

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	332	Press
7-96997,		Mis.
Dated	5-2-	18 73

Not to be folded or roughly handled

Read the following papers:—

No. 96. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 15th January 1873, No. 24.

I HAVE the honour to solicit the consideration of Government to the arrangements of the train service upon the western section of the South-West Line of the Madras Railway, between Coimbatore and Beypore.

2. Upon this part of the Railway the regular train service consists of two trains only in each direction, those which run westward leaving Coimbatore at 8 A.M. and 12-20 P.M., and those which run eastward leaving Beypore at 8-15 A.M. and 11-15 A.M. Of these four trains the 12-20 P.M. from Coimbatore and the 8 A.M. from Beypore convey first, second, and third class passengers, while by the other two trains only first and second class passengers are conveyed. Third class passengers have therefore only one opportunity in the day of travelling upon this part of the Madras Railway, and the one train by which they are allowed to travel in each direction is most inconveniently timed, so far as their comfort is concerned. If travelling westward, they are landed at Beypore at 6 P.M., or later, and if travelling eastward, they must leave Beypore at 8-15 A.M. When it is remembered that almost all third class passengers who join or leave the rail at Beypore have their homes at least seven miles distant from that station, it will be clear that in arranging the train service their convenience has not been studied.

3. I have long held the opinion that the existing arrangements inflict a hardship upon the bulk of the population, and that it is desirable that the Railway authorities should be induced to attach third class carriages to the 8 A.M. train westward from Coimbatore, and to the 11-15 A.M. train eastward from Beypore. In all other parts of the South-West Line third class passengers have at least three (in some cases four) daily opportunities of travelling in each direction by rail, and I cannot but think it wrong, where in a thickly populated part of the country only two trains are run daily, that the bulk of the people should be prevented from using one of them.

4. Some months ago I asked the Collector of Malabar to favour me with his opinion, as to whether the addition of third class carriages to the two trains in question would tend in any considerable degree to the convenience of the native community, and it will be seen that in his reply* Mr. MacGregor expresses himself

* No. 1,600, 13th August 1872.

5. On receiving Mr. MacGregor's letter, I addressed the Agent of the Madras Railway on the subject, asking him whether, in his opinion and in that of the Traffic Manager, there existed any valid objection against attaching third class

* To Agent No. 658, 16th August 1872.
From " " 700, 27th Sept. "
To " " 15, 6th Jan. 1873.
From " " 14th " "

very forcibly as to the impolicy of continuing the existing arrangements.

The [correspondence* which passed is enclosed. It will be seen that five months have already elapsed, and that there is no prospect of an early reply.

6. Under the circumstances I do not think that anything will be gained by further delay, and, in submitting the question for the consideration of Govern-

*Proceedings of the Madras Government, Public Works Department,
5th February 1873.*

ment, I recommend that, under the authority vested in the Government by Clause VIII. of the Company's Contract, the Agent of the Madras Railway be called on to attach in future third class carriages to the train which leaves Coimbatore at 8 A.M., and to the train which leaves Beypore at 11-15 A.M.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 16th August 1872, No. 658.

My attention has often of late been called to the inconvenience which is entailed upon the bulk of the travelling community in Malabar by the fact that no third class carriages are attached to the train which leaves Coimbatore for Beypore at 8 A.M., and to the train which leaves Beypore at 11-15 A.M.

2. Before addressing you on the subject, I asked the Collector of Malabar to favour me with his opinion as to whether the addition of third class carriages to those two trains would tend in any considerable measure to the convenience of the native community. In enclosing for your information a copy of Mr. MacGregor's reply,* I have

* No. 1,600, 13th August 1872.

the honour to request that you will be so good as to let me know, at your early convenience, whether, in your opinion, and in that of the Traffic Manager, there exists any valid objection against attaching third class carriages to the two trains in question.

3. In his letter Mr. MacGregor has put so forcibly the objections to the existing system that it seems unnecessary for me to add any thing.

From the Collector of Malabar, to the Consulting Engineer for Railways, dated Calicut, 13th August 1872, No. 1,600.

