

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 692 R

DATED 15th December

His Highness the ^[Despatch Abstract.] Vizianagar Guaranteed State
Railway Company (Limited). — A list of rolling
stock in use on the — showing the carrying
capacity of the carriages when available for
troop traffic, forwarded to the Govt of India.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

No. 939 R. T. ♀

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Simla, the 24th December 1890.

Transport of troops and military baggage by railway.

Read—

Public Works Department Circular No. XXVI Railway, dated 18th September 1884. Rule 8, Section 7, of enclosure No. 2 of this Circular provides for a Special Committee to fix the number of troops to be accommodated in each type of carriage on railways in India, not being the ordinary 1st or 2nd class tendered by each railway administration for the conveyance of troops.

Public Works Department Nos. 4 and 5 R.T., dated 3rd January 1885, and 252-R.T., dated 24th March 1885, providing for the assembly of Local Committees at various stations instead of the Special Committee referred to in the above-mentioned Circular.

Read also—

The Reports of the Local Committees convened by the Circulars above read.

OBSERVATIONS.—The Committees of Military and Railway Officers convened in the Circulars above read were desired to report upon the following points connected with the transport of troops by railway:—

- I.—The number of seats to be allotted to officers, soldiers, and followers in each type of carriage used for transporting troops.
- II.—The rate of payment for such accommodation.
- III.—The mileage rate to be fixed for invalid, hospital, and ambulance carriages.
- IV.—The quantity of military baggage to be allotted to each brake van or wagon on a troop train.

2. As regards I, the accompanying schedule shows the accommodation which the various Committees have proposed.

3. With respect to II, the Local Committees differ as to the rate of payment for such accommodation.

4. The Railway Companies on the standard gauge have, however, agreed generally to the principle of a vehicle mileage charge for invalid, hospital, and ambulance carriages at the following rates:—

- (i) When running with load, 8 annas a mile.
- (ii) When running to obtain load, 2 annas a mile.
- (iii) When running empty, no charge.

These rates have been in force on the East Indian and on standard gauge State Railways since the Government orders of 1880,* which also prescribed for the metre gauge the following charges:—

• Vide Circular No. 11 Railway, dated 17th December 1880, and Circular No. 12 Railway, dated 20th June 1881.

- following charges:—
- (i) When running with load, 4 annas a mile.
 - (ii) When running to obtain load, 2 annas a mile.
 - (iii) When running empty, no charge.

5. As regards IV, the Railway Administrations have generally agreed that the maximum load of brake vans or wagons conveying military baggage by troop train should be the carrying capacity as marked on the brake van or wagon, and that the minimum charge should be half the carrying capacity marked on the brake van or wagon. This coincides with the practice prescribed in Rules 19, 20 and 27 of Public Works Department Circular No. XXVI Railway of 1884.

RESOLUTION.—The Governor General in Council agrees generally with the proposals of the Local Committees with respect to I, and accepts their recommendations regarding the accommodation for soldiers and followers in each type of vehicle on different railways. His Excellency in Council desires that on all State Railways each vehicle which is likely to convey troops should have conspicuously painted upon it the number of soldiers which the carriage will accommodate. The number of followers that can be accommodated need not be painted on the carriage, as that corresponds with the number of ordinary passengers which is already exhibited on each carriage.

The Government of India will be glad if the various Railway Companies will also paint on each vehicle used for troops its accommodation for soldiers.

2. It is important that a uniform scale should be adopted by all Railway Administrations in charging for the accommodation provided for military transport. The Government of India would be glad if, in order to secure this uniformity, the rates of payment prescribed in Rules 6, 10 and 11 of enclosure No. 2 of Public Works Department Circular No. XXVI Railway of 1884 were universally accepted, it being understood as regards Rule 10 that contract rates can be claimed only for seats actually occupied by persons amenable to the Army Act.

3. The Government of India hopes that there will be no difficulty in accepting the vehicle mileage rates above quoted for invalid, hospital, and ambulance accommodation, as uniformity in this matter is also most desirable. These rates have already been in force on State Railways and on the East Indian Railway for many years, and they have in some instances been accepted almost in their entirety by the Local Committees.

4. The conditions on which military baggage is to be conveyed by troop trains have also in the main been accepted by the Local Committees, and it is hoped that all Railway Companies will now agree to the rules above quoted in regard to this.

ORDER.—Ordered, that this Resolution be communicated to the Governments, Administrations, and Officers noted in the margin, with a request that the Government of India may be informed if the Railway Administrations under their control are prepared to accept the provisions above specified.

