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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1756	Press ~~Mis.~~
59.60	
Dated 4-6-1866.	

Not to be folded or roughly handled

[Signature]

*Proceedings of the Madras Government, Public Works Department,
4th June 1866.*

No. 59. Read the following Proceedings of the Government of India, Public Works Department, (Railway), dated Simla, 30th April 1866, No. 420 R.—

First Inspection Report, Punjab Railway.

Read—

Inspection Report of the Punjab Railway for the First Quarter of 1866, received with Punjab Government No. 84, dated 3rd April 1866.

Public Works Department letter No. 419 R, dated 30th April 1866, to the Government of the Punjab, acknowledging the same.

Inspection Report of the Mooltan Railway made on the 22nd, 23rd, 24th March 1866, and of the Umritsur Line on 27th March 1866

The points relating to the administration of the Railway to which my inspection has been chiefly directed, are laid down in Government of India's Circular No. 13 of 27th August 1864, they are as follows :—

1.—*Crowding Third Class Carriages*—The number carried in an ordinary third class carriage is 50, and in a double-storied carriage 100. These numbers are painted on all the carriages, and orders have been issued to the servants of the Company prohibiting crowding passengers in greater numbers than the above, and I have reason to believe that the instructions on this point are attended to.

2.—*Uniform for Officials*—All second class Station Masters, Guards, and Ticket Collectors wear uniform. First class Station Masters have a uniform, but only wear it on grand occasions; they object that the dress is inconvenient and unsuited for ordinary wear.

The Lahore Station Master, Mr. Allen, suggested that first class Station Masters should be furnished with a helmet enveloped in a pugree of the same colors as those worn by the Porters, &c. The first class Station Master could then wear his ordinary dress in his Office, and when called by his duty to appear on the platform, by simply putting on the helmet and pugree, would at once be recognised as a Railway Official. I think such a distinguishing badge should be at once ordered; it would be quite sufficient, and the full uniform need not be worn except on grand occasions.

I spoke to the Umritsur Station Master on the subject, and he said that the forage caps now issued is quite unsuited for a first class Station Master, who is constantly called out in the sun, and that the substitution of helmet, as suggested above by Mr. Allen, would be a great improvement.

3.—*Latrines and Urinaries for Native passengers*.—These have been built at all stations between Umritsur and Mooltan at a considerable expense, probably Rs. 1,500 a station.

But they are on the European model, and totally unsuited to the Native population. Some of them at the Montgomery Station are inhabited by the Company's servants, as they have been found to be never used by the Native passengers.

The Traffic Manager has suggested that those at present constructed should be considered for the use of European Soldiers, &c., and that a mere blank wall should be built at each station as a screen for the use of the Native passengers. This is what Dr. Dallas previously recommended, as suited to the requirements of the people of the country, and it can be constructed at a trifling cost.

The Chief Engineer concurs in the above, and has, I believe, ordered the erection of the blank walls.

4.—*Supply of refreshments to Native passengers*—This is done, and sufficient for their wants.

5.—*Provision of Seraies at Stations*.—In the Mooltan jungle, the small stations are at a distance from villages, and the want of a small Seraie at each station is much felt. A considerable number of passengers arrive and depart by every train at even the most out-of-the-way stations,

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and as the villagers seldom know the exact time when the train is expected, often miss the train and have to wait many hours at the station. Natives also come from long distances to join the Railway.

The Traffic Manager is of opinion that it would be of great benefit to the population of the country if a small Serais and a Police Chowkee could be erected by the Local District Officers at each station, and in this opinion I fully concur. The Police Chowkee at each station is much required; only lately a Gatekeeper in the jungle was beaten to death, and nothing has been heard of his murderers. The presence of the Police on the line of Railway is, therefore, urgently required, and it would put a stop to the frequent illegal acts in seizing cattle, &c., by the Railway officials, of which the Mooltan Deputy Commissioner has so often complained.

If a Serais and Police Chowkee were built at each station, they would soon become the nucleus of a village, and tend to populate this track of jungle.

6 — *Supply of Porters and vehicles at Terminal Stations* — The late Agent started omnibuses at Lahore, Mooltan, and Umritsur, and they have been found a great convenience to the public.

The arrangement for Porters is not satisfactory, there is considerable crowding. Badges should be issued to all licensed Porters, and no others should be admitted on the platform. The Traffic Manager is, I believe, about to alter the present system, but his attention should be brought to the matter.

No Porters in the Company's service are available for carrying passengers' luggage within the station, but by a little management, some of the existing staff could, in my opinion, be rendered available at the large stations for this work.

7 — *General arrangements of the management as regards the convenience of passengers.* — These are on the whole good, and there is a strong desire on the part of the Traffic Manager and his staff to render Railway travelling as convenient as possible to the Native passengers. Separate carriages are always allotted to Native females, and private compartments are constantly secured by Natives of rank for their families, and it is believed that, in consequence of these arrangements, a greater proportion of females travel on the Punjab Railway than is the case on the East Indian Railway, where carriages are not reserved for Native women.

8. — In conclusion, I have to remark that the permanent-way throughout appeared to be maintained in very good order. The Railway in the vicinity of Mooltan is entirely laid with Greave's pot sleepers, and forms a most excellent and smooth roadway. Tie-rods are introduced into alternate sleepers, but the District Engineer, Mr. Netherisole, and his Plate-layers are of opinion that it would be an improvement if each sleeper could be provided with its own tie-rod. It is evident, therefore, that one tie-rod to three sleepers, as provided for the Delhi Railway, is insufficient, and it is believed that the Chief Engineer is in consequence about to indent for a further supply for the new line.

From the Secretary to Government of India, Public Works Department, to the Officiating Under Secretary to Government of Punjab, in the Public Works Department, Railway Branch, dated 30th April 1866, No. 419.

1. I am directed to acknowledge the receipt of your letter No. 84 of the 3rd instant, forwarding the First Quarterly Inspection Report of the Punjab Railway, and to communicate the satisfaction of the Governor General in Council at the favorable results exhibited.

2. The arrangements made for Native female passengers and for distinguishing first class Station Masters are approved, and the requirements in the way of Serais and Police Stations will doubtless receive the early attention of the Punjab Government.

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3. I am to suggest that the Report, together with this reply, should be published in the *Punjab Gazette*.

ORDER.—Ordered, that copies of these papers be forwarded to the Governments of Madras, Bombay, Bengal, and North-Western Provinces, to the Chief Commissioners of Central Provinces and Oudh, to the Resident at Hyderabad, and to the Commissioner of Mysore, for information.

No. 60. ORDER THEREON, 4th June 1866, No. 1,756.

RAILWAY, No. 7.

Communicated to the Consulting Engineer for Railways.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

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ex. 1756

Communicated to
the Consulting Engineer
for Railways -

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Grant St. Louis
4th June 1866

To fair copy for Dept

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Recd. 5th June