

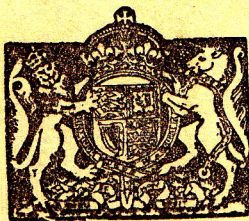
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MOVEMENT REGULATIONS (WAR), INDIA, 1936



**NEW DELHI : PRINTED BY THE MANAGER
GOVERNMENT OF INDIA PRESS : 1937**

Register of corrections.

Amendment Numbers.		Date of amendments.		Dated initials of person by whom corrected.
From	To	Month.	Year.	
✓ 164 of 10/37	✓ 24/3/38			
✓ A. L No. 1 of 38	✓ 11/7/38			
✓ A. L No. 2 of 38	✓ 8/4/39			
✓ No. 1 of 1939	✓ 12			
✓ No. 1 of 1940	✓ 12			

PREFACE.

This book is published under the authority of the Government of India.

2. These regulations are not an authority for expenditure in peace.

G. R. F. TOTTENHAM,

Secretary to the Government of India.

SIMLA,

The 21st December 1936.

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Movement Regulations (War), India, 1936.

CHAPTER I.—GENERAL INSTRUCTIONS.

Section 1.—Application of the instructions contained in this book and other regulations, etc.

1. The instructions contained in this book apply to general mobilization. They also apply to partial mobilization, unless otherwise stated.
2. Except where at variance with this book the provisions of Regulations, Army in India, will apply to the movement of personnel, animals and war material on or after general or partial mobilization.
3. The numerical limits of parties which unit, brigade or district commanders can despatch in direct communication with the railway authorities as laid down in Regulations, Army in India, do not apply on mobilization.
4. Certain instructions for movements in connection with operations not involving mobilization are contained in the pamphlet "Special procedure for operations conducted under conditions not entailing mobilization". This volume, Movement Regulations (War), may be taken as a general guide in the case of operations not involving mobilization in regard to such matters as are not covered by the "Special procedure" pamphlet, Regulations, Army in India, or other publications governing peace procedure.

5.

6.

CHAPTER II.—MOVEMENTS BY RAIL.

Section 2.—Railway Movement Tables.

7. *Pre-arranged railway movements.*—To meet the more probable contingencies for which general mobilization may be ordered, pre-arranged programmes of predicted rail movements for the concentration of troops and their accessories, are prepared in peace by Army Headquarters and the Railway Department in consultation. The programmes are embodied in Railway Movement Tables, copies of which are issued to certain head-quarter offices in peace.

8. *Information contained in railway movement tables.*—Railway Movement Tables give the following information for each train :—

Contents of each train.

Loading or entraining station.

Composition of each train.

Day and time of departure.

Times and places of halts.

Unloading or detraining station.

Day and time of arrival.

District and Brigade commanders are responsible that the above information is conveyed in peace to the following for incorporation in their mobilization schemes :—

(a) Units required to move.

(b) Units or establishments required to make despatches of personnel, animals, or war material.

(c) Officers commanding stations concerned.

9. *Orders putting railway movements programme into effect.*—

On general mobilization, a period will be given to the Railway Department in which to prepare to carry out full programmes of railway movement. During this period certain restricted military railway movements are allowed. The date on which this period is to commence will be notified to that department by telegram. The telegram will be repeated to the military authorities shewn in Railway Movement Tables, which also specify the actions to be taken by those authorities on receipt of the telegram.

10. *Extemporised programmes of railway movements.*—In the event of the pre-arranged programme of predicted movements being inapplicable to the emergency for which general mobilization has been ordered, revised programmes of railway movement will be issued to all concerned by Army Headquarters as early as possible after the Railway Department has been warned to prepare to carry out programmes of movement. (See paragraph 9.)

11. *Partial mobilization.*—For a partial mobilization, pre-arranged programmes of predicted movements will not be prepared by Army Headquarters in peace. When a partial mobilization is ordered, programmes of movements will be issued to those concerned by Army Headquarters in the same manner as noted in paragraph 10.

12. *Railway time tables.*—For the pre-arranged programme of predicted rail movements, all trains will be run to the special medium-fast timings shewn in Railway Movement Tables, which are known as War Time Tables, and will not be run to the timings given in military time tables, Parts I and II, referred to in Regulations, Army in India. In consequence, the periods of daily halts noted in Regulations, Army in India, will not apply.

Halt periods will vary with each individual timing; they will normally not exceed one hour at a time.

In the event of the pre-arranged programmes not being applicable, and where the substitution of improvised programmes becomes necessary, trains may be run to either War Time Tables or to military time tables. As a general rule, general mobilization will require the use of the War Time Tables, *but for a partial mobilization, either may be employed dependent on the density of the rail concentration required.*

13. *Quantity of rolling stock provided in Railway Movement Tables.*—The rolling stock provided in Railway Movement Tables for concentration trains allows for full scale of baggage, tentage, ammunition and equipment, and for cooking and ration wagons where needed.

14. *Movement of units to mobilization stations.*—In the event of a unit, ordered to mobilize for general or *partial* mobilization, being at such distance from its mobilization station as to necessitate movement by rail, and if it is deemed essential by the G. O. C.-in-Chief concerned that such unit should return to its mobilization station in order to complete its mobilization, a telegraphic demand for railway accommodation will be made to the Q. M. G. in India.

Before preferring such demand, the possibility of completing the mobilization of such unit in its existing location, and the adverse effect on the preparations of the Railway Department to carry out programmes of rail movements, must be considered.

This paragraph does not apply to movements from hill stations. Such of these as do not take place by road are provided for in tables of railway movement.

15.

16.

Section 3.—Movement Staff and Military Forwarding Service.

17. *Movement organization in peace.*—The peace movement organization is laid down in Regulation, Army in India, Military Traffic Rules, and special trooping instructions.

The Q. M. G. in India is responsible for the control of all movements, though minor moves and certain sections of railway are delegated to local commanders. The movement section of the Q. M. G.'s Branch at General Headquarters is known telegraphically as "Milrail", and consists of Staff Officers and a railway officer. The latter issues executive orders to the railways for all train moves except small parties.

Movement control throughout India is exercised through local commanders who are responsible for detailed arrangements for railway stock, meals, warrants and other payments.

18. *Movement Staff.*—On general mobilization, a Movement Staff is formed, which will control all railway movement of military personnel, animals and war material. The organization, locations and functions of this Movement Staff are given in Railway Movement Tables.

19. The Movement Staff will be accorded full use of railway telegraph systems. In the event of concentration on the North-West Frontier an "Advanced Headquarter Movement Staff" will be formed at Lahore for the direct control of movement on the North Western Railway (except certain trans-Indus sections) and trans-frontier extensions therefrom. The telegraphic address of this office will be "Miltraff", Lahore.

"Milrail", at General Headquarters, will continue to be responsible for general policy, and will control movement over all other railways. Both Milrail and Miltraff will consist of staff officers and railway officers combined.

20. All demands for unpredicted movements of personnel, animals and material, will be made direct to the nearest Movement Staff office and will be dealt with as instructed in Railway Movement Tables.

If the pre-arranged programme of predicted movements is superseded (see paragraph 10), any necessary variations to the locations of the Movement Staff will be notified to all concerned.

Facilities for the accommodation and working of the Movement Staff will be provided by the railways concerned.

21. Movement Staff will be located at a few selected railway stations and centres. Otherwise throughout India local commanders will continue as in peace to act as despatching authorities and carry out all movement duties. (See para. 26).

22. *Military Forwarding Service.*—On general mobilization a Military Forwarding Service is formed, which will provide for the safe conveyance of small consignments, both public and private, the weight of which renders them outside the scope of the civil or army postal services. The organization and locations of this Military Forwarding Service are given in Railway Movement Tables.

