

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

P. W. DEPARTMENT.

G.O. No. 1007	Press Mis.
349-350	
Dated 21-4-1868	

Not to be folded or roughly handled

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1.3

No. 349. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 30th March 1868, No. 109:—

Read the following letter from the Acting Deputy Consulting Engineer for Railways, to the Consulting Engineer for Railways, dated Madras, 28th March 1868, No. 1.

1. I have the honor to report that I have this month inspected the South-West and Bangalore Branch Lines of the Madras Railway.

2. I have much pleasure in stating that, in all matters regarding conservancy, the most effective arrangements are made and carried out. The latrines, urinaries, and station buildings generally, I found to be perfectly clean without any exception.

3. I observed no case of over-crowding on the part of third class passengers, the carriages containing them are properly marked, showing the number they should hold according to the Orders of Government, the only exception is the double-storied carriage used on the Bangalore Branch which does not appear to be marked.

4. At Bangalore Station the arrangement for issuing tickets to third class passengers, and admitting them to the platform, is bad; they have, after procuring their tickets, to go a distance of about fifty yards outside the station building, and come in at the far end of the platform. Native passengers should, I think, as I explained in my report on the Great Southern of India Railway, be passed on to a waiting shed where they should remain until the train is ready to receive them, this arrangement should be carried out at all large stations. The effect will, I think, be more satisfactory to native passengers themselves, and the Railway employees will be enabled to do their work unimpeded by the crowds which now throng the platforms of the large stations.

5. At Beypore, some arrangement is required to enable the clerk to weigh passengers' luggage, and issue the tickets; at present he simply has a desk on the platform, and there is great confusion and delay when more than the average number of passengers start from that station. I was a witness of this when I landed at Beypore in December last with twenty-two other first and second class passengers, the train was delayed half an hour in starting on that occasion for this reason alone.

6. The refreshment rooms are but scantily supplied with stores; at Salem the man in charge had come to an end of his supplies altogether.

7. At Beypore, the Hotel is in an exceedingly dirty state, the Resident Engineer informed me that he had repeatedly called upon the Manager to remedy matters, but without avail: the bedding, linen, &c., supplied to travellers is of the worst possible description. It will, I think, be found necessary to whitewash the interior of the building, and to have this done periodically.

8. The trains ran with punctuality during the time I was on the line, the only exception was the 4-15 A. M. from Coimbatore on the 21st, which was fifty minutes late in arriving at Jollarapett.

9. In a former report I suggested the establishment of a second class refreshment room at Jollarapett; at this station I have always observed a number of second class passengers, soldiers, &c., to whom a room of this description would be a great

*Proceedings of the Madras Government, Public Works Department,
21st April 1863.*

boon, as it would obviate the necessity of their intruding in the first class refreshment room. The Soldiers' Rest-house, it must be remembered, is some distance from the station, and can only be availed of when special arrangements have been made.

10. More effective arrangements could, I think, be made for supplying native passengers with drinking water; there is but a small quantity available for them at present, and that is not easily got at.

11. I start on Monday morning to inspect the permanent way and works of the Madras Railway, in company with Mr. Pinson, the Deputy Chief Engineer.

1. Submitted for the information of Government.
2. A copy has been sent to the Agent of the Madras Railway, and his attention has been drawn to the various points noticed by Captain Lindsay.
3. The condition of the refreshment rooms, noticed by Captain Lindsay in paragraph 6, is very unsatisfactory; but there has always been the greatest difficulty in securing as tenant a man who can and will attend properly to the wants of travellers. The late tenant, Mr. Amster, has recently become insolvent, and the Railway authorities are doing their best to secure an efficient man as his successor.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Consulting Engineer for Railways.

No. 350. ORDER THEREON, 21st April 1863, No. 1,207.

RAILWAY, No. 29.

Ordered to be recorded.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Angustin.

Way Department

Consulting Engineer's Office

No. 1

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From Captain J. G. Lindsay R. E.
Ag. Dy. Cons. Engs for Railways
To Major J. H. M. Shaw Stewart R. E.
Cons. Engineer for Railways

Pers

I have the honour to report that I have this month inspected the South West and Bangalore Branch Lines of the Madras Railway.

2. I have much pleasure in stating, that in all matters regarding conservancy, the most effective arrangements are made, and carried out. The latrines, urinals and station buildings generally I found to be perfectly clean, without any exception.

