

**Proceedings of the Madras Government, Public Works Department,
3rd November 1875.**

No 56 Read the following Circular from the Government of India, Public Works Department, (Railway,) dated Simla, 23rd September 1875, No 17 R.—

Arrangements for the comfort and convenience of passengers on Railways

Read again—

- Public Works Department Circular, No 11, Forests, dated 6th August 1864
- " " " " 13, Railway, " 27th " "
- " " " " 17, " " 5th December 1865
- " " " " 22, " " 29th October 1866.
- " " " " 11, " " 2nd July 1868
- " " " " 36, " " 10th November 1869
- To Government of Bengal, No 108, Railway, dated 19th January 1871
- Public Works Department Circular, No 6, Railway, dated 19th May 1871.
- " " " " 16, " " 3rd June 1873
- " " Nos 1,222-1,235, " " 16th July 1873
- From Punjab, No 2,659, dated 9th July 1873
- " " " 3,359, " 3rd September 1873

Read also—

- Papers received unofficially from North-Western Provinces Government
- From North-Western Provinces, Nos 323 R C, and 15 R C, dated 8th December 1873 and 5th January 1874
- From North-Western Provinces, No 24 R, dated 30th January 1874
- From Chief Commissioner, Central Provinces, No 1,527, dated 19th March 1874
- From Government of Bombay, No 498, dated 10th April 1874
- From Chief Commissioner, Oudh, No 503, dated 5th May 1874.
- From Government of Bombay, No 789, dated 8th June 1874
- From Government of Bengal, General Department, No 2,398, dated 24th July 1874

RESOLUTION—At various times suggestions have been made for giving greater conveniences to passengers by railway, and the Government of India readily acknowledge how much has been done in this way since railroads were first established in India, both spontaneously by Railway Companies, and in answer to suggestions from without. It is not, therefore, in a disappointed sense that attention is again invited to this subject, but simply in the belief that there are still points which require attention. And the opinions of many officers of Government, who are in good positions for ascertaining the feelings of the natives, corroborate this view

2 Apart from the interest which the Supreme Government have in the general welfare of the community, and in the development of trade by increased facilities of intercourse and communication, they have also, as the guarantors of a high rate of dividend to the shareholders, by far the largest interest in the financial success of railways. And until lines earn more often than they now do the interest guaranteed, the Government will practically have to bear on those lines which do not pay 5 per cent. any increased expenditure which the provision of additional conveniences may cost.

3. It is obvious, therefore, that Government have a very strong reason for proposing nothing which is likely to be permanently disadvantageous to the profits of the railways. Measures, which at the outset cost money and seem unpromising are often in the long run successful. In this view—any measure calculated to simplify the transport of goods, or make railway travelling more easy, is likely to make railways more largely used. Reduced rates and fares which, of course, have the same effect,

might at first result in loss, but, if judiciously made, would probably increase receipts, while at the same time they would lead to extended intercourse among the inhabitants of, and interchange of goods between, districts remote from one another. As regards passenger receipts, they are derived chiefly from passengers in the lower classes. In 1873, the receipts were as follows —

	Rs
From 1st-class	10,88,933
„ 2nd „	12,47,086
„ 3rd and 4th classes	1,87,31,158

which included intermediate, third and cooly or lowest class, sometimes called 4th

4 The receipts from the first two classes were, therefore, but a small, and those of the lower classes, a very large, proportion of the whole. Moreover, while travellers by the lower classes contribute far more in the aggregate than the higher, they are, at present, less able to take care of themselves, and their wants are sometimes not understood. It is to the treatment of the native passengers, therefore, that the Government of India desire more specially to draw attention.

5 Their comforts and perhaps their strong prejudices are sometimes too little attended to. The Government of India do not, in saying this, desire to endorse complaints which are too often exaggerated and inaccurate, and not unfrequently unreasonable. Nor do they wish to be understood to sanction, in the slightest, the view that distinction of caste should confer any privileges in travelling, but simply that there are some reasonable improvements which might well be made.

6 For instance, on the Oudh and Rohilkhand Railway female ticket-collectors have been introduced to the satisfaction of the native community. It is not known how far this plan has been tried elsewhere, but it is clear that an arrangement, which has satisfactorily stood the test of experiment on one line, might be tried on others.

7. Other points to which attention seems needed are indicated below, some suggestions have been made on previous occasions, and some have, more or less, been adopted on the chief railways.