Where no Military Forwarding office exists the work will be done by the Movement Staff, or by the local commander where there is no movement office.

If the pre-arranged programme of predicted movements is superseded (see paragraph 10), any necessary variations to the locations of the Military Forwarding Service will be notified to all concerned.

23. *Partial mobilization.*—For a partial mobilization, a Movement Staff and a Military Forwarding Service may or may not be

formed. If not formed, the normal peace procedure will be followed.

24.

25.

Section 4.—Responsibilities of officer commanding station.

26. *When no Movement Staff in station.*—The O. C. station is responsible for carrying out the duties of the Movement Staff at his station if a unit of the Movement Staff has not been allotted to his station. (See paragraph 21.)

27. *Arrangements for movement and local administration.*—The O. C. station is responsible for arranging for the movement and local administration of all personnel, animals, and war material for which railway accommodation is not specifically provided in Railway Movement Tables (see also paragraph 49).

28. *Entrainment and detrainment.*—The O. C. station will afford all assistance to the Movement Staff allotted to his station in completing the preparations to be made at entraining and detraining stations. Where no Movement Staff has been allotted, the O. C. station is responsible that these arrangements are made.

29.

30.

Section 5.—Arrangements for military trains.

31. *Orders for entrainment and detrainment.*—The orders for entrainment and detrainment will be issued by the Movement Staff at those places where a Movement office is located at the

station of entrainment or detrainment. In all other cases, the order for entrainment and detrainment will be issued by the local commander.

Appropriate forms in which the orders for entrainment and detrainment may be conveyed are given in Appendices "A" and "B".

32. The O. C. train will be responsible for any damage or loss to railway stock *en route*, as in peace (see Military Traffic Rules and para. 39 below).

33. Detrainment will be carried out as soon as possible after arrival. Detrainment by night will depend on the local situation, *e.g.*, lighting of sidings, number of spare sidings, sanitation if the troops remain in the train until daylight.

Platforms and station premises must be cleared without delay.

34. *Attachment of copy of detailed timings to order of entrainment.*—A copy of the detailed timings for any military train will be attached to the order for entrainment. This copy will clearly specify the places and periods of halts.

The timings of all military trains in the pre-arranged programme of predicted rail movements are contained in Railway Movement Tables.

35. *Command of a military train.*—The officer commanding a military train will be the senior of the commanders whose units are travelling in the train. He will be responsible for carrying out such instructions as are issued by the Movement Staff, for ensuring that no interference with railway operation or civilian traffic occurs and for preventing unauthorised delays arising from other than technical railway causes as may prevent the train travelling to scheduled timings.

36. *Duties of advanced parties.*—Advanced parties (see Appendix "A"), furnished by troops under orders to entrain, are responsible for taking over trains from the Movement Staff, or from the local railway authorities where a Movement Staff officer is not located, and for marking on each vehicle, the troops, animals, baggages, etc., to be conveyed in it. No marks are to be made on the sides or ends of passenger stock, but chalk marks may be made on goods vehicles, and on the foot-boards of passenger stock.

37. *Vehicles, baggage, stores, etc.*—All 1st line vehicles (except army transport carts), when entrained, will contain their full loads of baggage, ammunition and stores.

Railway baggage wagons and brake vans will be allotted on a scale sufficient only to carry baggage, etc., at winter scale *plus* tentage normally carried on pack, in army transport carts, and in 2nd line vehicles. Army transport carts, *vide* Appendix "C" are to be dismantled before being entrained, and their loads placed in baggage wagons.

Suitable guards must be detailed to travel by night on each open truck in which loaded vehicles are carried.

As regards cooking utensils, see paragraph 40 (*h*).

38. *Provision of special appliances.*—It is the responsibility of the railway authorities to provide breast bars for horse wagons, and such appliances as chocks, ropes, sleepers and hammers for the safe loading of vehicles. The Movement Staff will ensure that such articles are made available in good condition to troops entraining and is responsible for notifying the railway authorities where deficiencies exist.

39. *Taking and handing over trains.*—The procedure for taking over and handing over rolling stock, detailed in Regulations, Army in India, will apply to military trains. Wherever

it is possible to do so, the attendance of a medical and/or veterinary officer or assistant surgeon will be arranged as appropriate.

40. *Cooking on trains.*—Kitchen cars, British or Indian, will rarely be available. The following arrangements will therefore be made for cooking on military trains for British and Indian troops, non-combatants and temporary personnel, except where special local arrangements are made (see paragraph 41).

- (a) Open iron trucks, with medium or high sides, will be used for cooking both when moving and when halted, and a covered goods wagon for rations, in which any spare room can be used for preparing food for cooking.
- (b) The Movement Staff, or the local commander, at the station of origin of a move will provide trucks at their discretion; two trucks and one covered wagon will be attached to a full troop train, but one truck may suffice in many cases. See paragraphs 88 and 89 for small parties. If any train should contain over 1,000 men, three trucks will be attached.
- (c) The Movement Staff will arrange for the trucks to be placed in a suitable siding at the entraining station 24 hours before the train is due to start, and for them to be prepared in accordance with the following subparagraphs.
- (d) The bottom of the truck, under and around the fireplaces, will be covered by a layer of earth, rubble, bricks, etc., at least six inches deep. Railway metalling will not be taken for this purpose.

- (e) Fireplaces (chulas) will be constructed before the troops entrain. Due regard will be paid to the separation of castes. Space should be left for firewood immediately required though not more than necessary should be taken into the cooking trucks.
- (f) Covering, if necessary, will be extemporised from the mobilization tentage of units, or other available material. In the hot weather it may be advisable to confine cooking to the cooler periods of the day.
- (g) Food will be distributed at halts, which will be shewn in the time table attached to the entraining order. See paragraph 34 and Appendix "A".
- (h) The Movement Staff will ensure that all units, parties, drafts, etc., realise that they must provide their own cooking and feeding utensils. Individuals will be attached to a unit or party on the train.
- (j) The O. C. train will be responsible that all parties joining the train *en route* are allotted their share of these cooking trucks, or attached to units or parties already on the train.

41. On narrow gauge railways and on broad gauge lines between Rawalpindi and Landi Kotal and between Sibi and Chaman, cooking wagons will not be attached to military trains. Rations for this portion of the journey will be cooked beforehand.

42. *Special Wagons.*—In addition to the vehicles for cooking and rations noted in paragraph 40, covered wagons will be attached to military trains as required for baggage and for ammunition and explosives. Some ammunition will probably have been loaded in unit transport vehicles.

43.

44.

Section 6.—Arrangements for the rail movement of small parties, individuals, families, railway and internal security troops.

45. *Local moves.*—The programme of rail movements, ordered to be put into force by General Headquarters, will require locally extemporised amplifications to provide for the following categories of movements.

Leave and furlough personnel and reservists. (See paragraph 47).

Indian Territorial Force and Auxiliary Force, India.

Units' heavy baggage.

Depot and Record personnel.

Mobilization equipment and animals.

Miscellaneous mechanical transport and motor ambulances.

Recruits.

Families. (See paragraph 48).

Railway accommodation required for these categories is calculated in peace but the precise days on which each movement will take place cannot be predetermined. To cover requirements therefore Railway Movement Tables include trains under the heading of "Local Moves" in which these categories will travel. Movements will be arranged by the Movement Staff which will, as necessary, make the fullest use of underload military trains, empty returning military trains and ordinary civil trains if accommodation is available.

It must be remembered that in the case of general mobilization for a war on the North-West Frontier, the trains for civil traffic will be cut down to a minimum, and the few available will probably be very crowded.