3. I observed no case of overcrowding on the part of 3rd class passengers, the carriages containing them are properly marked, showing the number they should hold, according to the orders of Government, the only exception, is the double stored carriage, used on the Bangalore Branch, which does not appear to be marked.

4. At Bangalore station, the arrangement for issuing tickets to 3rd class passengers, and admitting them to the platform, is bad; they have after procuring their tickets, to go a distance of about 50 yards outside the station building, and come in at the far end of the platform. Native passengers

passengers should, I think, as I explained in my report on the Great Southern of India Railway, be passed on to a waiting shed where they should remain until the train is ready to receive them, this arrangement should be carried out at all large stations. The effect will I think be more satisfactory to native passengers themselves, and the Railway employees will be enabled to do their work, unimpeded by the crowds, which now throng the platforms of the large stations.

5. At Bellary some arrangement is required to enable the Clerk to weigh Passengers' luggage, and issue the tickets, at present he simply has a desk on the platform, and there is great confusion, and delay, when more than the average number of passengers start from that station; I was a witness of this, when I landed at Bellary in December last with 22 other 1st and 2nd class passengers, the train was delayed half an hour in starting on that occasion, for this reason alone.

6. The refreshment rooms are but scantily supplied with stores; at Bellary the man in charge had come to an end of his supplies altogether.

7. At Bellary the Hotel is in an exceedingly dirty state, the Resident Engineer informed me that he had repeatedly called upon the

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the Manager to remedy matters, but without avail; the bedding linen &c. supplied to travellers is of the worst possible description. It will I think be found necessary, to whitewash the interior of the building, and to have this done periodically.

8. The trains run with punctuality during the time I was on the line, the only exception was the 4.15 A.M. from Coimbatore on the 21st which was 50 minutes late, in arriving at Jolarapett.

9. In a former report I suggested the establishment of a 2nd class refreshment room at Jolarapett; at this station I have always observed a number of 2nd class passengers, soldiers, &c., to whom a room of this description would be a great boon, as it would obviate the necessity of their intruding in the 1st class refreshment room. The soldiers Rest house it must be remembered, is some distance from the station, and can only be availed of, when special arrangements have been made.

10. More effective arrangements could I think be made for supplying native passengers with drinking water; there is but a small quantity available for them at present, and that is not easily got at.

11. I start on Monday morning to inspect

inspect the Permanent Way and Works of the
Madras Railway, in company with Mr. Pinson
the Deputy Chief Engineer

Madras
28th March
1868

I have the honour to be
Sir,

Your most obedient Servant.

J. H. Lindsay Captain R.E.

Ag. Dy. Cons: Engrs for Rly.

11/11/1868

Railway Department

No 109

Cons: Engineer's office 74

Submitted for the information of Go-

vernment.

2. A copy has been sent to the Agent of the
Madras Railway, and his attention has been drawn to the
various points noted by Captain Lindsay.

3. The condition of the Refreshment Rooms,
noticed by Captain Lindsay in paragraph 6, is very
unsatisfactory; but there has always been the greatest
difficulty in securing as tenant a man who can and
will attend properly to the wants of travellers. The late
tenant, Mr. Amster, has recently become insolvent,
and the Railway Authorities are doing their best to
secure an efficient man as his successor.

Submitted Major R.E.

Cons: Engrs for Railways.

Madras
30th March
1868

To The Secretary to Government
P. W. Department
Fort Saint George.

1868 3541

From

The Hon. Dy. Cons: Engrs for Rly.

To The Hon. Consulting Engineer
for Railways.

Dated 28th March 1868

M. No. 1.

Inspection Report
on the South West and
Bangalore Branch Lines
of the Madras Railway.

W. H. P. D. P.
Pro: of Govt. April
1868

RAILWAY DEPARTMENT.

From

L 1197

The Consgr. Engineer for Railways,

To

The Secretary to Government,

P. W. Dept.

Dated *30th*

Received *30th*

March 1868.

No. *109* -

Enclosures, No. *one*.

W. H. P. D. P.
No. 1207 - 21st April/68

Submitting for
the information of
Govt, a report of
Inspection from the
Dy Com:gr on the
W. & Bangalore Branch
lines of the G. R.

Cy

No. 1207

Recorded

For the Secy

21st April 1868

Com:gr

21st April 1868

No. 319 V 350

c. 1st April 1868