE DIRECTOR GENERAL OF RAILWAYS.
THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR GUARANTEED RAILWAYS.

Fort William, March 24, 1885.

The following is forwarded for information and guidance.

By order,

FRED. FIREBRACE, Major, R. E.,

Under Secretary.

No. 222 R. T., dated 14th March 1885.

Memo. from—The Government of India, Public Works Department,

To—The Government of India, Military Department.

With reference to Military Department endorsement, forwarding copy of a letter, No. 189 C., dated the 6th February 1885, to the Quarter Master General in India, regarding the assembly of Local Committees in the Bengal Presidency to fix the accommodation which should be provided for soldiers in railway carriages, &c., together with a list of the Military Districts and Divisions at which the Committees are to assemble, the undersigned is directed to suggest that the list may be revised in accordance with the accompanying list.

2. The re-arrangement of the list appears necessary in connection with the orders in para. 4 of the letter to the Quarter Master General, viz., that the Committees should be assembled at the railway head-quarters of each line in the Bengal Presidency, and also in consideration of the circumstance that the State Railways worked by the East Indian Railway have no vehicles of their own.

3. For the Madras Presidency, it seems desirable that a Committee should assemble at Madras for the Madras Railway, at Trichinopoly for the South Indian Railway, and at Bellary for the sections of the Southern Mahratta Railway between Bellary and Hospett and between Hotgi (near Sholapore) and Gadag, as the only stock owned by the Company is, it is believed, running on these sections of the line.

4. For the Bombay Presidency, a Committee should assemble at Bombay for the Great Indian Peninsula and Bombay, Baroda and Central India Railways, and another at Nasirabad for the Rajputana-Malwa Railway.

5. If it is necessary for the Military Committees to view the stock of Native State Railways, that of His Highness the Nizam's State Railway might be done at Secunderabad, that of the Gaekwar's Railway by the Bombay Committee, the Kattiawar Railways by a Committee from Ahmedabad, the Jodhpore State Railway from Nasirabad, and the Mysore State Railway from Bangalore; but it seems doubtful if such Committees should be allowed to mark the stock, or if the railway authorities permit it, that the expense of marking should be defrayed by the Native States owning these lines.

LIST.

Presidency District	...	Bengal Central Railway.	} Worked by East Indian Railway Company.
		Eastern Bengal State Railway (including Damukdia Branch of Northern Bengal State Railway, and Calcutta and South-Eastern State Railway).	
		Darjeeling-Himalayan Railway.	
		Kaunia-Dhurla Railway.	
		Nalhati State Railway.	
		Northern Bengal State Railway.	
		Deoghur Railway.	
		East Indian Railway.	
		Dildarnagar-Ghazipur State Railway.	
		Patna-Gya State Railway.	
Allahabad Division	...	Sindia State Railway.	
		Tarakessur Railway.	
Oudh Division	...	Cawnpore-Achnera State Railway (including Muttra-Hathras State Railway).	
		Tirhoot State Railway.	
Rohilkhand District	...	Bengal and North-Western Railway.	
		Oudh and Rohilkhand Railway.	
Eastern Frontier District	...	Rohilkhand-Kumaon Railway.	
		Bareilly-Pilibhit Railway.	
Lahore Division	...	Assam Railway.	
		Sind, Punjab and Delhi Railway.	
Rawalpindi Division	...	Amritsar-Pathankot Railway (worked by Sind, Punjab and Delhi Railway).	
		Indus Valley State Railway.	
		Punjab Northern State Railway.	

No. 431 C., dated 28th March 1885.

Transport
Railway.

From—Colonel A. Crookshank, Offg. Depy. Secy. to the Govt. of India,
Military Department,
To—The Quarter Master General in India.

The Secretary to the Government of Madras, Military Department.

In continuation of Military Department No. 189 C. of the 6th February 1885, I am directed to forward a copy of the correspondence noted in the margin, and to ask that, under the orders of the Commander-in-Chief, the arrangements therein indicated for the assembly of Local Committees to fix the accommodation which should be provided for soldiers in railway carriages, &c., may be given effect to.