Accommodation and rations for parties awaiting despatch will be arranged by the Movement Staff in conjunction with the local commander or Rest Camp staff.

46. *Small units and details.*—Small units and details shown in the programmes of rail movements under the heading of "Local Moves" will move under arrangements made by the nearest Movement Staff office. Spare accommodation on military trains or on local moves trains will be utilized wherever possible in preference to despatch by civil trains. MILRAIL or MILTRAFF, according to the area in whose jurisdiction the move originates, will be advised of the arrangements made.

47. *Leave and furlough details and reservists.*—On the order for general mobilization being issued, railway accommodation will be required for large numbers of leave and furlough details and reservists returning to their units. To deal with this personnel, the following arrangements will be made:—

- (a) Provision is made in Military Traffic Rules and in I. A. F. T-1720 and T-1720-A. for leave and furlough men to travel in express and mail trains on recall.
- (b) The Movement Staff will be formed as early as possible after the day on which the Railway Department is warned to prepare to carry out the programmes of movement. (See paragraph 9.)
- (c) As soon as the Movement Staff is in position its first task will be to arrange to obtain by a suitable hour daily information of the numbers and destinations of individuals requiring movement who are collected at railway stations in their respective areas of jurisdiction. The hour for collection of information will be dependent on the timing of the "local moves" trains which will run to common daily timings. The information will be obtained from local commanders

for railway stations where military garrisons exist and at all other places from stationmasters. The Movement Staff will then be responsible for arranging the necessary movements and for notifying the local commanders and stationmasters of the arrangements made.

- (d) During the first few days after the warning has been given to the Railway Department (see paragraph 9), military trains for the movement of individuals and small parties cannot be provided. During this period the Movement Staff will do what is possible to carry out movements by such civil trains as are running. Thereafter movements will be arranged as laid down in paragraph 45.
- (e) In the event of general mobilization being followed by a railway concentration on the North-West Frontier, the following special orders will apply.

Western Army.—Personnel which cannot be moved direct to destination will be directed to LAHORE. Here they will be accommodated in the rest camp until they can be despatched by the special trains running from LAHORE to QUETTA, inserted in tables of railway movement for the purpose, or which will be included by MILRAIL in any new programmes of rail movements to be issued in substitution. Leave and furlough details proceeding to join in its located beyond QUETTA will report to the O. C., Rest Camp, QUETTA.

Northern Army.—Special trains running from DELHI to PESHAWAR are included in tables of railway movement for the purpose. In the event of new programmes of railway movements being issued in substitution

similar arrangements will be made by MILRAIL. Leave and furlough details proceeding to rejoin units located beyond PESHAWAR, KOHAT and MARI INDUS will report to the O. C. Rest Camps, PESHAWAR, KOHAT and MARI INDUS respectively. H. Q., Northern Army will make arrangements to ensure that personnel which cannot conveniently join their units in the forward areas are detrained at RAWALPINDI, where they will be accommodated in the rest camp until such time as their onward despatch is practicable.

- (f) Leave and furlough details and reservists moving to their units located in Eastern and Southern Commands will be despatched in civil trains and returning military trains as appropriate. Should it be found that special trains are required, these will be arranged on demand by MILRAIL and MILTRAFF when occasion arises.

48. *Families.*—On general mobilization, families will be moved, where necessary, at the following times and by the following means :—

- (a) *Trans-Indus.*—Returning empty rolling stock may be utilized for the evacuation of families from the Trans-Indus Districts. Such moves will be arranged by the Headquarters of Districts through the local Movement Staff, who will ensure that railway stock is not unduly held up for this purpose.
- (b) *Cis-Indus.*—Families Cis-Indus will remain in their peace stations until such progress has been made in the main concentration as to allow of their despatch to selected places of residence for British families, to their homes for Indian families and to their regimental centres in the case of Gurkha families. General

Headquarters (Q. M. G.), will then decide when this despatch may commence and will notify commands, districts and independent brigades by telegram. Despatches will then be arranged by districts and independent brigades with the Movement Staff.

For *partial* mobilization the necessity for this class of movement will be determined by Army Headquarters at the time.

49. *Arrangements for meals.*—When a military train is provided for the conveyance of details and parties, drafts, etc., the arrangements for cooking by units on trains, noted in paragraph 40, will be made by the O. C. Station at the station of origin whenever it is necessary to do so. (See also Section 11.)

50. *Command of a train containing no organized unit.*—The officer commanding a military train conveying military personnel, in which no organized unit is travelling, will be the senior officer on the train. (See paragraph 35.)

51. *Railway security and internal security moves.*—When railway security or internal security schemes are ordered to be put into force, troops detailed for these duties will be moved to their positions as detailed in schemes. If these schemes are ordered to be put into effect before the Railway Department has been warned to prepare to carry out programmes of movement (see paragraph 9), and before a general or *partial* mobilization has been ordered, arrangements for the rail moves will be made by the district or independent brigade commander in whose area the troops are located in peace direct with the local railway authorities. MILRAIL will be informed of the arrangements made. If cases of difficulty arise, as may be

experienced for longer moves, the assistance of MILRAIL will be called for.

If these schemes are ordered to be put into effect after the Railway Department has been warned to prepare to carry out programmes of movement, arrangements for the rail moves will be as follows:—

- (a) *Northern and Western Commands.*—Arrangements will be embodied by Army Headquarters in the programmes of movements.
- (b) *Eastern and Southern Commands.*—Arrangements will be made by district and independent brigade commanders as in the preceding sub-paragraph.

Command H. Q. can sanction these moves without prior reference to Milrail.

52.

53.

Section 7.—Method of demanding special movements (See also Section 3.)

54. *Demands for rail movements.*—Demands for rail movements which are not included in the programmes of rail movements ordered to be put into force by General Headquarters, and for all rail movements after these programmes have been completed, fall under three headings:—

- (a) Movements involving complete military trains.
- (b) Movements of small parties and consignments not requiring a complete military train.
- (c) Regular movements.

These are dealt with in the succeeding paragraphs.

55. *Complete military trains.*—The superior military authority which initiates an order involving a move by a complete military train of troops or war material will, when issuing that order, at the same time initiate, through Movement Staff channels, the demand for the necessary railway arrangements. Thus, the authority which orders the movement will initiate the railway arrangements and not the authority which receives the order for despatch. Exceptions to this procedure will occur, as noted in paragraph 57.

Whenever time permits the initiating authority will make the demand for a complete military train together with entraining details, on MILRAIL or MILTRAFF, in accordance with their areas of jurisdiction, repeating to the Movement office or offices which are to arrange the entrainment of personnel or animals or the despatch of war material. In emergency however, the demand, together with entraining details, will be sent to the Movement offices affected, with a request for urgent action, and the demand will be repeated to MILRAIL or MILTRAFF for information.

The movement authority which allots the timing for a military train is responsible for notifying such timing to all other Movement Staffs affected. All through trains will be met by the Movement Staff.

56. *Small parties and consignments.*—For the movement of small parties such as drafts from depots, etc., and consignments which do not require a complete military train, the authority initiating the movement will demand on the Movement office directly concerned in the entrainment or despatch. The Movement office will arrange the move by the first available civil or military train which may be running underload. Claims for priority will be given due consideration, and where possible urgent consignments will be sent by passenger or even by mail

train as is authorised in Regulations, Army in India. All Movement offices through whose stations such urgent consignments will pass will be informed, also MILRAIL and MILTRAFF.

When suitable, demands will be combined into special trains.

