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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3543	Press ~~Mis.~~
<i>546-550</i>	
Dated 23. 11. 1865.	

Not to be folded or roughly handled

23rd November 1865.

Read the following papers :—

No. 546. Endorsement of the Under Secretary to Government, in charge of the Office of the Consulting Engineer for Railways, dated Madras, 25th October 1865, No. 522.

From the Acting Deputy Consulting Engineer for Railways, to the Under Secretary to Government, in charge of the Office of the Consulting Engineer for Railways, dated Madras, 24th October 1865, No. 26.

1. I have the honor to report that I have inspected all the stations on the South-West, North-West, and Bangalore lines in the month of October.

2. The stations and latrines are nearly all very clean on the South-West line.

3. Tinnalore station would be the better of lime washing.

4. At Arconum the furniture requires repair.

5. At Arcot the ladies' closet appears to be used as a Native sleeping room.

6. At Coopum there was no drinking water when the train arrived, and the drainage of the men's latrine is bad.

7. At Shevaroy Hills the furniture requires repair.

8. At Sunkerry Droog there was no pan in the gentlemen's commode.

9. At Avenashy the pan in gentlemen's commode is broken.

10. At Wootapollim the water columns were out of order.

11. Wishing to go along the North-West Line by the Goods Train advertised to leave Madras at 5 A. M., I reached the Salt Cotaar station at about 4-30 A. M. on the morning of the 18th, but was told by the gate-keeper that no train would start thence at 5 A. M., and that I had better go to Royapooram or Perambore; I went to the latter station, but the Goods Train did not stop there.

12. By the 7 A. M. train I travelled in first class Carriage A. No. 1, of which the windows were very dirty, and the lid of one of the grease boxes being out of repair it rattled during the whole journey. I travelled in the same carriage or one similarly affected on the 22nd, 23rd, and 24th September from Madras to Beypore, and from Beypore to Coimbatore.

13. Up to the 18th October no scavengers have been obtained for Wontimmettah and Rajampett stations, but men are conveyed by train to do the work; the latrines are not exactly according to regulations, but they were clean.

14. The station-rooms are in several cases used by Station Masters.

15. It is to be regretted that for want of short girders the Engineers have been unable to erect the 20 feet bridge on the 78th mile ordered by Government. Excavation for the foundations is now in progress, and it is hoped that though the ground is unfavorable the bridge will be finished in time to prevent damage to the line in case of floods during the rains.

16. The 10 A. M. train from Arconum to Poody arrived an hour late at the latter station, owing to a Goods Train from Tiruputty being late.

17. On 22nd October the refreshment room of the Coimbatore station was opened only seven minutes before the departure of the 4-45 A. M. train. Both ladies' and gentlemen's waiting rooms were locked till the departure of the train.

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18. First class Carriage A. No. 1 with screw bolts missing from two of the grease boxes, had very dirty windows and cushion covers.

19. The train 1-40 P. M. from Jollarapett passed two stations without stopping (on Sunday), and at Trivellore the Engine Driver was in such a state that it was doubtful whether he could be trusted with a train; the first Fireman was dead drunk, the other European Fireman had never been on an engine before; he says; and the Native Fireman having been struck by one of the Europeans, for a time declined to go on the engine.

20. The train was an hour and a half late at Perambore.

21. I beg to make the following general remarks and suggestions. Measures should be taken to prevent the refreshment supplier from selling liquor to be drunk off the premises, and it might be well to regulate the maximum quantity to be sold to one person. At Jollarapett station I saw a man conceal inside his trousers a black bottle: that same afternoon, 22nd instant, the irregularities noticed above took place.

22. A passenger told me that a dismissed servant of the Company is licensed to sell liquor at Jollarapett; and that from his intimacy with men employed he is able to lead them into drinking; if this be true it would be well to cause his removal.

23. An Assistant Traffic Manager attributes the indifferent treatment of the passengers by the refreshment contractor to the small profits derivable from them, as compared to the large sums taken from the Railway servants.