I HAVE the honour to acknowledge your letter of the 29th July, No. 675, requesting my opinion as to the inconvenience occasioned by the fact of their being no third class carriages attached to the first train running westward, and to the second train running eastward.

2. From inquiries I have since made, both in Calicut and Palghat, as well as from my own observations during the last two years, I have no hesitation in saying that the greatest inconvenience is occasioned by the existing arrangements. There is, as you are aware, no convenient accommodation for travellers anywhere near Beypore, and the consequence is that third class travellers, that is to say, the great bulk of the travelling public, have to go long distances to and from the terminus, and the only trains in the day carrying third class passengers necessitate their getting up and beginning their journey in the middle of the night and without their ordinary meal if they are going eastward; or finding themselves, if going westward, deposited on the wrong side of a broad river at a distance from their homes or from any convenient halting place about sunset. Apart from this special inconvenience it is a great hardship that one of the two trains in the day should be closed to the bulk of the travelling public, and I feel sure that the due development of the passenger traffic is much retarded by the measure. Few people are forced into the second class carriages against their will. Those who must travel endure the discomfort caused by the untimely arrangement, while many of those who are not obliged to travel, but who would do so if afforded reasonable facilities, now remain at home.

3. Palghat is numerously populated by secular Brahmins; in fact, they are almost confined to that part of the district, and probably the numbers of members of these families scattered about in the various public offices, and as agents to the wealthy landholders along the coast from Cochin to the frontiers of Canara, might be reckoned at many thousands. Among such people it must frequently be an optional point whether they will take a trip to Palghat and back when it happens that a few days are available, and their decision must be largely influenced by the facility or otherwise given by the railway. In addition to this numerous class there are the ordinary Hindoos of the coast, whose journeys are by no means compulsory, but who are as often travelling from inclination as from necessity. Here there is great room for increase of traffic, and I believe

*Proceedings of the Madras Government, Public Works Department,
5th February 1873.*

that in course of time, and especially if the line be extended along the coast and every facility be given, the passenger traffic will be enormous.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 6th January 1872, No. 15.

I HAVE the honour to request that you will be so good as to let me know when I may expect to receive a reply to my letter,* dated the 16th August 1872, No. 658. Nearly five months have elapsed since that letter was addressed to you, and I am desirous that the proposal to attach

*Vide Reminders:—
No. 779, 25th September.
942, 15th November.
" 1,009, 4th December.

third class carriages to the two trains in question should be laid before Government without further delay.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 27th September 1872, No. 700.

WITH reference to your letter No. 658, of the 16th ultimo, I have the honour to state that I learn* from the Traffic Manager that, pending the receipt of certain information which the

*No. C 411, dated 27th September.

Chief Auditor has been asked to furnish, he is unable satisfactorily to dispose of your letter above mentioned.

2. Mr. Church adds, "the Chief Auditor's staff has been, and still is, very much crippled by the prevailing epidemic, but I have reason to believe that the information asked will be soon forthcoming."

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 13th January 1873, No. C 411.

Consulting Engineer's letter No. 15, dated 6th January 1873.

You will see from the accompanying copy of a letter from the Chief Auditor that the information I have asked for cannot be compiled until the half-yearly accounts have been completed, and without this information I cannot satisfactorily reply to the Consulting Engineer's inquiry contained in a letter No. 658, dated 16th August 1872.

2. The arrears of work in the Audit Office consequent on the late epidemic have absorbed the whole of the available labour.

From the Chief Auditor, to the Traffic Manager of the Madras Railway Company, dated Madras, 11th January 1873, No. 1,814.

WITH reference to your letter No. 334, dated 7th January 1873, I beg to state that we shall be glad to compile the information for you as soon as we can, but see no immediate chance of doing so as we have our half-yearly accounts to get out.

FORWARDED for the information of the Consulting Engineer for Railways.

(Signed) R. B. ELWIN,
Agent and Manager.

14th January 1873.

No. 96A.

Memorandum by the Chief Engineer.