57. *Regular movements.*—Regular movements will normally comprise the moves of stores and materials into and out of bases depots, arsenals, ports, etc. Demands for these will be made by the despatching authority, and not by the initiating authority and they will be made on the nearest Movement office. The latter will arrange for the regular supply of rolling stock and will run special trains, as necessary, to timings specifically allotted by MILRAIL or MILTRAFF for those purposes.

58.

59.

Section 8.—Capacity of rolling stock.

60. Details concerning the military capacity of Indian broad gauge rolling stock for personnel, animals and vehicles other than M. T. vehicles are given in Appendix "C". For the loading of M. T. vehicles see Field Service Pocket Book (India).

61.

62.

Section 9.—Precautions to be taken during [movements by rail.

63. In peace special military rolling stock is maintained for the movement of British troops, families and officers, and there are a few kitchen cars for British and for Indian troops. On

mobilization much of this will be withdrawn to form ambulance trains, and there is always the possibility of a proportion being in railway workshops.

On mobilization troop trains will be composed of ordinary passenger coaches, with trucks for cooking purposes, as described in paragraph 40. Horse boxes will not be used, but all animals will be loaded into animal wagons. Local commanders and Movement Staff will be responsible for taking the precautions noted in Regulations, Army in India, and for ensuring that animal wagons are ventilated. When the hot weather precautions defined in Regulations, Army in India, are put into operation, however, no interference with the timing to which a train has been ordered to run will be made.

For a partial mobilization the special military rolling stock may or may not be used. In either case, local commanders are responsible for carrying out the provisions of Regulations, Army in India, with the exception pertaining to train timings.

64. *Water.*—Personnel will entrain with full water bottles and pakhals.

65.

66.

Section 10.—Medical arrangements.

67. Medical arrangements for personnel proceeding by rail will be made in accordance with Regulations, Army in India, where applicable.

68. Ambulance trains will be mobilized and run according to Railway Movement Tables or to special arrangements made through Milrail.

69.

70.

No. 1 of October, 1937.

Page 21, paragraph 72, British Troops—

Column 2, line 11—for “ Table 34 ” *read* “ Table 30 ”.

Column 3, line 7—*delete* “ and ”.

Column 3, line 9—*after* “ tables ” *delete* full stop and *insert* “ and firewood ”.

Case No. 29246/Q6.

F. A., M. F., U. O. No. 7411/Q A. of 1937.

D. D. Regr. No. 7638/C. R. S. of 1937.

Amendment to Movement Regulations (War), India, 1936.

Movements by Rail.

Paras. 71—72.

Section 11.—Rations and meals during rail moves.

71. *Scales of rations.*—For general or *partial* mobilization, the scales of rations authorised for troops, followers and animals when travelling by rail are given in "Scales of Rations and Supplies issued by the R. I. A. S. C."

72. *Train rations.*—For general or *partial* mobilization, units moving by rail will entrain with the rations detailed below. All references in the schedule are to the "Scales of Rations and Supplies issued by the R. I. A. S. C."

1	Rations required for actual consumption on the train journey. 2	3 days' reserve rations. 3	One day's tinned meat and biscuits. 4
<p>"an ritish Troops .</p> <p>Amer</p>	<p>On the scale given in Scales of Rations and Supplies, Sec. I, Table 2, Cols. 3-14. If a kitchen car is attached oil kerosene will be issued at the scale given in Scales of Rations and Supplies, Sec. IX, Table 3. If no kitchen car is attached 3 lbs. of firewood per man per diem will be drawn, except in the case of units equipped with oil cookers, which will draw 2 galls. kerosene oil 2nd quality per cooker, plus 25 lbs. of firewood per unit per day.</p>	<p>On scale given in Scales of Rations and Supplies, Sec. I, Table 1, less bread, meat and fresh vege- tables <i>and fruit</i></p> <p><i>61 10737 91 1937</i></p>	<p>One day's tinned meat and biscuits as laid down in Scales of Rations and Supplies, Sec. I, Table 6. Only to be consumed if fresh meat and bread are not avail- able.</p>

No. 2 of October, 1937.

Page 22, paragraph 72, Indian Troops—

Column 2, line 4—for “Table 8” read “Table 7” and delete “(plus 2 lbs. of firewood per man per diem)”.

Column 3, line 5—delete full stop and insert “less firewood”.

Paragraph 72, Non-combatants (enrolled)—

Column 2, line 4—for “Table 12” read “Table 10”.

Column 3, line 5,—for “Table 11” read “Table 10”; delete full stop and insert “less firewood”.

Paragraph 72, Animals—

Column 2, last line—for “Table 14-A” read “Table 12”.

Case No. 29246/Q 6.

F. A., M. F., U. O. No. 7411/QA. of 1937.

D. D. Regr. No. 7638/C. R. S. of 1937.

Amendment to Movement Regulations (War), India, 1936.

Paras. 72—73.

Chapter II.

1	Rations required for actual consumption on the train journey.	3 days' reserve rations.	One day's tinned meat and biscuits.
Indian Troops .	On the scale given in Scales of Rations and Supplies, Sec. II, Table 7 (plus 2 lbs. of firewood per man per diem) , except in the case of units equipped with oil cookers, which will draw 2 galls. kerosene oil 2nd quality per cooker, <i>plus</i> 25 lbs. of firewood per unit per day. If an Indian kitchen car is attached coke and charcoal will be provided.	On the scale given in Scales of Rations and Supplies, Sec. II, Table 7. <i>h</i>	No. <i>22</i> <u>1937</u>
Non - comba- tants (en- rolled).	On the scale given in Scales of Rations and Supplies, Sec. III, Table 10 (plus fuel as for Indian Troops) .	On the scale given in Scales of Rations and Supplies, Sec. III, Table 10 (plus fuel as for Indian Troops) .	No. <i>c22</i> <u>1937</u>
Animals .	Unit scale of grain, fodder and salt, but not to exceed the value of the standard ration. (Scales of Rations and Supplies, Sec. IV, Table 14 A.). <i>12</i>	On the peace scale exclusive of fodder. <i>c2</i> <u>10137</u>	No.

73. British officers and temporary personnel will make their own arrangements for meals during the train journey.

Movements by Rail.**Paras. 74—81.**

74. British troops rations for the first 24 hours of the rail journey will be cooked in peace stations before entrainment and transported in improvised hay boxes until consumed.

75. Onions and potatoes will be issued to British troops in lieu of fresh vegetables for the whole journey.

76. Units allotted to internal or railway security will draw the rations shewn in Columns 2 and 3 of paragraph 72 only.

77. Units of Indian State Forces, on leaving their mobilization stations will be provided by the Durbar concerned with the rations shewn in Columns 2 and 3 only. The cost will subsequently be recovered from the Government of India on contingent bills.

78. Checked indents for rations in Column 2 will be maintained in peace by all units.

79. Checked indents for the rations referred to in Columns 3 and 4 will not be maintained in peace by units existing in peace. Such units will draw their requirements from stocks already in possession, and if these stocks are not sufficient to meet their requirements, they will draw the balance from the nearest supply depot.

Checked indents for these rations will be maintained in peace for those units which are raised only after mobilization.

80. The rations referred to in paragraph 79 need not be packed in field service packing. They will, however, be carried intact to the detraining station or port of embarkation where instructions for their disposal will be issued by the Movement Staff or R. I. A. S. C.

81. Fresh meat will be issued in lieu of tinned meat as part of the train ration. The arrangements for the supply of fresh meat will be as follows :—

- (a) For operations elsewhere than on the North-West Frontier, and also on railways other than the North

Western Railway during operations or concentration on the North-West Frontier after mobilization, the peace system of demanding requirements of meat by telegraph through supply officers responsible for definite areas will be used.