Copy of the above forwarded to the Public Works Department.

GOVERNMENT OF MADRAS.

MILITARY DEPARTMENT.

30th December 1884, No. 6415.

Transport—Railway.

Read the following paper :—

No. 306. From Colonel G. CHESNEY, Secretary to the Government of India, Military Department, to the Quarter Master General in India; dated Fort William, the 12th December 1884, No. 544-C.

I am directed to acknowledge the receipt of your letter, No. 7148-A. (Transport—Inland), dated the 24th November 1884, in which you say that the Commander-in-Chief in India does not think that any special rules are needed for the guidance of the committees to be assembled to fix the accommodation for soldiers in railway carriages on Indian lines, as in His Excellency's opinion it will be sufficient if such committees are told that they should be guided by their own judgment after actual experiment, if required, and by the rules in the Transport Regulations, Inland, and enclosure 2 of Railway Circular XXVI of 1884.

2. In reply I am to say, for the information of the Commander-in-Chief, that, under the circumstances explained, nothing more seems necessary pending the receipt of the reports of the local committees, which should now assemble without further delay.

From Major R. McG. STEWART, R.A., Assistant Quarter Master General, for Quarter Master General in India, to the Secretary to the Government of India, Military Department; dated Simla, 24th November 1884, No. 7148-A. (Transport—Inland).

With reference to Military Department No. 1070-S.C. (Transport—Railway), dated 15th October 1884, asking that the Commander-in-Chief will submit draft rules for the guidance of committees appointed to fix the accommodation in railway carriages on Indian lines, I am desired to say that His Excellency thinks no special rules are needed, save to instruct the committees to be guided by their own judgment after actual experiment if needed, and by the rules issued in the Transport Regulations, Part II, and in enclosure 2 to Railway Circular XXVI of 1884.

2. As it was possible that some special rules might be required for the Madras and Bombay railways, reference on this point was made to the Commanders-in-Chief of those presidencies. Their replies are submitted for information.

3. From the wording of the resolution forwarded with Military Department memorandum under reply, it would seem that the duty of these committees is confined to the assignation of accommodation in "each type of carriage, not being the ordinary first or second class, tendered by each railway administration for the conveyance of troops." As the duty of the committee has been confined to this narrow limit, no need for any special rule, beyond those stated in para. 1, suggests itself. The accommodation in carriages of the types specified has, it is believed, been already fixed in most cases, and has been allotted on all lines for many years past without

dissension, save perhaps on the narrow-gauge railways, and on these the orders of the Government of India have been communicated. They are, moreover, definitely promulgated in Rule 8 of the enclosure to Railway Circular XXVI of 1884.

4. It is not apparently contemplated that these committees should allot accommodation in the various types of second-class carriages employed on the Indian lines, or in vehicles for the carriage of cattle, baggage, ordnance, ammunition and stores.

From Brigadier-General A. G. F. HOGG, Quarter Master General, for Commander-in-Chief, Bombay Army, to the Quarter Master General in India; dated Poona, 4th November 1884, No. 11-42-3974.

In acknowledging the receipt of your letter, No. 6382-A., of the 25th ultimo, I have the honor to state that it is difficult to draw up any rules for the guidance of the committees to be assembled to fix the number of troops to be accommodated in each type of carriage tendered by each railway administration. The committees must be guided in the matter by a practical experiment assisted by common sense.

2. A carriage of every description of class should be marshalled for the inspection of the committee at the head-quarters station of each railway, and a sufficient number of European soldiers fully accoutred should be paraded and a practical test made, bearing in mind that troops are as a rule from 10 to 14 hours at a time in the train, and should therefore not be cramped up in any way.

3. In cases of third-class carriages, I consider that more space should be allowed, as the accommodation is not so comfortable as in a second class.

4. As regards the number of seats to be paid for in a carriage inferior to that by which the soldier is entitled to be conveyed, I think that it should be so fixed as to discourage the railway company from supplying the inferior class of vehicle.

From Major A. G. HUTCHINS, Officiating Deputy Quarter Master General, for Commander-in-Chief, Madras Army, to the Quarter Master General in India; dated Ootacamund, 8th November 1884, No. 1270-B. (Transport—Inland).