WITH reference to the question of attaching third class carriages to both the trains running each way daily, between Beypore and Coimbatore, which is now before Government, the Chief Engineer has the honour to call attention to paragraph 3 of his letter recorded with G. O., No. 164, of 19th January 1869.

*Proceedings of the Madras Government, Public Works Department,
5th February 1873.*

2. Colonel Walker, in his frequent journeys on that line of rail, between 1863 and 1870, had occasion to note the inconvenience to which third class passengers in Malabar were put by the single service each way daily. On one occasion when he travelled and halted at Beypore with the Consulting Engineer, then Lieutenant-Colonel Anderson, he brought the subject to that officer's notice, who quite concurred in his opinion as to the desirability of a change, and promised to bring the matter forward after further inquiry. He was transferred, however, to other work too soon to admit of his doing anything.

3. The next occasion that offered for bringing forward the subject was when the provision of accommodation for travellers along the line of rail was discussed. The Consulting Engineer, Lieutenant-Colonel Shaw-Stewart, then adopted views different from those he now brings forward, and opposed to those of the then Collector Mr. Ballard and of Colonel Walker. A reference to the correspondence printed with G. O., No. 921, of 20th March 1869, will show how completely the question of additional accommodation for third class traffic *between Beypore and Coimbatore* was shelved under cover of the question of train service *between Salem and Beypore*. The Consulting Engineer then considered that the reasons brought forward by the Traffic Manager were conclusive, but when the latter's letter is turned to, no reasons whatever are to be found. The Chief Engineer of the Railway professed to have no opinion on the subject. It is submitted that the long-continued silence of the Railway authorities under the present reference may be taken to show that they have no cogent objections to urge to the proposal of running third class carriages with both trains each way.

(Signed) G. W. WALKER, Colonel, R.E.,
Chief Engineer.

January 21st, 1873.

No. 97.

ORDER THEREON, 5th February 1873, No. 382.

RAILWAY, No. 15.

His Excellency the Governor in Council has no doubt whatever as to the advisability of attaching third class carriages to all the passenger trains at present running between Coimbatore and Beypore, and, in the absence of any argument on the part of the Railway authorities against the measure, resolves to direct that the arrangement be carried out from the 1st proximo.

2. The Government consider that there has been unnecessary delay on the part of the Railway officials in replying to the letter of the Consulting Engineer for Railways on this subject, dated August 16th, 1872.

(True Extract.)

To the Consulting Engineer for Railways.

Ed. S. T. Austin.

Colonel, R.E.,
Secretary to Government.

Railway Department,

CONSULTING ENGINEER'S OFFICE,

No. 24

From

LIEUT.-COLONEL J. H. M. SHAW, STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,
Fort Saint George.

SIR,

*I have the honour
to solicit the consideration of Govern-
ment to the arrangements of the
train service upon the western
section of the South-West line
of the Madras Railway, between
Coimbatore and Beypore.*

*2. Upon this part of the
railway the regular train service
consists of two trains only in each
direction: those which run westward.*

leaving

leaving Coimbatore at 8 A.M. and
12-20 P.M.; and those which run
eastward leaving Beypore at 8-15
A.M. and 11-15 A.M. Of these
four trains the 12-20 P.M. from
Coimbatore, and the 8-0 A.M.
from Beypore, convey first,
second, and third class passen-
gers; while by the other two
trains only first and second class
passengers are conveyed. Third
class passengers have therefore
only one opportunity in the day
of travelling upon this part of
the Madras Railway: and the
one train by which they are
allowed to travel in each direc-
tion is most inconveniently timed,
so far as their comfort is concerned.

If

702
If travelling westward, they are
landed at Beypore at 6 P.M.
or later; and, if travelling east-
ward, they must leave Beypore
at 8-15 A.M. When it is
remembered that almost all third
class passengers who join or
leave the rail at Beypore have
their homes at least 7 miles
distant from that station, it
will be clear that in arranging
the train service their convenience
has not been studied.