- (b) (i) On the North Western Railway during operations or concentration on the North-West Frontier after mobilization, meat will be issued at certain fixed stations at which there is a supply officer and a movement control officer, viz. :—

Delhi.	Peshawar.
Lahore.	Karachi.
Rawalpindi.	Sibi.
Mari Indus.	Quetta.
Kohat.	

Requirements will be predicted in peace.

NOTE.—Headquarters, Northern and Western Commands, will provide supply officers concerned with complete schedules of such demands, copies being included in mobilization schemes of movement control offices.

Adjustments will be made in war by direct liaison between the supply officer and the movement control officer. No telegrams will be sent dealing specifically with rations, but movement control officers will be able to give supply officers sufficiently accurate information regarding variations in the composition of trains.

- (ii) For journeys of more than one day between the above fixed stations, meat for the whole journey up to the next fixed station will be drawn at the last fixed station before the commencement of such portions of the journey.

(iii) The following schedule outlines the system :—

N.B.—All items of rations other than fresh meat will be taken for the full journey from the station of entrainment.

Fresh Meat.

- I. All journeys up to 24 hours . . . Fresh meat is drawn and cooked before entrainment.

II. Journeys exceeding 24 hours—

- (a) First 24 hours . . . As for I above.

- (b) Each subsequent 24 hours—

- (i) If within fixed station areas. Fresh meat for each further period of 24 hours to be drawn at the first fixed station reached after expiry of previous 24 hours.

- (ii) If outside fixed station areas. Fresh meat for the period in these areas will be drawn at the last fixed station before entering the area in which no fixed station exists. It will be cooked at once and held in improvised hay boxes. If journey continues into fixed station area arrangements at (i) above will continue.

82. The officer commanding unit may, at his discretion, substitute bran for all or part of the grain ingredients of the ration, weight for weight, for the actual railway journey.

83. If a kitchen car is attached to a troop or ambulance train the supply officer at the station of despatch of the kitchen car will be responsible for placing kerosene oil in the car in accordance with "Scales of Rations and Supplies issued by the R. I. A. S. C." If an Indian kitchen car is used, the special fuel required will be provided.

84. Units moving by road ~~or river~~ to a base or port of embarkation or to a point of concentration will draw rations at the special scales laid down in Section I, Tables 1 and 2; Section II, Table 7; Section III, Table 10 and Section IV, Table 14 of "Scales of Rations and Supplies issued by the R. I. A. S. C."

85. The regulations governing the issue of emergency and hard rations on mobilization are contained in Mobilization Regulations (India) and Mobilization Instructions for Indian State Forces. Units for which such rations are authorised will take them in addition to the rations authorised above, when moving by rail, road, ~~or river~~ to a base or point of concentration which is not overseas. The cost of emergency rations supplied by Indian States will be recovered from the Government of India on contingent bills.

86. No payment issues of rations will be made during the period of the train journey.

87. Units providing conducting parties for drawing animals from or handing animals into Remount Depots will provide for men's rations for both the journeys to and from the Remount Depots.

Train rations for animals transferred from units to Remount Depots will be supplied by the unit concerned.

Train rations for animals issued by rail from Remount Depots will be provided by the Remount Depots concerned.

88. *Small parties, British.*—The despatching authority will make the best arrangements, according to his discretion. When he considers that the strength of the party or parties warrants this course, he will arrange for one or two open iron trucks to be prepared for cooking purposes as in paragraph 40 and attached to the train. In the case of short journeys it may be sufficient to entrain with cooked rations and ask for a hot meal to be provided on arrival at destination.

Individuals may be given money allowance in lieu of rations, as laid down in Regulations, Army in India. Railways will be asked by General Headquarters to assist in the provision of meals from refreshment rooms on payment. The despatching authority will inform the railway of the approximate number of meals required. Officers or N. C. Os. in charge of parties will obtain certificates from the Managers of refreshment rooms that bills have been paid.

For families which are being evacuated, it may be possible to organize them into large parties and to provide cooking trucks and cooks to go with them, or a British kitchen car may possibly be provided by the Movement Staff.

In all cases reserve rations as in paragraph 72 will be provided.

89. *Small parties, Indian.*—Similarly the despatching authority will make the best arrangements possible, and will attach iron trucks prepared for cooking if the size of the parties and the length of the journey warrant this course. In all cases men will entrain with cooked rations for the first 48 hours, and will take sufficient rations for the remainder of the journey, plus reserve rations as in paragraph 72.

Individuals may be given money allowance in lieu of rations, as laid down in Regulations, Army in India. The railways

No. 3 of October, 1937.

Page 26, paragraph 84—

Line 1—delete "or river".

Line 3—for "Tables 1 and 3" read "Table 1".

Line 4—for "Table 11" read "Table 10" and for "Table"
read "Table 12".

Paragraph 85—

Line 6—delete comma between "rail, road" and insert " ";
delete "or river".

Case No. 29246/Q6.

F. A., M. F., U. O. No. 7411/QA. of 1937.

D. D. Regr. No. 7638/C. R. S. of 1937.

Amendment to Movement Regulations (War), India, 1936.

Page 26, Paragraph 84— A.L.I

Last line—after “ R. I. A. S. C. ” *add* “ The cost of rations supplied by Indian States will be recovered from the Government of India on contingent bills. ”

Case No. 42825/Q. 6.
F. A., M. F. u/o No. 8834/Q. A. of 1937.
D. D. Regr. No. 9220/C. R. S. of 1937.

Amendment to Movement Regulations (War), India, 1936.

will be asked by General Headquarters to assist in the provision of food from refreshment rooms or station vendors on payment. The despatching authority will inform the railway of the approximate number of meals required.

It is not possible to make provision for leave and furlough men and reservists returning to their peace stations and depots; when they move later as drafts, arrangements will be made in the normal way for small parties and drafts (see also paragraph 49).

90.

91.

Section 12.—Conveyance of baggage, ammunition and explosives (rail moves).

92. *Baggage*.—The amount of baggage which will be conveyed to a depot in the event of mobilization will be the baggage allowed by regulations to be carried free on change of station on permanent duty, less the Field Service scale of baggage and stores taken on service by the unit and personnel. Maunds should be converted into cubic feet at one maund per 10 cubic feet. Baggage in excess of the authorised amount will be disposed of under unit arrangements.

93. *Ammunition and explosives*.—Ammunition and explosives despatched by rail in other than military trains will be subject to the restrictions and orders given in Regulations, Army in India and the Red Pamphlet.

On and after general or *partial* mobilization, the following procedure will be observed for the carriage of ammunition and explosives with units moving by rail :—

- (i) All ammunition and explosives forming part of unit equipment may be carried in the military train by which the unit travels.

- (ii) In the case of units which carry their ammunition and explosives on pack animals or in army tpt. carts, the special boxes in which the ammunition and explosives are packed will be placed in a separate railway wagon; each such wagon will be adequately guarded throughout the journey.
- (iii) Special ammunition, road vehicles carrying explosives or unboxed artillery ammunition will be entrained fully loaded and will be locked or adequately guarded throughout the journey.
- (iv) Any road vehicle, other than those mentioned in sub-paragraphs (ii) and (iii) above, which carry ammunition will be entrained fully loaded and will be adequately guarded throughout the journey.
- (v) In cases where full wagons containing ammunition, or explosives, which do not form part of the equipment of a unit, are attached to a military train, the officer commanding the train is responsible for making arrangements for the adequate guarding of the wagons throughout the journey.