24. The frequent robberies at some stations call attention to the necessity of protecting Goods Waggon at night; a spiked iron railing so high that it cannot be passed without a ladder would perhaps have the desired effect, the railing should be as near as possible to the waggons, and should have iron gates, with locks at the ends; the Station Master at Jollarapett thinks that this could be done at his station advantageously; the number of watchmen might then be reduced.

25. At almost all stations where there are washing-rooms entered from waiting-rooms light is entirely or partly excluded at night, if the upper part of the communicating door were of glass, one lamp well placed would light both rooms.

26. At Coimbatore station two commodes are in the bath-room behind the gentlemen's waiting-room; it is suggested that these ought to be removed, as conveniences are supplied elsewhere for gentlemen, and if these commodes be on-discomfort results to all passengers in the waiting-room. A light is required in the gentlemen's urinary of that station.

27. It would be a good plan to have pasted on the notice board of the station a list of the furniture, water vessels, &c., sanctioned for that station.

28. Basket commodes wear out quickly, and earthenware pans get broken. Wooden commodes well varnished inside with white enamelled iron pans would probably be nearly as cheap in the long run, and would be far nicer.

29. At some of the stations, for instance Perandoory, the drainage channel from the ladies' latrine passes through the gentlemen's latrine; in building latrines it would be well to keep the channel outside the building.

30. Zinc paint is preferred to other paints for the wood work of latrines, as does not blister or become affected by the noxious gases evolved in those plans.

31. The asphalt coating of the urinary wall at Morapoor and another station are peeling off, if the wall had been pointed with asphalt this would probably not have occurred.

32. The benefit of the dry earth system of conservancy is nullified by wet weather in open latrines; it is suggested that during the rains refuse charcoal and cinders may be used instead of earth, or that the dry earth may be stored in covered receptacles instead of being spread over the floors of such latrines.

33. At junction stations the Native men's latrines between the lines of rails are frequently offensive, after a fall of rain the buckets intended to receive the urine overflow and the stench increases; if the buckets were placed in iron tanks with means of draining by pipes to a convenient cess-pool filled with the clearings out from engines, the earth and air round them would be purer.

34. Cattle guards do not appear to have been used on any part of the line; as they cost so little it may be worth while to consider the propriety of making them at the crossings of the lines now under construction.

35. It would be a charity to provide water troughs for cattle waggons, they might be fastened all round the waggons outside if the sides are not too high to allow of the cattle putting their heads over to the troughs.

36. Perhaps additional accommodation for passengers paying 3rd class or 4th class fares might be made by putting an upper story to Goods Waggon and 3rd class Carriages, as is done on the Paris and Versailles line. If there be objections to such an arrangement, seats might be provided on the ends of waggons and 3rd class Carriages with hoods and foot boards.

1. Forwarded to Government for information.

2. A copy of the report has been sent to the Agent and Manager of the Madras Railway, and his attention has been drawn to the several points noticed by Major Prendergast.

3. The Collector of Salem has also been written to in reference to the remarks in paragraph 22 of the report.

4. The replies from the Agent and Manager, and the Collector will, on receipt, be submitted to Government.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,

Under Secretary to Government,

In charge of the Office of the Consig. Engr. for Railways.

No. 547. Endorsement of the Under Secretary to Government, in charge of the Office of the Consulting Engineer for Railways, dated Madras, 3rd November 1865, No. 542.

From the Agent and Manager Madras Railway Company, to the Under Secretary to Government, in charge of the Office of the Consulting Engineer for Railways, dated Madras, 1st November 1865, No. 782.

1. I have the honor, with reference to the copy of report of inspection by Major Prendergast, forwarded with your letter of the 25th ultimo, No. 742, to offer the following observations.

