



# BACK PAPERS.

| G.O. | No.    | Department. | Date.   | G.O. | No. | Department. | Date. |
|------|--------|-------------|---------|------|-----|-------------|-------|
| —    | 525 R  | —           | 21/8/97 |      |     |             |       |
| —    | 140 R  | —           | 26/1/98 |      |     |             |       |
| —    | 1120 R | —           | 6/9/98  |      |     |             |       |
| —    | 296 R  | —           | 15/3/99 |      |     |             |       |

# FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
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## Public Works (1899) Department.

Railway  
CURRENT No. 360

Bf

2 current

From The Govt of India

Order No 316. Dated 20/3/99  
113 R from 15/3/99

Communicated to the Agents,  
Madras and South Indian Ry  
with reference to G.O. No. 981 R  
and 525 R of 4<sup>th</sup> Oct/94 and  
2<sup>nd</sup> Oct/97 respectively.

No. 140 RT

Dated 23<sup>rd</sup> February 1899

Received

Registered } 11. 3. 99.

Enclosures

Spare copies

15.3.99.

## SUBJECT.

Rates for the Carriage  
by railway of troops and  
their baggage.

The Agent & Manager MR

S. I. R.

Examiners of R.R. and R.R.

R.R. and R.R.

By Agent's order

Cur. Exp. for R.R.

Inquiring whether the  
Ry Administrations and the  
Govt of Madras have any  
objection to the note being  
at foot of page 1 of the Sched  
of — which was promulgated  
with the Govt of India Circular  
No 8 Ry dt 14-7-97 being  
reconstructed as proposed

Despatched on 21/3/99

A circular ink stamp from the Government of Madras. The outer ring contains the text "JOINT SECRETARY TO" at the top and "GOVT. OF MADRAS P.W.S." at the bottom. In the center, the word "RECEIVED" is printed above the date "11 MAR. 1899". On the left side of the circle, there is a small, stylized emblem or logo.

To

- (1) THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.
- (2) & (3) THE SECRETARIES TO THE GOVERNMENTS OF BOMBAY AND BURMA, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.
- (4) THE SECRETARY TO THE GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT.
- (5) THE CHIEF COMMISSIONER OF ASSAM.
- (6) THE RESIDENT AT HYDERABAD.
- (7) THE AGENT TO THE GOVERNOR GENERAL FOR RAJPUTANA.
- (8), (9) & (10) THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, LUCKNOW AND ASSAM.
- (11), (12), (13) & (14) THE MANAGERS OF THE NORTH WESTERN, OUDH AND ROHIL-KHAND, EASTERN BENGAL AND EAST COAST (STATE) RAILWAYS.

*Simla, the 23rd February 1899.*

SIR,

In the first paragraph of the *nota bene* at foot of page 1 of the schedule of rates for the carriage by railway of troops and their baggage which was promulgated with the Government of India circular No. 8 Railway, dated the 14th July 1897, it is stated that, *on troop extra trains*, carriages partly occupied by *persons subject to the Army Act or Indian Articles of War* will be charged for on a minimum of half a carriage, and that in the case of 1st and 2nd class carriages the minimum number of fares so charged will be the same as is chargeable to the public for reserving like accommodation but at contract rates.

2. It has been urged that this is not quite accurate, as it is only *3rd class* carriages partly occupied that are paid for on the minimum of half the carrying capacity; and that for 1st and 2nd class carriages on both troop extra and ordinary trains the charges are regulated by the *full* number of seats (at contract rates) payable by the public under rule 6 of enclosure No. 2 to circular No. XXVI Railway of the 18th September 1884, except when provided for the families of soldiers or for lying down or hospital accommodation in which cases the number of fares chargeable is that for which the public can reserve the compartment under rule 10 of enclosure No. 2 to the same circular.

3. Under rule 11 of the circular of 1884 above quoted unoccupied seats in carriages *other than* 1st and 2nd class on *troop extra trains* are to be paid for on the basis of a minimum charge for half a carriage on the scale laid down by the general committee [contemplated in rule 8 (7) of that circular] for each half carriage partly occupied; in other words the payment to be made for unoccupied seats in intermediate and third class carriages partly occupied by *persons subject to the Army Act or Indian Articles of War* should, when attached to *troop extra trains*, be based on the minimum of half the *military* carrying capacity of such carriages, except in the case of followers for whom, under rule 6, the charge will be on the half carrying capacity for the *public*.

Under rule 6 of the same rules the payment to be made for persons *subject to the Army Act or Indian Articles of War* travelling in 1st and 2nd class carriages on *troop extra trains* is for the same number of seats, *at contract rates*, for which the public can reserve the same accommodation, unless more persons travel than the minimum number of fares so chargeable in which case fares for the actual number of occupants are to be paid. For persons *not* subject to the Army Act or Indian Articles of War the same rule applies, except that payment should be made at tariff rates for the actual number travelling, and at contract rates for the unoccupied seats.

On ordinary passenger trains the charges for 1st and 2nd class accommodation provided for persons subject to the Army Act or Indian Articles of

War should be for the same number of fares as are payable by the public but at contract rates; for intermediate and 3rd class seats the lowest fares, the accommodation supplied being, however, on the military carrying capacity. For persons not subject to the Army Act or Indian Articles of War ordinary tariff rates are chargeable.

4. It is therefore proposed to reconstruct paragraphs 1, 2, 4 and 5 of the *nota bene* at foot of page 1 of the schedule and to make them, together with paragraph 3 and the note in parentheses, read as under:—

N.B.—(i) On troop extra trains payment for persons subject to the Army Act or Indian Articles of War occupying 1st and 2nd class carriages is to be made at contract rates for the number of fares for which the public can reserve the same accommodation, unless more persons travel than are represented by the minimum number of fares so chargeable in which case fares for the actual number of occupants are to be paid. For persons not subject to the Army Act or Indian Articles of War the same rule applies, except that payment should be made at tariff rates for the actual number travelling and at contract rates for the unoccupied seats.

(ii) On troop extra trains payment for unoccupied seats in intermediate and 3rd class carriages which are partly occupied by persons subject to the Army Act or Indian Articles of War should be based on the minimum of half the military carrying capacity of such carriages, except in the case of followers for whom the charge will be on the half carrying capacity for the public.

(iii) On ordinary trains the charges for 1st and 2nd class accommodation provided for persons subject to the Army Act or Indian Articles of War should be for the number of seats actually occupied at contract rates; for intermediate and 3rd class seats the lowest fares are payable, except as provided under footnote\* (a) above, the accommodation actually supplied being, however, on the military scale. For persons not subject to the Army Act or Indian Articles of War ordinary tariff rates are chargeable for the number of seats actually occupied.

(iv) On the Madras railway the charge for 1st and 2nd class compartments will be either for the same number of fares at tariff rates as are chargeable to the public for reserving the compartment, or for the whole carriage at contract rates, at the option of the military authorities.

(For the number of fares charged to the public for reserved accommodation on the several railways the published coaching tariffs should be consulted.)

5. I am to enquire whether (1) to (10) the administration(s) of the railway(s) under your control (11) to (14) you have any objection to the *nota bene* in question being reconstructed as proposed in the preceding paragraph.

I have the honour to be,

Sir,

Your most obedient servant,

*W. J. M. M. M.*

Captain, R.E.,

Offg. Under Secy. to the Govt. of India.

Documents accompanying.

Nil.

To The Joint Secy to the Govt of Madras,  
Public Works Dept., Railway Branch.

50 S.C. will follow