The above instructions comply with the rules of the Red Pamphlet, issued by the Indian Railways Conference Association, a copy of which is in the possession of every station-master. Officers of the Movement Staff will make themselves thoroughly conversant with the rules contained therein.

94.

95.

Section 13.—Petrol, oils and lubricants (rail moves).

96. Petrol or aviation spirit will not be loaded in railway tank wagons designed for kerosene.

97. Petrol tank wagons may be used for either M. T. petrol or aviation spirit, but see paragraph 98. The necessary cleaning will be carried out when a tank wagon is changed over from m. t. petrol to aviation spirit.

98. Tank wagons used for spirit containing tetra ethyl lead will not be used for other spirits.

99. The type of spirit contained in tank wagons will be clearly indicated in paint on the body of the wagon.

100. Wagons containing p. o. l., whether in bulk or in small containers, may be attached to military trains provided at least three goods wagons are between such p. o. l. wagons and the locomotive or the nearest vehicle containing personnel or animals. These three goods wagons may be empty or contain non-inflammable material.

101. Aviation petrol or aviation mixture up to a limit of 200 gallons, certified to be required in an emergency by an O. C., a Royal Air Force unit or Headquarters, Royal Air Force, may be carried by a passenger train in a well ventilated iron vehicle used exclusively for the purpose. The petrol wagon must be placed behind the rear brake van and a dummy vehicle must be attached behind it to carry the tail lamp. (See Red Pamphlet, Rule 16.)

102.

103.

Section 14.—Movement of road vehicles by rail.

104. Prior to entrainment all petrol tanks and spare petrol containers will be emptied. In order to obviate waste, mechanical transport vehicles should therefore reach the entraining station with as little petrol as possible in their tanks.

105. Arrangements for the issue of petrol, oil and lubricants immediately on arrival, will be made at detraining stations by the local commander at those stations.

106. Details concerning the loading of mechanical transport vehicles on Indian broad gauge rolling stock are contained in the Field Service Pocket Book (India).

107. All vehicles require chocks and lashings, which will be provided by the railway authorities. (See paragraph 38.)

108. Wherever it is necessary to remove the body from the chassis for separate loading (e.g., Workshop and store lorries), the removal will be carried out by a railway crane where such is available. Units must however be prepared to carry out this operation by means of the jacks in their possession if the Movement Staff are unable to provide a crane.

109.

110.

Section 15.—Movement of animals and Veterinary arrangements.

111. *Disinfection of rolling stock used for the conveyance of animals.*—All rolling stock used for the conveyance of animals will be disinfected at entraining and detraining stations under arrangements made by the railway authorities. The local Railway Movement Staff, or, where there is no Movement Staff, the O. C. station will see that disinfection is carried out satisfactorily.

112. If the above military authority considers that disinfection has not been adequately carried out, he will, if there is time, arrange for it to be done under military arrangements and will in any case report the numbers of the trucks concerned

Recd.
21
1939

Amendment No. 1 of 1940.

Page 30—

Section 14—

Para. 104 as reconstructed by Amendment No. 1 of 1939 *add* at the end :—

“ This does not apply to vehicles despatched to a port for embarkation. All petrol tanks will be emptied at the place of entrainment.”

53379/Q. 1.

(F. A. M. F. Dy. No. 1880-Q. of 1940).

D. D. Regr. No. 3802/C. R. S. of 1940.

Amendment to Movement Regulations (War) India, 1936.

No. 1 of 1939.

Page 30—

Section 14—

Para 104 is *reconstructed* as under :—

“ 104. Prior to entrainment all petrol from spare petrol containers will be emptied. Petrol may be left in tanks of vehicles up to a maximum of $\frac{1}{2}$ gallon in the case of motor cycles and 2 gallons in the case of other vehicles provided that the conditions laid down in Schedule II of the Red Tariff are fulfilled.”

ex 1

1940.

Case No. 33341 M. G. 7-A.

D. F. A. (Q) U. O. No.

D. D. Regr. No. 8945/C. R. S. of 1939.

Amendment to Movement Regulations (War), India, 1936.

immediately by telegram to the Quartermaster General in India, General Headquarters.

In no case will animals be entrained until disinfection has been carried out to the satisfaction of the military authority mentioned in paragraph 111. If this results in the animals missing their time of departure, they will be retained at or near the entrainment station by the local military commander and this fact will be included in the above wire to the Q. M. G. in India. Instructions for despatch will then be issued by General Headquarters.

113. As it is most undesirable to delay the despatch of animals by train local military authorities will if possible arrange for inspection of rolling stock long enough before the time of entrainment to ensure that disinfection is adequately carried out in time.

114. The following is issued as a guide to indicate the measures recommended for disinfection of rolling stock :—

- (1) Scrape adhering dirt from interior. Burn excrement and scrapings.
- (2) Flame with blow lamp ; or if facilities exist, saturate the interior of the truck with steam for 15 minutes.
- (3) Wash or spray inside and outside of truck with approved disinfectant, *e.g.*, chlorinated lime 10% solution (1 lb. of chlorinated lime to 1 gallon of water).
- (4) Lime wash sides of truck. Half a pint of phenyl should be added to each gallon of lime wash.

115. *Watering arrangements.*—Animals will be watered before entrainment. Conducting parties will take sufficient buckets for the journey, and return them to their own unit.

116. *Shoeing.*—Animals will be shod in accordance with Mobilization Regulations before despatch by road or rail to Railhead or Base Remount Depots or to other destinations in the theatre of operations.

117. *Line gear.*—For the purposes of these regulations the term line gear comprises such of the following items as may be authorized in war for the animal concerned :—

- (i) Head Staff.
- (ii) Eye fringe.
- (iii) Head rope.
- (iv) Ropes, picketing, 4' 9".
- (v) Heel rope.
- (vi) Shackle chains.
- (vii) Shackle and picketing peg.
- (viii) Horse rug, roller and pad.
- (ix) Horse brush and curry comb.
- (x) Nose bag.

In the case of movements of animals into, within or out of the theatre of operations, transfer of line gear will be governed by the following rules—

- (a) Line gear will be transferred with animals in the following cases—
 - (i) Animals received in or issued from veterinary hospitals.
 - (ii) Animals delivered to formations direct by Field Remount Sections or Field Remount Troops, *vide* Field Service Regulations, Volume I.

- (b) All other animal transfers will be carried out without transfer of line gear. Conducting parties will take the necessary line gear for the journey and return it to their own unit.

The ordinary peace time procedure will govern the transfer of line gear in the case of animal movements lying wholly outside the theatre of operations.

118. *Conducting parties*.—Commanders of stations from which animals are despatched will arrange for conducting parties to be provided by the units from which animals are sent—

- (a) If despatched by train—

Two syces or I. O. Rs. per truck.

One N. C. O. per 10 trucks or fraction of 10 trucks.

One officer in charge, British or Indian, when more than 40 trucks are despatched.

- (b) If despatched by road—

Strength to be decided locally.

Conducting parties will be given warrants for their return journey by their parent unit.

119.

120.

Section 16.—Issue of warrants and credit notes.

121. The system whereby conveyance for personnel, animals and material by rail, is provided by the issue of warrants and credit notes in peace, is applicable on mobilization and subsequently. This applies whether the mobilization is general or partial.

In the event of the despatching authority having failed to provide a warrant for personnel to proceed the Movement Staff will issue a warrant after satisfying itself that the personnel have authority for the movement.

122.

123.

Section 17.—Railway priority certificates and military labels.

124. *Railway priority certificates*.—Consignments requiring very urgent despatch and transit by rail in the interest of the army will be despatched under railway priority certificates. These certificates will be issued by the Quartermaster General in India on application, when considered necessary.