8 *Overcrowding of carriages* — Though complaints on this score still appear in the Native Press, it is believed that they are rarely well founded. The best remedy in this, as in all such matters, is to let passengers know what they are entitled to, and thus encourage them to protect themselves, and this can be managed, in respect of overcrowding, by distinctly indicating by notices in the English and Vernacular, in over and outside compartments, the number of people they are to hold. With this precaution on every line of railway, and careful instructions to the Companies' servants, cases of overcrowding should altogether disappear. Eventually, perhaps, science may succeed in cooling carriages in the hotter seasons, but for the present the true solution of the comfort of native passengers would appear to lie in an increased quantity of space, sufficient protection from the sun, and ample ventilation, and in this respect, much as the accommodation has been improved on some lines, upon others it falls short of what in the opinion of the Government of India ought to be given. The rule that, in the hot weather, the number of passengers per bench or compartment shall be reduced is a great step in the right direction. Such a rule has been adopted on some lines. The Government of India would desire to see it in force on all

9 *Ill-treatment* — Cases of ill-treatment are happily now rarely heard of, and the improvement which has taken place in this matter is a cause of gratification to the Government of India. But the Railway Companies should not cease to press upon their officers of all ranks the necessity for gentle and patient treatment of the native passengers from whom so large a portion of their earnings are derived.

10 *Uniforms for Railway servants* — There are rules of some sort on this subject on all railways, but they appear often to be, either insufficient, or disregarded. Nevertheless the wearing of uniforms or some distinctive badge by railway officials is not in India unimportant, for it is manifestly desirable that passengers, and those interested in the conveyance of goods, should be able to readily distinguish all railway servants, and thus know at once to whom they can refer. Nor should the uniforms or badges be confined to the lower officials, for if this is done, the object of the arrangement to some extent fails. It seems therefore to the Government of India that station masters should especially be easily recognizable by some ornament, badge or peculiarity of dress.

11 *Extra trains during fairs and festivals* — Complaints have been made that sufficient arrangements are not made for meeting the extra traffic at the seasons of fairs and festivals. Neglect of this important traffic is of course a direct loss to the Companies, and it is not supposed that this is ever wilfully done. But the Government of India think that at such times, if at no others, special facilities might be given for the sale of tickets, either within or without the railway premises, and multiplication of ticket officers might also be often introduced at large stations with advantage. Ticket offices might also be open for a longer time before the departure of trains. These and similar measures would tend to obviate many of the discomforts which a bewildered crowd of natives have often to bear.

12 *Admission to waiting sheds* — It is understood to be the rule, on some lines, that admission to waiting sheds is not allowed until within a short time of a train starting. But such a rule must often lead to hardship, as the majority of native travellers are ignorant, have little idea of the English hours of the day, and reach stations many hours before the train by which they are to travel is due. If deprived of shelter they would often, therefore, have to endure long, and perhaps severe, exposure to sun or rain.

13 *Vernacular Time and Fare Tables* — Such tables are now, as a rule, posted at all Railway stations, and the rule should be made absolute in the case of all stations. Similar tables giving the mileage and fare from the chief terminal station to every station on the railway might, it would seem without much difficulty, be fixed in the interior of all 3rd and 4th class carriages. And if, in addition to this, a system of even money in fares were to be adopted it would be a great convenience.

14 *Halts* — For obvious reasons, there must be halts of longer or shorter duration at certain stations. The complaint has, however, not been uncommon, that passengers of the lower classes cannot leave their carriages until some time after the arrival of the train, and that the object of the halt is thus frustrated. Nor do passengers always know where halts occur, or when they have reached the stations where there are halts. Any information on this head, printed in the vernacular, and exhibited in the lower class carriages, would be of great convenience to the passengers, and the doors of carriages should be unlocked immediately on arrival at stations.

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15 *Checking tickets*—A similar difficulty often arises from the time occupied in checking the tickets of the lower classes of passengers at changing stations, and when, as in India, no means have been adopted for checking tickets when the train is in motion, the promptest measures should clearly be taken for doing this as soon as it stops.

16. *Control and direction of crowds of native passengers*—It is even still not an uncommon thing to see on a platform a crowd of native passengers knowing neither which way to go, nor what to do to find their train. And they are often equally ignorant as regards the locality of conveniences at stations. The Government of India are quite aware how difficult it is for Railway Companies to control and direct such crowds, but the subject is one to which attention may usefully be invited.

17 *Refreshments at Stations*—The most essential refreshment in India is certainly water, and Companies have done much in providing this at stations. At the principal stations they have also made arrangements for the sale of food to native passengers. Whether the system, often adopted, of exacting a payment for this privilege of selling sweetmeats and fruit on the platforms is not attended with disadvantage requires consideration. Complaints are still heard in respect of this matter, and if control could otherwise be exercised without any exaction of money, such an arrangement would probably be an improvement. It should also be considered whether suitable refreshment rooms cannot be provided for native passengers, for whom simple food is as much needed as for Europeans. It is not sufficient to say that for that class of native travellers the regular 1st and 2nd class refreshment rooms are available.