*Proceedings of the Madras Government, Public Works Department,
23rd November 1865.*

2. The subjects noticed in paragraphs 3 to 14 have been communicated to the Traffic Manager, and Chief Engineer, with a request that they receive immediate attention.
3. With regard to paragraph 15, I learn from the Chief Engineer that we now possess the necessary girders with which to erect the 20 feet bridge at the 78th mile, and that the work will be proceeded with as fast as circumstances will permit.
4. The Traffic Manager's special attention has been directed to the irregularities mentioned in paragraphs 16, 17, and 18.
5. The gross misconduct of the Engine Driver of the 1-40 P. M. train from Jollarapett, alluded to in paragraph 19, will result in the dismissal of that employe from the service; but I much regret that there does not appear to be sufficient evidence to convict this man before a Magistrate of drunkenness, and therefore I do not propose a prosecution.
6. With regard to the observations in paragraph 21, I beg to remark that the proprietor of refreshment rooms is forbidden to supply spirits, &c., &c., to any Engineman, Fireman, Guard, or other servant of the Company while on duty; but as I fear that this rule is not so strictly adhered to as it should be, I have instructed the Traffic Manager to issue a Circular calling attention to the penalty for any infringement of it.
7. The subject alluded to in paragraph 22 was disposed of by my letter of the 24th ultimo, No. 751.
8. The recommendation, with regard to the prevention of robberies from waggons standing at stations, contained in paragraph 24, shall have consideration, though, at the moment, I do not quite see my way to give effect to it.
9. The suggestion in paragraph 25, regarding the admission of light to washing-rooms, shall be acted on.
10. With regard to paragraph 26, I need only remark that at our Meeting yesterday it was decided to remove the commodes from the gentlemen's waiting-rooms, at all stations, except Jollarapett.
11. Adverting to paragraph 27, a list of the furniture, &c. &c., sanctioned for stations, will be pasted on a board, and kept in the Booking Office, where it can be inspected whenever called for. I think this preferable to having it exhibited on the platform.
12. The question of commodes and pans, referred to in paragraph 28, has been thoroughly discussed, and after a fair trial, experience has taught us that basket commodes and earthenware pans are cleaner and nicer in appearance, and altogether preferable.
13. The suggestions in paragraphs 29 to 33 have been communicated to the Chief Engineer, and Traffic Manager, and will be acted on as far as practicable.
14. With regard to paragraph 34, I learn from the Chief Engineer, that gates to level crossings are now being erected, so as to form cattle guards, when open.
15. The suggestion that water troughs be provided in cattle waggons is no doubt a good one, but our cattle traffic, as explained to you yesterday, is really

*Proceedings of the Madras Government, Public Works Department,
23rd November 1865.*

so small that the expense would not be justified, besides I fear that when shunting much, if not all of the water would be spilt. As sheep, as well as bullocks are conveyed in cattle waggons, it would be necessary to provide two troughs.

16. The proposition contained in the concluding paragraph shall receive consideration.

1. Forwarded to Government for information, in reference to my observations of the 25th ultimo, No. 522.

2. Agent and Manager's letter of the 24th ultimo, No. 751, was communicated to the Collector of Salem, who has not yet replied to the reference made to him.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
*Under Secretary to Government,
In charge of the Office of the Consgr. Engr. for Railways.*

No. 548. From the Under Secretary to Government in charge of the Office of the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 8th November 1865, No. 556.

1. Referring to paragraph 19 of Major Prendergast's report, forwarded to you with my docket, dated the 25th ultimo, No. 522, I have the honor to state that the Agent and Manager has reported to me the dismissal of Driver Scott and Fireman Pryor, the two men whose misconduct Major Prendergast noticed.

2. Mr. Elwin informs me that, after careful inquiry and consideration, it was not thought expedient to take criminal proceedings against them, owing to the uncertainty, from the nature of the evidence, of procuring a conviction, and in this I agree with him.

No. 549. Endorsement of the Acting Deputy Consulting Engineer for Railways, dated Madras, 14th November 1865, No. 563.