Railway priority certificates are only applicable to the movement of materials not arranged for in tables of railway movement. They will not be issued for the movement of troops, their animals, equipment and transport.

125. *Military labels*.—Military labels for railway goods wagons on mobilization (I. A. F. T-1740) have been designed for use on railway goods wagons containing military stores, in order that such wagons may be distinguished from other traffic. One of these labels will be affixed on each side of railway goods wagons containing military stores, except when such wagons form part of a military train. They will be used only on wagons booked to destinations on or *via* the North Western Railway.

These labels indicate that the goods are required for the prosecution of the campaign and should not be delayed, though they do not give any special priority unless used in conjunction with railway priority certificates.

126.

127.

Section 18.—Reports to be rendered.

128. Movement Staff officers will render to Milrail, through Movement Staff channels, a daily statement of all movements of military trains and vehicles carrying military personnel and stores arriving or halting at, or departing from their stations. These statements will be sent by post unless it is necessary in certain cases to use telegrams. Telegraphic reports of the departure to time of any train included in a programme of movements which has been ordered by General Headquarters will not be sent to authorities at intermediate stations, destination or General Headquarters.

In the case of movements arranged locally and which are not contained in a programme of movements ordered by General Headquarters, the Movement Staff officers or local commander at the station of departure will make a telegraphic report to Movement Staff officers at intermediary and destination stations.

129. (a) I. A. F. T-1705 (Requisition for rail accommodation) will be submitted by units to the Movement Staff (or local commander) as soon as approximate entraining strengths are known.

(b) Serious railway accidents or breakdowns will be reported by telegram as laid down in Regulations, Army in India.

(c) Reports of late despatch and arrival and military stock reports are not required.

130.

131.

CHAPTER III.—MOVEMENTS BY SEA.

Section 19.—Arrangements for sea moves and provision of shipping.

132. *General control and detailed arrangements.*—The Q. M. G. in India exercises general control. Detailed arrangements will be made by the Embarkation Staffs at Bombay, Karachi, Calcutta, Madras and Rangoon, acting under instructions from the Q. M. G. in India.

133. *Embarkation and disembarkation.*—As far as possible troops will proceed by rail direct between stations of origin or arrival and quaysides at ports. Transit Sections exist in peace and war at Bombay and Karachi for soldiers and families detained at these ports; their capacity is limited.

134. *Provision of shipping.*—Shipping for troops and animals will be arranged by the Principal Sea Transport Officer, Bombay, at the request of the Q. M. G. in India. When accommodation for large numbers or whole ships is required the Principal Sea Transport Officer will refer to the Board of Trade, London (Director of Sea Transport); but for individuals or small numbers he will make arrangements himself.

135. *Shipment of war material.*—War material not involving the chartering of vessels will be shipped by the Embarkation Staffs and the Principal Sea Transport Officer on demand from officers of the services or departments concerned as authorised in Regulations, Army in India.

136. *Fitting out of ships.*—Shipment of troops and animals usually necessitates a certain amount of fitting out of ships. Arrangements for animals usually take longer than for troops. The earliest possible information of strengths, etc., should

therefore be furnished to the Q. M. G. in India for communication to the Principal Sea Transport Officer, Bombay.

137

138.

Section 20.—Voyage ration and meals.

139. Arrangements will be made by the Embarkation Commandant concerned, including arrangements for reserves to meet an unexpected prolongation of the voyage. Messing for British troops is usually provided by the shipping company, rations for Indian troops by the R. I. A. S. C.

140.

141.

Subd A. 4.1

Section 21.—Petrol, oils and lubricants (sea moves).

142. Petrol, oils and lubricants can be shipped by Embarkation Staffs in suitable cargo or tanker vessels. If the quantity is so large that a ship would have to be chartered specially, arrangements will be made by the Q. M. G. in India through the Principal Sea Transport Officer, Bombay.

In an emergency small quantities of petrol, not exceeding 250 gallons, can be taken in passenger ships, by arrangement with the Principal Officer, Mercantile Marine Department at the port concerned.

143.

144.

Section 22.—Baggage, equipment, ammunition, stores and bulk reserves (sea moves).

145. Such equipment as cannot be taken to the port of embarkation in unit charge will be embarked in bulk for issue overseas.

146. The Embarkation Commandant concerned will be responsible for loading bulk stores, etc., not in unit charge.

147. Ammunition varies in classification. Small arms ammunition and unfuzed shell are regarded as comparatively safe, whereas grenades, ballistite and signal cartridges are classed as dangerous. The quantities of ammunition and explosives which can be embarked in passenger ships varies according to circumstances. In every case special arrangements will have to be made by the Embarkation Commandant concerned. Dangerous explosives are normally stored in specially fitted or in portable deck magazines.

When a ship, passenger or cargo, is taken over on charter, these limits do not apply, but loading should be performed by army personnel.

The various ports have strict rules regarding loading ammunition, and generally speaking it should only be placed on board when the ship is out in the stream, and will not come alongside again. Such rules can be waived by the port authorities in an emergency.

The Principal Sea Transport Officer, East Indies, Bombay (or his representative at the port) will make arrangements in all cases, on request from the Q. M. G. in India.

148.

149.

A. L. I

For the existing Section 20 *substitute* the following :—

“ *Section 20—Voyage and landing rations.*

139. The Embarkation Commandant concerned will arrange for voyage rations, including provision for an unexpected prolongation of the voyage. Messing for British troops is normally provided by the shipping company. Rations for Indian troops are normally provided by the R. I. A. S. C.

140. *Landing rations.*—The Embarkation Commandant concerned will arrange for the following landing rations to be placed on board ship for consumption by troops and animals on disembarkation until supplies are available through normal channels :—

Suited.

C. 2

(a) 3 days' reserve rations (less perishables and firewood) on the scales laid down in paragraph 72, column 3,

(b) 3 days' tinned meat and biscuits in lieu of meat fresh, and bread, *vide* Table 6, Section I, Scales of Rations and Supplies issued by the R. I. A. S. C., and

(c) 3 days' reserve of oil, kerosene, 2nd quality at the scale of 2 gallons per oil cooker per diem.”

Case No. 42825/Q. 6.

F. A., M. F. u/o No. 1538/Q. A. of 1938.

D. D. Regr. No. 1801/C. R. S. of 1938.

Page 38—

For para. 140, as inserted by correction slip No. 1 of 1938,
substitute the following:—

“ 140. *Landing rations.*—The Embarkation Commandant concerned will arrange for the following landing rations to be placed on board ship for consumption by troops and animals on disembarkation until supplies are available through normal channels :—

- (a) 3 days' landing rations (less perishable and firewood) on the field service scales laid down in Scales of Rations and Supplies issued by the R. I. A. S. C., Part II-War, Tables A, B and G.
- (b) 3 days' meat, tinned (*plus* chutney or pickles), and biscuits in lieu of meat, fresh and bread for British troops ; and 3 days' ghi and atta in lieu of meat, fresh for Indian troops on the scales laid down in Scales of Rations and Supplies issued by the R. I. A. S. C., Part II-War, Tables H and I respectively.
- (c) 3 days' reserve of oil, kerosene, 2nd quality, at the scale of 2 gallons per oil cooker per diem.

Case No. 42825/Q. 6.

F. A., M. F., u/o No. 6981/Q. A. of 1938.

D. D. Regr. No. 12470/C. R. S. of 1938.

Section 23.—Embarkation and disembarkation of vehicles.

150. The instructions given in Section 14 (Movement of road vehicles by rail) will apply.

151.

152.

Section 24.—Movements of animals and veterinary arrangements (sea voyages).