The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh.
The Chief Commissioners of Burma and Assam.
The Resident at Hyderabad.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

Ordered also, that this Resolution be forwarded to the Military Department and the Accountant General, Public Works Department, for information.

F. B. HEBBERT,
Offg. Under-Secretary.

Documents Accompanying.
One Schedule.

Schedule showing the number of seats to be allotted to troops in railway carriages used for transporting troops.

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.
East Indian	...	1st class of two compartments.	6 per compartment or 4 berths.		Accepted by Government.
		2nd class of two compartments.	12 per compartment.	12 seats in each compartment.	
		Intermediate of five compartments.	30 seats	30 seats	
		3rd class of six compartments.	60 seats	30 in cold weather. 24 in hot weather.	
Great Indian Peninsula.	...	2nd class	Type A	14	The Government of India accepts 30 soldiers in hot and cold weather alike as the load for these 3rd class carriages.
			B	16	
			C	10	
			D	12	
			H	12	
			3rd class (6 types inspected—A, B, C, D, E, and F.)	...	
Madras Railway	...	2nd class	...	40	Accepted by Government.
			2nd class (sleeping carriage).	24	
			3rd class (six compartments).	60	
Sind, Punjab and Delhi Railway, now the North-Western Railway.	...	1st class, No. 1	...	...	Accepted by Government.
			...	...	
		Composite, No. 1	...	...	
			...	...	
		2nd class, No. 1	...	...	
			...	...	
		Upper class	...	...	

There are only three or four carriages of type A and about the same number of type D now on the Railway. These types are not likely to be renewed.

Types A, B, C, and D are proposed to be used only on emergency, and then carry 20 men each. They need not be marked, as the type is unsuitable for troops.

Types E and F, at 6 men per compartment or 30 per vehicle, are recommended.

32 soldiers or 8 men in a compartment.

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. 36 soldiers or 60 followers.

To sleep 8 officers.

Ditto.

To sleep 4 officers or seat 10 soldiers.

Ditto.

To sleep 6 officers or seat 7 soldiers.

To seat 24 soldiers.

" " 18 "

To seat 19 soldiers (European). (One compartment of this carriage is not suitable for troops as it has no seats).

Schedule showing the number of seats to be allotted to troops in railway carriages—contd.

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.
Sind, Punjab and Delhi Railway, now the North-Western Railway—contd.	...	3rd class No. 1 ...	...	24 seats.	
	...	" " 2 ...	...	30 "	
	...	" " 3 ...	...	36 "	
	...	" " 4 ...	...	20 "	
	...	" " (double-storeyed).	...	Not suitable for soldiers. Can be used for followers.	
	...	Ambulance No. 1 ...	...	To seat 19 soldiers.	
Punjab Northern State Railway, now the North-Western Railway.	...	1st class	6 sitting, 4 lying down in each compartment.	1 per compartment.	Accepted by Government.
	...	All 2nd class	9	9 men per compartment.	
	...	" 3rd "	10 in each transverse compartment.	6 in each transverse compartment.	
	Type of carriage inspected.				
Indus Valley State Railway, now the North-Western Railway.	No. 1	Reserved	...	8 berths.	
	" 1	1st class	...	8 "	
	" 2	Do.	...	8 "	
	" 3	Do.	...	8 "	
	" 1	1st class ambulance	...	12 "	
	No. 1 & 2	Composite	...	Officers' 4 berths, 10 soldiers.	
	" 1 and 2	2nd class	...	22 soldiers.	
	No. 3	Do.	...	20 "	
	" 1	Intermediate	...	24 "	
	" 1	3rd class ambulance	...	30 "	
	" 2	Do. do.	...	19 "	
	" 3	Do. do.	...	22 "	
	" 4	Do. do.	...	30 "	
Oudh and Rohilkhand Railway.	No. 51	Upper class	10	Number of berths (5).	The Government of India accepts for hot and cold weather alike the numbers recommended for cold weather by the Local Committee.
	" 451	Intermediate	40	{ Hot weather, 4 per compartment. Cold weather, 6 per compartment.	
	" 264	Lower class	60	{ Hot weather, 4 per compartment. Cold weather, 6 per compartment.	

Schedule showing the number of seats to be allotted to troops in railway carriages—contd.