From the Collector of Salem, to the Consulting Engineer for Railways, dated Salem, 10th November 1865, No. 13.

With reference to your letter dated the 25th ultimo, No. 466, I have the honor to inform you that I have issued the necessary orders through the Head Assistant Collector at Tripatore for the removal of the Arrack shop from the Jollarapett Railway station. I have also had the two licensed vendors of European spirits there, warned that if they permit drunkenness in their shops their licenses will be liable to immediate forfeiture.

1. Submitted for the information of Government, in reference to Major Stewart's observations of the 25th ultimo, and 3rd instant, Nos. 522 and 542.

2. A copy of the letter has been communicated to the Agent and Manager of the Madras Railway.

(Signed) H. N. D. PRENDERGAST, Major, R. E.,
Acting Dy. Consgr. Engr. for Railways.

Proceedings of the Madras Government, Public Works Department,
23rd November 1865.

No. 550. ORDER THEREON, 23rd November 1865, No. 3,543.

RAILWAY, No. 50.

1. With the first of the endorsements above recorded the Officer late in charge of the Office of the Consulting Engineer for Railways submits a report of inspection by Major Prendergast of the stations on the South-West, North-West, and Bangalore lines of Railway in the month of October last. The Government consider that the Deputy Consulting Engineer deserves much credit for going into the matter so thoroughly, and they observe with satisfaction that the several suggestions which he has made are receiving the attention of the Railway authorities.

2. The Government are of opinion that a sufficient supply of good drinking water should be provided at every station, particularly at Arconum, where three lines of Railway meet.

3. Steps should be taken for covering in the Native latrine at Arconum, which is at present exposed to the view of passengers crossing the bridge connecting the two sides of the lines.

4. With reference to Major Prendergast's remarks on the subject of the frequent robbery of goods at certain stations, the Consulting Engineer will be requested to report, in communication with the Agent and Manager, whether it would not be desirable to place the whole of the Police duties of the line in the hands, and under the control of the Inspector General of Police.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

.. Inspector General of Police.

.. Editor's Table.

" Judicial Dept.

Exd. S. T. Augustin.

As it is desirable to place the whole of the Police duties of the line in the hands of the Inspector General of Police, the Government will await the receipt of the replies to the references which are stated to have been made to the Railway Authorities, and to the Collector of Salem.

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in return - When it is replied, an order should be sent to the Editor's Table. Mr. Prendergast - The Consulting Engineer for Railways must send a report on going into the matter so thoroughly.

xogz

10 thorough gp

1865 Dpto
Secy of Govt for Madras
No 4204
The Acting Dy. Consy.
Engineer for Ry,

To the Under Secy. to Govt
in charge of the office of
the Consy Engineer for Ry
Dated 24th
Recd 24th } act 1865
Expd 27th 1865

Reporting
that he inspected
all the stations on the
South West, North West
and Bangalore lines
in the month of Octr

no 35743. 23rd Nov 1865

With

Recd 15th Nov 1865 On 18th
Expd 18th Nov 1865

No 782.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, 1st November 1865.

From

A. B. C. M. Esq
Agent and Manager.

To

Major J. H. & W. Shaw Stewart R.E.
In Charge of the Office of the
Consulting Engineer for Railways.

Sir,

I have the honor, with reference
to the copy of report of inspection by Major
Spendergast, forwarded with your letter of the
25th ultimo, to offer the following
observations

1. The subjects noticed in paras 3
to 14 have been communicated to the Traffic
Manager and Chief Engineer, with a request,
that they receive immediate attention.

2. With regard to para 15, I have
from the Chief Engineer, that we now possess
the necessary guides with which to erect the
25 feet bridge at the 75th mile, and that the
work will be proceeded with as fast as
circumstances will permit.