153. Every ship carrying animals will have on board a veterinary officer or veterinary assistant surgeon with the necessary veterinary equipment. Unless otherwise ordered, headquarters the command in which the port of embarkation lies, will be responsible for provision of this personnel and equipment.

154. Veterinary personnel forming part of the force may be detailed for this voyage duty.

155. Veterinary personnel not forming part of the force but detailed for voyage duty under paragraph 153 will be returned to their stations immediately on completion of voyage duty.

156. Unless the ship is a special animal ship, fittings will have to be erected.

APPENDIX "A".

SUGGESTED FORM OF ENTRAINMENT ORDERS.

Entrainment order No. Dated **SECRET.**

Office of origin.

Reference.

1. Troop Special No.

Unit. dep. hrs. on (date)

From. arr. hrs. on (date)

To.

Detailed timings are attached.

Strength—B. O., I. C. Os., W. O., B. O. R., I. O., I. W. Os.,
I. O. R., non-combatants and temporary personnel,
horses, mules, maundage, vehicles.

Composition of train.

2. Stationmaster. Station, will please arrange
to—

(a) Place the 2 cooking trucks in. siding by.
hrs. on (date) (i.e., 24 hrs. before departure).

(b) Place all C. A.'s wagons, open trucks, and V at.
siding at. hrs. Loading will be completed
by. hrs.

(c) Assemble whole rake and place it at No.
platform at. hrs. Troops will entrain
at. hrs. Entrainment will be completed
by. hrs.

(d) Have all stock thoroughly cleaned, gassed, watered
and electric lights in working order before handing
over.

Appendix A.

- (e) Disinfect rolling stock for conveyance of animals.
- (f) For train examiner to hand over train to Officer Comdg.....or his representative at.....
.....at.....hrs.

3. Officer Commanding—

- (a) Will detail an officer and a small advance party to report at the Movement office at.....hrs. on the day of entrainment. This officer will take over the train and will have the method of entrainment explained to him.
- (b) The advance party officer will inform the Movement Staff officer the actual entraining strength of his unit and will receive rail warrant from him.
- (c) All baggage, vehicles, and animals will be on..... platform ready for loading at.....hrs. Loading will be completed by.....hrs.
- (d) All personnel will entrain at.....platform at.... hrs. and will be in position there by.....hrs.
- (e) Guides, detailed by your advance party, will report to you at.....at.....hrs. to shew you the platforms and routes to them.
- (f) The place of assembly, where your unit can wait pending arrival of the guides, will be.....
.....
Until then troops will not enter the station premises.
- (g) You will ensure that there is no interference with civilian traffic, and that there are no unauthorised delays to prevent your train travelling to scheduled timings.

Appendix A.

4. Rations and cooking—

- (a) Officers.
- (b) Other ranks.
- (c) Animals.
- (d) Cooking. O. C. train to take over the 2 cooking trucks 24 hrs. before departure of train and to prepare the fireplaces.

5. Water—

- (a) All ranks. Drinking and washing.
- (b) Animals.

6. Sanitation—position of latrines, etc.

7. Medical and other administrative orders.

(NOTE.—A second class compartment is to be set aside as a hospital).

8. Acknowledgment.

All addressees please acknowledge by post.

Signed.....

Designation.

Addressed to—

O. C. unit, etc.

Copies to—

Appendix B.

APPENDIX "B".

SUGGESTED FORM OF DETRAINMENT ORDER.

SECRET.

Office of origin.

Detrainment Order No.....Dated.....

Reference.....

1. Troop Special No. (Ordinary Train No.).....
2. Unit (Details).....from.....
3. Strength—British, Indian, animals, vehicles, baggage.
4. Arrive (date).....time.....
5. Personnel will detrain at platform No.....
6. Time available at platform.....
7. Goods stock will be unloaded at.....
8. Time available in siding.....
9. Forming up Place. (Platform or area immediately adjacent).....
10. Place of assembly. (Where unit will collect complete with transport, etc.).....
11. Place of assembly to be clear by.....hrs.
12. Unit will proceed to.....via.....
13. Guides.
14. Transport.
15. Police.

Appendix B.

16. Rations. (Cooking arrangements.)
17. Water (Drinking, washing, hot for teas).
18. Sanitation, etc.
19. Medical and Veterinary.

Signed.....

Designation.

To—

- O. C. Unit.
- O. C. Details.

Copies to—

- Stationmaster.
- Local Staff.
- Medical Authority.
- Supply Officer.
- Transport Officer.
- Veterinary Officer.
- O. C., Rest Camp, etc.

APPENDIX "C".

Military carrying capacity of Indian rolling stock in war.

[*Excluding mechanically propelled vehicles for which see Field Service Pocket Book (India).*]

Vehicle.	Load.	Carrying capacity.		Remarks.
		Broad gauge.	Metre gauge.	
1st class bogie .	Lying down accommodation	16	16	
	Seating accommodation .	24 to 28	24	
*1st class 4-wheeler.	Lying down accommodation .	8	8	
	Seating accommodation .	12	12	
1st and 2nd composite bogie.	Lying down accommodation	18 to 22	14 to 20	
	Seating accommodation .	30 to 36	20 to 30	
*Do 4-wheeler .	Lying down accommodation	9	8	
	Seating accommodation .	15 to 18	12	
2nd class bogie .	Lying down accommodation	20 to 24	20	
	Seating accommodation .	36 to 44	30	
*2nd class, 4-wheeler.	Lying down accommodation	10	8	
	Seating accommodation .	18	12	

Appendix C.

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3rd class bogies	Number of seats	70 to 90		Two-fifths of the public carrying capacity for British troops and four-fifths for Indian troops.
		80 to 120	70 to 90	
*3rd class wheeler.	Number of seats	40 to 56	30	These must have breast bars. Each wagon carries two attendants, line gear and grain and fodder for two days.
Horse box .	Horses or ponies .	6	4	
Horse wagon .	Horses or ordnance mules .	8	6	
Horse wagon .	Equipment and transport mules, or riding ponies.	10	8	
Horse wagon .	Large bullocks .	8	4	
Horse wagon .	Small bullocks .	10	6	
Horse wagon .	Donkeys .	12	8	
Covered goods wagon (4-wheeled).	Sheep and goats .	70	50	Must have smooth floors covered with four to six inches of sand.
Ditto .	Tons of compressed fodder (steam pressed).	8 to 10 tons.	4 tons	
Ditto .	Tons of bulk supplies .	15 tons	6 tons	
Ditto .	Tons of supplies (pack) .	10 tons	10 tons	
Ditto .	Tons of ordnance supplies	15 tons	7 tons	
Ditto .	Tons of firewood .	15 to 18 tons.	8 tons	

* Becoming obsolete ; only a few exist (1930).

47

Appendix C.

Appendix C.

Vehicle.	Load.	Carrying capacity.		Remarks.
		Broad gauge.	Metre gauge.	
Covered goods wagon (4-wheeled).	Tons of ammunition	10 tons	8 tons	If necessary. Must have smooth floors covered with four to six inches of sand. A. T. carts are always loaded dismantled.
Ditto	Men and followers	25	12	
Ditto	Transport camels	6	2	
Open truck (4-wheeled).	Army transport carts (dismantled).	20	12	
Ditto	Tongas	4	2	
Ditto	Large country carts (dismantled).	6	2	
Ditto	Men and followers	25	16	
Ditto	Small country carts (dismantled).	8	3	
Ditto	Pairs of guns or limber wheels.	4	3	} Must have falling ends.
Ditto	G. S. or pontoon wagons	1	1	

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*Against “Scale for troops moving by rail” under “para.” insert
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