I have the honor to acknowledge the receipt of your letter, dated the 25th ultimo, number 6381-A., forwarding copy of a letter from the Government of India respecting the assembly of local committees at head-quarters of each railway in India, to fix the number of seats to be paid for in each type of carriage other than the ordinary first or second class tendered by each railway for conveyance of troops, and calling for the submission of rules for the guidance of such committees. and subject as per margin, and in reply to inform you that, with the exception of the ordinary third-class carriages, some of which are not suitable for the conveyance of troops, and which consequently are used only as laid down in para. 227, Part II, Transport Regulations, viz., in exceptional contingencies, there are no carriages used for conveyance of troops on the railways in this presidency other than first or second class vehicles.

2. It does not appear necessary, therefore, to frame any particular rules in this presidency, except as to the number of soldiers to be conveyed in third-class carriages when such are made use of.

3. Referring to clauses 1 and 7 of rule 8 of the Revised rules for the Transport of Troops by Railway, dated Simla, 18th September 1884, No. XXVI, I am of opinion that the system as at present in force and as laid down in para. 227, Part II, Transport Regulations, before quoted, viz., that "each soldier be allowed double the accommodation authorized for a civilian passenger," should be adhered to in the Madras presidency.

No. 544-C.

Transport—Railway.

Copy of the above, and of the letter to which it is a reply (with enclosures), forwarded, in continuation of No. 1070-S.C., dated 13th October 1884, to the Secretary to the Government of Madras, Military Department.

(By Order.)

FORT WILLIAM,
12th December 1884.

(Signed)

W. J. B. BIRD, Captain,
Asst. Secy. to the Govt. of India.

No. 307. ORDER THEREON, 30th December 1884, No. 6415.

Communicated, in continuation of Proceedings of Government, No. 5342, dated 3rd November 1884, to His Excellency the Commander-in-Chief and the Public Works Department.

(True Extract.)

(Signed)

A. KENNEY-HERBERT, Lt.-Col.,

Offg. Secretary to Government.

To the Quarter Master General.

" Public Works Department (Railways).
" Adjutant-General, for information.

Exd. E. C. Shunker.

Govt. of (1884) Madras.

MILITARY.

To
THE QUARTER MASTER GENERAL,
&c., &c., &c.

Dated December, 30th.

Issued

Recd.

Encl.

G.O., 30th December 1884, No. 6415.

DECEMBER.
Nos. 306-307.

Transport—Railway.

Local Committees.—Assembly, without further delay, of — to fix the accommodation for soldiers in railway carriages on Indian lines, directed by the Government of India.

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.

With Order

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 Administrations 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.

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, 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.

* 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 E (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 mule, respectively, for upper and lower classes."

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 _____

(name)

Certified that (rank) _____

(Corps or Department)

is proceeding on duty, and

to _____

is entitled to conveyance from _____

class railway carriage upon payment

in a _____

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.

[Block to be retained as Office copy.]

Railway Warrant Form D. (For Troop Extra Trains.)

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 at

1	2	3	4	5	6
Class of accommodation to be provided.	Particulars.	Number or quantity for whom carriage is required.	Number of seats to be provided by the Railway. (c)	Actually provided with conveyance (seats number or quantity). (d)	Nature of movement with number and date of General or other Order directing it.
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 (b) Children of ditto .. { Over 12 years of age .. Between 3 and 12 years .. Under 3 years (free) .. Lying down or hospital accommodation .. Prisoners and escort .. Insanes and escort .. 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 .. { Over 12 years of age .. Between 3 and 12 years .. Under 3 years (free) .. Hospital and lying down accommodation .. Prisoners and escort .. Insanes and escort .. Seats reserved for Invalid carriages, seats Horses in horse-boxes with one attendant each at public expense Horses in cattle trucks or covered wagons at public expense Ponies, mules, cattle, &c. Guns and wagons, pairs of wheels Ammunition (d) BAGGAGE, &c. (vide details on back). Equipment and stores chargeable to Government 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 in horse-boxes with one attendant each at owner's expense Soldiers' dogs to be paid for by owners				
2nd CLASS.					
3rd CLASS.					