3. I have long held
the opinion that the existing
arrangements inflict a hardship
upon the bulk of the population,
and that it is desirable that
the Railway Authorities should
be

be induced to attach third class
carriages to the 8 A.M. train
westward from Coimbatore;
and to the 11-15 A.M. train
eastward from Beypore.
In all other parts of the
South-West line third class
passengers have at least three,
(in some cases four) daily
opportunities of travelling in
each direction by rail; and
I cannot but think it wrong,
where in a thickly populated
part of the country only two
trains are run daily, that
the bulk of the people should
be prevented from using one
of them.

4. Some months ago
I

I asked the collector of
Malabar to favour me with
his opinion as to whether the
addition of third class carriages
to the two trains in question
would tend in any considerable
degree to the convenience of the
Native Community, and it
will be seen that in his
reply Mr. Macgregor expresses
himself very forcibly as to the
impolicy of continuing the
existing arrangements.

N. 1600 - 13th
August 1872.

5. On receiving Mr.
Macgregor's letter I addressed the
Agent of the Madras Railway on
the subject, asking him whether in
his opinion, and in that of the
Traffic Manager, there existed
any

valid objection against attaching
third class carriages to the two
trains in question. The presence
of a passenger which is not
- and It will be seen that
five months have already elapsed,
and that there is no prospect of
an early reply.

Under the circumstan-
ces I do not think that anything
will be gained by further delay,
and in submitting the ques-
-tion for the consideration
of Government I recommend
that, under the authority vested
in the Government by clause
VIII of the Company's contract,
the Agent of the Madras
Railway be called on to
attach

To Agent. 14th August 1872.
From do. 27th September 1872.
To do. 15th January 1873.
From do. 14th January 1873.

attach in future third class
carriages to the train which
leaves Coimbatore at 8 A.M.,
and to the train which leaves
Beylore at 11-15 A.M.-

I have the honour to be
Sir

Madras
15th January 1873

Your most obedient servant
Mantion Lient. B. B.,
Hon. Engineer for Railways.

No 658.
 To The Agent & Manager
 Madras Railway Company

Sir,
 My attention has been
 of late, been called to the
 inconvenience which is entailed
 upon the bulk of the travelling
 community in Malabar by the
 fact that no third class carriages
 are attached to the train which
 leaves Secunderabad for Beypore
 at 8 a.m. and to the train which
 leaves Beypore at 11.15 a.m.

Before addressing you
 on the subject, I asked the collector
 of Malabar to favour me with his

For 19 January 1873 No 330
 588

P. M. 1873
 P. M. 1873
 RAILWAY DEPARTMENT.

From 1873
 To 1873
 The Consulting Engineer
 for Railways,

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

Dated 15th January 1873
 Recd. 17th Jan 1873

21st Jan 1873

296

consideration of Govt.
 to the arrangements of
 the Sec. Sec. Sec. Sec.
 the Sec. Sec. Sec. Sec.
 the Sec. Sec. Sec. Sec.
 the Sec. Sec. Sec. Sec.

his opinion as to whether the addition
of third class carriages to those two
trains would tend in any con-
siderable measure to the con-
venience of the native community.

In enclosing for your information
a copy of Mr. Wallace's report, I have
the pleasure to request that
you will be so good as to let me
know, at your early convenience
whether, in your opinion, and
in that of the Traffic Manager,
there exists any valid objection
against attaching third-class
carriages to the two trains in
question.

3.
In his letter Mr. Wallace
has put so forcibly the objections

to the existing system that it
seems unnecessary for me to
add anything.

I have &c

Signed J. H. M. Shaw Stewart-Lent M.R.

Madras - 3
16 Aug. 1873

Com: Secy for Railways.

True copy

W. Stewart-Lent M.R.

Com: Secy for
Railways

Malabar Collector's Office
Calicut 13th August 1872

W. A. 1500

From

A. Macgregor Esq.
Collector of Malabar.

To

Lieut. Col. J. H. M. Shaw Stewart. Es.
Consulting Engineer for Railways
Madras.

Sir,

I have the honor to acknowledge your letter of the 29th July 1872 requesting my opinion as to the inconvenience occasioned by the fact of there being no third class carriages attached to the first train running westward, and to the ~~last~~ ^{second} train running eastward.