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.
Bombay, Baroda and Central India Railway.	...	2nd class (composite)	10	8 men.	
	...	" (ordinary transverse)	10	8 "	
	...	" (saloon) ...	40	33 "	
	...	" (through type)	40	32 "	
	76	3rd class (saloon) ...	60	32 "	
	83	" (ordinary) ..	72	42 "	
Eastern Bengal State Railway.	12	" (ambulance)	...	40 "	
	Type of vehicle inspected.				
	No. 10	Composite, 1st and 2nd class.	3 carriages have 32 seats and the rest 40.	17 men in 2nd class compartment.	
	No. 8, 9, 10	Composite, 1st and 2nd class.	7 carriages have 30 seats and the rest 32.	10 men in each 2nd class compartment (two 2nd class compartments).	
	No. 12	2nd class double saloon	4 carriages have 16 seats and the rest 21.	17 men in each of 2 compartments.	
	No. 15, 16	Intermediate, 6 compartments. e	60	6 men in each compartment in cold weather, 4 men in hot weather.	
His Highness the Nizam's State Railway.	No. 27	Ambulance, 3rd class, 6 compartments. f	30	Ditto.	Accepted by Government.
	No. 22, 23	3rd class, ordinary ...	60	Not suitable for troops. On emergency Native troops might be conveyed, 20 in each carriage.	
	1	1st class	12	12	
	6	Do.	9	6	
	1	Do. (saloon)	3	3	
	5	2nd class	16	16	
Indian Midland Railway.	3	Do.	20	20	
	3	Do.	30	20	
	8	3rd class	30	20	
	2	Do.	32	20	
	12	Do.	40	22	
	3	Do.	35	20	
	3	Do.	50	30	
	Type of carriage inspected.				
	8	1st class	12	8 officers.	
	34	{ Composite, 1st class 2nd class	6 12	4 " 12 soldiers.	
Indian Midland Railway.	8	Do.	24	24 "	
	120	3rd class	60	6 soldiers or 10 followers per compartment.	

e These now run as 3rd class carriages.

f Intermediate.

Schedule showing the number of seats to be allotted to troops in railway carriages—contd.

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.
South Indian Railway	18	1st class (double saloon).	8	8	Accepted by Government.
	11	Composite, 1st class...	{ 9 by day 5, night }	5	
		" 2nd " ...	8	6	
	15	" 1st class...	{ 6 by day 3, night }	3	
		" 2nd " ...	10	7	
	27	2nd class ...	18	14	
	27	Intermediate ...	26	20	
Rajputana-Malwa ...	284	3rd, ordinary ...	32	24 soldiers, 32 followers (15 of these carriages can be used as improvised ambulances).	Accepted by Government.
	31	3rd class (Cleminson's)	64	48 soldiers, 64 followers.	
		2nd class, with three lateral compartments.	18	18	
		Double, 2nd class ...	12	12	
		Saloon " Type A.	16	16	
		" " " B.	16	16	
		Compartments, 2nd class.	each 6	6	
	20	Composite, Intermediate.	16	0 men under all circumstances.	
	30	Intermediate ...	24	Saloon type, 8 per compartment or 16 in whole carriage.	
		3rd class ...	13	Journey of 8 hours 6 per compartment; otherwise 5 per compartment.	
	320	3rd class (old type, 6' wide).	32	6 per compartment journey of 8 hours; 5 per compartment otherwise.	
	271	3rd class (old type, 6' 2" wide).	32	Ditto ditto.	
	25	3rd class (longitudinal and ambulance).	32	20 under all circumstances.	
Rajputana-Malwa (Cawnpore-Acharya Section).		3rd class (proposed, not built).	60	48 under all circumstances.	Government considers that 5 per compartment should be carried for all journeys. The Railway Administration will be separately addressed.
		3rd class (proposed extra width to above).	40	24 under all circumstances.	
	6	1st class ...	{ 8 night 12 day }	4 per compartment.	
	4	Composite, 1st and 2nd, old pattern.	{ 8 1st 8 2nd }	4 ditto. 6 ditto.	
	4	Composite, 1st and 2nd, new pattern.	{ 6 1st 6 2nd }	4 ditto. 6 ditto.	
	3	2nd class ...	16 seats	4 ditto.	
	6	Intermediate and 3rd class.	{ 13 seats 12 " }	4 ditto. 4 ditto.	
	93	3rd class with end doors and three seats.	33	12 seats per carriage.	
	24	3rd class (old style), end doors.	32	Ditto.	
	11	3rd class (transverse compartments).	32	Ditto.	

Statement showing the number of seats to be allotted to troops in railway carriages—contd.