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

In Medical Charge

[To be issued to Railway Authorities.]

Railway Warrant Form D. (For Troop Extra Trains.)

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 at

1	2	3	4	5	6	To be filled up by the Railway.										TOTAL.	
Class of accommodation to be provided.	Particulars.	Number or quantity for whom carriage is required.	Number of seats to be provided by the Railway. (c)	Actually provided with conveyance (seats number or quantity). (d)	Nature of movement with number and date of General or other Order directing it.	Railway.		Railway.		Railway.		Railway.		Railway.		TOTAL.	
						Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	RS.	A.
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 (b) Children of ditto { Over 12 years of age Between 3 and 12 years Under 3 years (free) Lying down or hospital accommodation Prisoners and escort Insanes and escort 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) Hospital and lying down accommodation Prisoners and escort Insanes and escort Seats reserved for Invalid carriages, seats Horses in horse-boxes with one attendant each at public expense Horses in cattle trucks or covered wagons at public expense Ponies, mules, cattle, &c. Guns and wagons, pairs of wheels Ammunition (d) BAGGAGE, &c. (vide details on back). Equipment and stores chargeable to Government 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 in horse-boxes with one attendant each at owner's expense Soldiers' dogs to be paid for by owners Total payable on spot					RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.
2nd CLASS.																	
3rd CLASS.																	
Grand Total ..																	

- (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 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 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.

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 5 "		Libraries and other regimental institutions	
	Subalterns 4 "		Soldiers' voluntary workshops	
	Officers' wives 4 "		Hospital equipment	
	Do. children 2 "		Medical equipment	
	Do. children 1 "		Regimental necessities	
	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 1/2 "		CAMP EQUIPAGE.	
	Native non-commissioned officers, rank and file, followers .. 1/2 "		For officers	
	Wives of ditto 1/2 "		For warrant officers	
	Children of ditto 1/4 "		For troops	
	Total ..		Total ..	

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 5 "		Libraries and other regimental institutions	
	Subalterns 4 "		Soldiers' voluntary workshops	
	Officers' wives 4 "		Hospital equipment	
	Do. children 2 "		Medical equipment	
	Do. children 1 "		Regimental necessities	
	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 1/2 "		CAMP EQUIPAGE.	
	Native non-commissioned officers, rank and file, followers .. 1/2 "		For officers	
	Wives of ditto 1/2 "		For warrant officers	
	Children of ditto 1/4 "		For troops	
	Total ..		Total ..	

Credit Note.

To THE GOVERNMENT OF _____

Transfer to the credit of the _____ Railway _____ the

sum of Rupees _____ as particularised on reverse.

Station Master { _____

[Block to be retained as Office copy.]

Railway Warrant Form C.

No. _____ Station and date _____

No.

TO THE STATION MASTER.

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

to _____, vid _____ on presentation of this warrant:—

	1	2	3	4	5	6
	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). (d)	(1) Rank, names, regiment or department of the 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 (b) Children of ditto { Over 12 years of age { Between 3 and 12 years { Under 3 years (free) .. Lying down accommodation. Seats reserved for .. { Prisoners and escort { Insanes and escort .. 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) .. Hospital and lying-down Seats reserved for .. accommodation { Prisoners and escort { Insanes and escort .. 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. (<i>vide details on back</i>). 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				(1)
2ND CLASS.						(2)
3RD CLASS.		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 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 free conveyance by rail under any circumstances.
(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 4 than 20 seers each for the number actually provided with conveyance.)

Officers issuing warrant

Certified that conveyance has 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
have been provided.

In Medical Charge

[To be issued to Railway Authorities.]

No.

Railway Warrant Form C.

No. _____. Station and date

TO THE STATION MASTER

to _____ via _____ on presentation of this Warrant :—

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

[illegible]

(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 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 4 than 20 seers 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

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.
3rd-class

Certified that

In Medical Charge

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 numbers of the Committee have an opportunity of reading Government of India Resolution No. 845 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 13 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

ms no 981 R84-X-84.

Agosto