From inquiries I have since made, both in Calicut and Pallypatt, as well as from my own observations during the last two years, I have no hesitation in saying that the greatest inconvenience is

occasioned by the existing arrangements - There is, as you are aware no convenient accommodation for travellers anywhere near Bangalore, and the consequence is, that 3rd class travellers, that is to say, the great bulk of the travelling public, have to go long distances to and from the terminus, and the only trains in the day carrying 3rd class passengers necessitate their getting up and beginning their journey in the middle of the night and without their ordinary meal, if they are going eastward; or finding themselves, if going westward, deposited on the wrong side of the broad river at a distance from their homes - or from any convenient halting place about sunset. Apart from this special inconvenience it is a

great hardship that one of the two trains in the day should be closed to the bulk of the travelling public, and I feel sure that the due development of the passenger traffic is much retarded by the measure - I am sure people are forced into the 2nd class carriages against their will - those who must travel, endure the discomfort caused by the untidy arrangement, while many of those who are not obliged to travel, but who would do so if afforded reasonable facilities, now remain at home -

3 Palghat is numerously populated by secular Brahmins, in fact they are almost confined to that part of the District, and probably the numbers of members of these families scattered about in the various public offices, and

and as agents to the wealthy land-
holders along the coast from Cochin
to the frontiers of Canara might
be reckoned at many thousands.
Among such people it must fre-
quently be an optional ^{point} ~~fact~~ whether
they will take a trip to Calicut
and back when it happens that
a few days are available, and
their decision must be largely in-
fluenced by the facility or otherwise
given by the railway. In addition
to this numerous class there are the
ordinary Hindus of the coast whose
journeys are by no means compulsory,
but who are as often travelling
from inclination as from necessity.
Here there is great room for increase
of traffic, and I believe that
in course of time and especially if
the line be extended along the
coast and every facility be
given, the passenger traffic will
be

be enormous -

I have the honor to be
Sir

Yours most obedt servant

Alfred
Collector

No 16.
 To the Agent & Manager
 Madras Railway Co.
 Sir

I have the honour
 to request that you will be
 so good as to let me know
 when I may expect to receive
 a reply to my letter dated
 the 16th August 1892, No 658 & that
 five months have elapsed
 since that letter was address-
 ed to you, and I am desirous
 that

x file remainder
 779-251
 779-251
 779-251

P.M. 303/93

16. August - 72.

J. F.

that the proposal to attach
third class carriages to the
two trains in question
should be laid before
Government without further
delay.

I have the honor to be

Signed J. H. McShaw Esq. Secy. Gt. N. R.
London & North Western
Railways
6 Jan'y 1872

(True Copy)

Manitowish Secy. Gt. N. R.

Secy. Gt. N. R.
Railways

No 700

London & North Western
Railway
Agent and Manager's Office
27 September 1872

From Robert B. Edwin Esq.
Agent and Manager of the N. Y. & N. E.
R. Co.
Wellington N. Y.
Care of the N. Y. & N. E. R. Co.

Sir,
With reference to your
letter of the 28th ultimo, I
have the honor to state that I
have from the Traffic Manager
that pending the receipt of certain
information which the Chief
Auditor has been asked to furnish
he is unable satisfactorily to dispose
of your letter above mentioned.
The Chief Auditor's staff has been
and still is, very much crippled
by the prevailing epidemic, but
I have reason to believe that

P. M. 303/75.

the information is not well
be soon forthcoming."

I have the pleasure to
reply to Mr. Robert
W. Robert B. Calvin
agent and manager.

Wm. 503/75.