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.
Northern Bengal State Railway.		Composite, 1st class ...	6	6	6 men in 2nd class compartment.
		" 2nd " ...	6	6	
		2nd class ...	12	12	
		Intermediate ...	24	24	
		3rd class (four compartments).	32	32	
		3rd class, bogie (eight compartments).	64	64	
Tirhoot State Railway	5	1st class (side doors).	6	6	3. In all cases of officers the carrying capacity of a 1st class carriage for them is that of the number of sleeping berths it may contain.
	3	" (end doors).	6	6	
	4	Composite, 1st class.	6	6	
		" 2nd class (end doors).	8	8	
	6	2nd class (side doors).	8	8	
	6	Intermediate ...	9	9	
	6	3rd class (long bogie)	8	8	
	46	" (8' ordinary)	8	8	
Bareilly-Pilibhit and Rohilkhand-Kumaon Railway.	...	1st or Upper class ...	12	8	6. Accommodation for six soldiers.
		Intermediate ...	24	24	
		3rd or Lower class ...	32	24	
Assam Railways and Trading Company.	...	3rd class ...	24	18	4 soldiers or 9 followers.
		4th " ...	24	16	
Mysore State Railway	2	1st class (side doors)	24	24	4 " or 8 " Ditto ditto (per compartment).
	6	" (end doors)	16	16	
	4	2nd class (side doors)	32	24	
	2	" (end doors)	16	16	
	1	Composite, 1st and 2nd class.	12	12	
	64	3rd class (side doors)	32	24	
Bengal and North-Western Railway.	6	" (end doors)	32	20	6 per compartment or 12 men per carriage.
		2nd class ...	...	...	
		3rd " ...	32	32	
Deoghur Railway ...	2	Composites, 1st class	6	6	4 per compartment or 16 seats per carriage.
		" 3rd "	20	20	
	8	3rd class ...	32	32	16 men.

Schedule showing the number of seats to be allotted to troops in railway carriages—concl'd.

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.
Nalhati State Railway	2	1st class ...	...	Sleeping accommodation for 2 officers.	
	2	Composites, 1st class ...	...	2 officers in 1st class compartment.	
		" 2nd "	...	8 men in each of 2 compartments.	
	1	2nd class ...	...	7 men in compartment.	
Kannia-Dharla State Railway.	5	3rd "	...	16 men or 32 followers.	Accepted by Government.
	...	Composite, 1st class...	...	4 officers.	
		" 2nd "	...	8 men.	
		" 3rd "	...	24 men or 32 followers.	
Darjeeling-Himalayan Railway.		Composite, 3rd class and baggage van.	...	18 men or 24 followers and 15 maunds of baggage.	
	6	Composite carriages ...	12	Third class carriages are open at sides; protection afforded by canvas purdahs; no lamps, but trains do not run at night.	
	3	2nd class trollies ...	12	Trollies of 4 benches each to carry 8 soldiers in marching order.	
	12	3rd "	12	Trollies of 2 benches each to carry 6 soldiers.	
	10	Trollies ...	8		