3. The Traffic Manager's special
attention has been directed to the irregularities
mentioned in paras 16, 17 and 18.

The

5. The gross misconduct of the Engine Driver of the 1-40 PM Train from Sallantapett alluded to in para 19 will result in the dismissal of that employee from the service, but I much regret, that there does not appear to be sufficient evidence to commit this man before a Magistrate of disturbances, and therefore I do not propose a prosecution.

6. With regard to the observations in para 21, I beg to remark, that the Proprietor of Refreshment Rooms is forbidden to supply Spirits, &c. &c., to any Engineman, Fireman, Guard, or other servant of the Company, while on duty, but as I fear, that this rule is not so strictly adhered to, as it should be, I have instructed the Traffic Manager to issue a Circular calling attention to the penalty, for any infringement of it.

7. The subject alluded to in para 22, was disposed of by my letter of the 24th ultimo, to 757.

8. The recommendation with regard to the prevention of robberies from Waggon standing at Stations, contained in para 24, shall have consideration, though, at the moment, I do not quite see my way to give effect to it.

9. The suggestion in para 25, regarding the admission of light to washing rooms shall be acted on.

With

10. With regard to para 26, I need only remark, that at our meeting yesterday it was decided to remove the commodore from the gentlemen's Waiting Room, at all Stations, except Sallantapett.

11. Alluding to para 27, a list of the provisions to be provided for Stations, will be passed on a board, and kept in the Booking Office, where it can be inspected whenever called for. I think this preferable to having it exhibited on the platform.

12. The question of commodore and Pans, referred to in para 28, has been thoroughly discussed, and after a fair trial, experience has taught us, that basket commodore and larkinsward Pans are cleaner and more in appearance, and altogether preferable.

13. The suggestions in paras 29 to 33 have been communicated to the Chief Engineer and Traffic Manager, and will be acted on as far as practicable.

14. With regard to para 34, I learn from the Chief Engineer, that sales to Levies Cossacks are now being erected, so as to form cattle guards, when open.

15. The suggestion that water troughs be provided in cattle waggon is no doubt, a good one, but our cattle traffic, as explained to you yesterday, is really so small, that the expense would not be justified, besides, I fear that when

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No 563

Submitted for the information
of Government, in reference to Major
Stewart's observations of the 25th Ultimis,
and 3rd instant, Nos 522, and 542.

2. Copy of the letter has been
communicated to the Agent and
Manager of the Madras Railway.

W. D. Pringle.

Major R. E.

Madras
14th Nov 65

Ag. Dy. Comm. Engrs for Ry.

To The Secy to Govt. P. W. D.

Col. L. George.

No 579.

Informing that
orders have been
issued for the
removal of the
stock from the
Jalapaet
station.

No 5713-2323

Letter to Government 1865
Nov 13th -
and 10th instant

To The Consulting Engrs
for Railways
Section

The Collection of
the 15th 1865
and 10th 1865

For T. V. M. George

Public Works Department

No 3543

Proceedings of the Madras Government
Under date the 23rd November 1865

Read the following

From the Acting Dy Comm. Engrs
for Railways

Reporting that he inspected
all the stations on the South
West, North West, and Banga-
lore lines in the month of Oct.

From the Consulting Engineer
for Railways

Submitting observations with
reference to the several points

noted in Major
Stewart's report of inspection,
dated 10th Ultimis, No 742.

Stewart R. E.
Office of the
Dy Comm. Engrs
for Railways

More enter 24th Oct 1865 No 26

do - 1st Nov 1865 - 782

do 8th - 586/
do - 10th - 13

With the first of the endorsements
above recorded the Officer late in
charge of the Office of the Consulting
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Steps should be taken for covering in the native latrine at Arcconum which is at present exposed to the view of passengers crossing the bridge connecting the two sides of the lines -

With reference to Major Plandigast's remarks on the subject of the frequent robbing of goods at certain Stations, the Inspecting Engineer will be requested to report on the

70 1865 Dapa
90 no. of Gov. for Nov 3

No 3543.
Pro. of the M Govt
2/23 Nov/65

nos 54665-50