81-10

London Railway
Chartered Managers Office
London 15th January 1873

Mr. Robert B. Calvin
London Railway Company

Dear Sir,
I have the pleasure to acknowledge
your letter of 15th date
15th January 1873

I am with me from the accompanying
copy of a letter from the Chief Auditor that the
information of the accounts for cannot be completed
within the half yearly accounts have been completed
and without this information I cannot satisfy
the public to the Consulting Engineer's enquiry
concerning the same. I have dated 16th August 1872

The accounts of work on the Audit
the accounts of the late epidemic have
checked the whole of the available labour
Yours faithfully
J. G. Church
Chartered Managers

London Railway Company
Chief Auditor's Office
London 17th January 1873

Dear Sir,
I have the pleasure to acknowledge
your letter of 15th date that we shall
be glad to furnish the information for your use

soon as we can, but see no immediate chance
of doing so as we have our half yearly accounts
to get out

Yours faithfully
J. E. Atkinson
for Chief Auditor

/ True Copy /
Signed / H. C. Church
Traffic Manager

/ True Copy /

[Signature]
Agent and Manager
14th January 1873

Forwarded for the information of the Consulting
Engineers for Railways

15. Jan. 73.
A.

24. 5. 73.

15
With reference to the ques-
tion of attaching 3rd class
carriages to the Mysore
mail train each way
daily, between Bangalore
and Coimbatore, which
is now before Govt. The
Chief Engineer has the
honour to call attention
to para 2 of his letter
recorded with G.O. No.
164 of 19th January 1869.
Colonel Walker, in his
frequent journeys on that
line of rail, between
1863 and 1870, has
expressed his opinion
in favour of attaching
3rd class passengers
mail trains were put by
the single service each
way daily on one
occasion when he
travelled with them
at Bangalore then to
local bus he brought
the subject to that of
his notice, who quite

concerned in his opinion
as to the desirability of
a change. He seemed to
bring the matter forward
after further inquiry -
He was transferred, how-
ever, to other work, too soon
to do much of his doing in
anything.

The next occasion that of-
fered for bringing forward
the subject was when the
provision of accommoda-
tion for travellers along
the line of Rail was dis-
cussed. The Consulting En-
gineer, L. J. C. Stewart,
then adopted views different
from those he now brings for-
ward, and opposed to those
of the then Collector Mr. Halland,
and of Colonel Wyther -
A reference to the correspon-
dence printed with G.O. No.
928 of 20th March 1864, will
show how completely the ques-
tion of additional accom-
modation for 3rd class traffic
between Beyrout & Maribut
was shelved under cover of
the question of train service
between Salem and Beyrout.

The Consulting Engineer, then
considered that the reasons
brought forward by the
Traffic Managers were
conclusive; but when
the latter's letter is turned
to, no reasons whatever
are to be found - The
Chief Engineer of the
Railways professed to
have no opinion on the
subject - It is submitted
that the long continued dis-
service of the Railway and
the facilities under the pre-
sent reference may be
taken to show that they
have no cogent objections
to urge to the proposal
of running 3rd class
trains with both trains
each way -

L.H.W.
21.1.79

[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page.]

P. M. D.

N^o 382

Proceedings of the Madras Port

Read the following:

From:

The Joint Engineers
for Railways } (H. E. Secy to Govt 15th Jan 1883)

[Faint handwritten notes and signatures follow.]

This Excellency
The Governor and Council
has no doubt whatever
as to ^{the} advisability of
attaching third class
carriages to all the
passenger trains at
present running between
Coimbatore and Pysan
and in the absence
of

of any argument on
the part of the Railway
Authorities against the
measure resolves to
direct that the arrange-
ment be carried out from
the 1st proximo.

4/11 ^{CL/1}

The Govt consider that
there has been unnecessary
delay on the part of the
Railway officials in
replying to the letter
of the Consulting Engineer
for Railways on this
subject d/ Aug: 18/72

Care taken for Rgs
Dec/2 8/2/73.

C/303

Govt. of Madras.

PUBLIC WORKS.

To
The Consulting Engineer
for Railways

Dated

Recd.

Encl. 5

G.O. 5th Feb. No. 382.

NOV 96 897

Chief (Railway) - Director
that third class carriages
be attached to all passen-
ger trains at present run-
ning between Pondicherry
& Sengottai from the
1st proximo & advise
the delay on the part of the
Railway Authorities in re-
sponse to the Engineer's letter
in this regard.