61. ROLLING STOCK—The following is a list of H. H. the Nizam's Guaranteed State Railways and Private Rolling Stock:—

Description of Rolling Stock.	Stock on 31-12-93	Numbers of the Vehicles.	Carrying capacity.		Number of fares to be charged for reserving carriages.	Remarks.
			For Public.	For Troops.		
Engines.						
Tender Engine H. Class	13	1 to 13	...	...		Passenger Engines.
" L. "	17	14 to 30	...	...		do.
" A. "	20	31 to 50	...	...		Do. do.
Total	50					
Officers' Carriages.						
Agent's Saloon	1	1	...	...		Reserved.
Officers' Saloons	2	2 and 5	...	...		
Police Superintendent's Saloon	1	3	...	...		
Total	4					
Carriages for the Public						
Family Carriages	2	4 and 7	...	...	4	
First Class Carriages	10	11 to 20	...	...	12	8 fares, for 4 carriages 4 fares.
Composite "	8	26 to 32	...	...	15	1st class 4 fares & 2nd class 8 fares.
Second Class "	8	38 to 45	...	...	18	12 fares.
Third " 50	2	60 and 108	...	...	19	12 do. } Not avail- able for Troops.
	2	61 and 92	...	...	36	24 do. }
	3	94 to 98	...	...	49	32 do. }
	14	53, 56, 59, 62, 65, 68, 70, 71, 74, 74, 79, 102, 103 and 104	...	...	60	40 do.
	39	51, 62, 64, 53, 57, 54, 61, 63 to 65, 67, 69, 72, 73, 75 to 77, 80 to 90, 92, 93, 97, 99, 100, 101, 106 to 107 and 109	...	...	60	40 do.
Passenger Brake Vans	39	156 to 160, 163 to 178, 183 to 201	Tons 10	...	...	
Motor Buses 10	7	201, 202, 204, 205, 209 to 210	Horses	6	...	
	3	203, 206, 207	...	3	...	
Carriage Trucks	2	221 and 222	Carriage	1	...	
Luggage or Road Vans	7	242, 243, 253, 254, 260, 275 & 282	Tons 10	...	...	
Total	149					
Covered Goods Wagons.						
Wooden	60	231 to 241, 248, 249, 246 to 252, 255 to 259, 261 to 274, 276 to 281, 281, 283 to 287, 289 to 292, 294, 296, 299 to 301	Maunds	275	...	
Iron	110	221 to 240, 258, 293, 295, 297, 302 to 400	...	280	...	
High & Low-sided	40	401 to 440	...	275	...	
Open Wagons	470	441 to 520	...	275	...	
Iron	250	521 to 770	...	315	...	
Iron	100	771 to 1050	...	400	...	
Iron	10	801 to 900	...	600	...	
Home Wagons	24	801 to 808	Tons 10	...	...	
Timber Trucks	9	802, 834, 846, 847, 850, 857, 863, 870, 877	Maunds	273	...	
Ballast Wagons	50	829 to 841, 833, 835 to 845, 844 to 855, 858 to 862, 864 to 869, 871 to 876, and 878	...	214	...	
Goods Brake Vans	2	161 and 162	Tons 10	...	...	
Travelling cranes	2	1001	...	8	...	
Do Water Tanks	2	1002	...	10	...	
Pilot Trucks	3	1011 and 1012	...	...	...	
	3	1021 to 1023	...	...	...	
Total	737					
Private Carriages.						
Government Director's Carriage	1	6	...	...	8 fares.	
H. H. the Nizam's	3	141 to 143	...	...	16 fares each.	
A D C. Carriage	2	144 and 145	...	...	8 do.	
Brake Van	1	146	...	...	5 tons.	
H. E. the Minister's Saloons	2	147 and 148	...	...	8 fares each.	
The Nawab Fakhruddin's Saloons	2	149 and 150	...	...	5 annas a mile each.	
The Nawab Fakhruddin's Saloons purchased from the G. I. P. Ry.	1	151	...	...	do.	
Do. 3rd Class (cooking carr.)	1	152	...	...	do.	
Nawab Jaffur Jung's Saloon	1	152	...	...	...	
Total	15					

N. 3.—Luggage Van Nos. 275 and 282; Covered Goods Wagon Nos. 280 to 292, 294, 296, 298 to 321; Medium sided Nos. 410, 431 & 437; Ballast Wagon Nos. 844 & 878 and Goods Brake Van Nos. 161 and 162 are condemned.

II.—Government Director's carriage No. 6, Family carriages Nos. 4 and 7, saloons Nos. 1 and 3; 1st class carriages Nos. 13 and 17; Composite carriage No. 26, and 2nd class carriages Nos. 41 and 46 are fitted with the continuous vacuum Brake fittings.

III.—Composite carriages Nos. 27 and 33 are fitted with Pintacks gas and vacuum brake fittings.

H. H. the Nizam's Guaranteed State Railways Co., Ltd.

No. 226810

From

The Agent and Manager

H. H. the Nizam's Guaranteed State Railways Co., Ltd.

To

The Consulting Engineer
for Railways
Madras

Pat. 1 Secunderabad, (Deccan) 8th Dec. 1890

Enclosure. 2

Reference.

Sir,

I have the honor to forward
herewith 2 copies of list of Rolling stock in
use on this Railway showing the carrying
capacity of the carriages when available
for troop traffic, and to request that you
will please transmit a copy to the Govt.
of India with reference to Govt. of India
No. 939 R.T. dated 24th December 1890.

I have the honor to be,
Sir,

Yours most obed^t Serv^t

H. H. the Nizam's

Agent and Manager

10/12

ER
I have the honor to acknowledge the receipt of your letter of the 10th inst. and in reply to inform you that the same has been forwarded to the Resident in Hyderabad for his consideration.

6180

No. 692 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Calcutta
15th December 1894

SIR,

With reference
to Govt. of India ^{Resolution} letter No.
939 R. P. of 26th December
1890, I am directed to
forward herewith, at the re-
quest of the Agent & Manager
of the Mysore & Bangalore
a list of Rolling stock in
use on that railway showing
the carrying capacity of the
carriage when available
for troop transport.

[Signature]
DESPATCHED
17 DEC 94

N. 692 R. of 15. 12. 94.

692 R

22/12

2.00
2/12