18 *Latrines and Urinaries at Stations*—The necessity of providing them has been so fully recognized that there can be few places which are not now properly supplied.

19 *Cleanliness and Lighting*—The want of cleanliness in stations is frequently a matter of report, though less so than formerly, but there is still room for improvement. Deficient lighting, especially of latrines and urinaries, is common even on much frequented lines of railway. The replacement of broken glasses being often neglected, with the result that though there may be saving in glasses, there is extravagance in oil, and imperfect lighting. Both are matters which should not be overlooked.

20 *Planting trees*—One of the greatest recent improvements has been the planting of trees in the neighbourhood of stations. Had the advantage of this been perceived in the first instance, native passengers would in many instances have now had shade to sit in where they have none. The Government of India commend this subject to all railways. A vast improvement has also been made in the planting of creepers and shrubs at stations, at the expense of companies. Nor do the Government of India regard this beautification of stations as of importance chiefly to travellers. It must be a source of considerable pleasure to the companies' servants, and companies have, in the opinion of the Government of India, done wisely, in providing, at what is to them an insignificant expense, a simple means of enjoyment, and an incentive to pride in the stations under their servants' charge.

21. *Locking of carriage doors*—Some discussion has recently taken place on this subject, and it has been asserted that locking both doors is a protection to passengers

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But in this view the Government of India cannot agree. One door, at most, should at any time be locked.

22 *Through booking*—Is a convenience which makes railway travelling less irksome, and it might be extended to all classes and obtain more widely than at present, with obvious advantage.

23 *Forced breaks in a Journey*—It has been for some time a question which class of train service is most appreciated by the native community. Whether, for instance, they really are alive to the advantage of rapid travelling, or whether they prefer slow travelling, with long halts for the purpose of cooking their food, and so forth. On some lines the power of testing these preferences for one system or the other is absent, because native passengers are compelled to break their journeys whether they will or no, and in some cases to make a halt for the whole night. The Government of India would prefer to see arrangements which admit of some choice on the part of travellers, and believe that nothing would be lost to Railway Companies if this were done.

24 *Return tickets*—The issue of return tickets to native passengers of the lower classes as an ordinary arrangement and on holidays is a convenience which the public would certainly appreciate. Objections have been made that this would open the door to fraud, &c, but these objections do not appear to the Government of India to be of great weight, and as a matter of fact the Railway Companies in the Bombay Presidency have tried the arrangement successfully.

25. *Reserved accommodation*—Is a matter in which greater facilities might also perhaps be given to the passengers by the lower classes.

26 *Improvements in carriages*—The improvements in carriages have been considerable since railways were first opened in India, and this is especially noticeable on the East Indian Railway, which has devoted great attention to the subject. In the first-class carriages there is little to be desired, and attention has recently been given to the improvement of the second. The lower classes, known as the intermediate and third-class, have also been much improved by giving to each passenger greater room than formerly, and by the introduction of sliding shutters. With the system of cross seats and compartments absolutely separated, it is not an easy matter to provide, for the lower classes, conveniences in trains for the offices of nature, and with the provision already made at stations the necessity is less than it otherwise would be. Still, if by some arrangement conveniences of this sort could be moderately given, there would be advantage. The Scinde, Punjab and Delhi Railway is about to try the plan. On the Rangoon and Irrawaddy Valley Railways on which it is proposed to adopt end entrances to the carriages, refreshment and lounge carriages may with advantage be introduced.

27 *Serai*—The provision of serais is no part of the business of a Railway Company, but the existence of serais in the neighbourhood of stations is a manifest convenience. This is a question which properly belongs to the Civil administration and to private enterprise or munificence, and, probably, in no direction, could wealthy members of the community more usefully spend money, than in erecting serais near railways, which are now taking the place of the old lines of communication. Railway Companies have already gone far in providing waiting-sheds within their premises. For further accommodation beyond this the general community may fairly be looked to.

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28 *Passengers' luggage*—With regard to passengers of the higher classes, the point which seems to call for reform is the luggage rules. These appear to be needlessly restrictive. The circumstances of Indian travelling are so different from those of Europe, that rules, which would, in the latter case, be appropriate are, in India, vexatious. For instance, on the East Indian Railway though a certain amount of free luggage is allowed, a saddle, a basket of fruit, a case of wine or stores, even though within the limit of weight allowed, are proscribed, and must be paid for extra. The rule about the saddle seems singularly out of place in a country where officers on tour ride, and where an officer would often take the train to meet his horse which had been sent on. Nor do the other rules, which might be easily evaded, seem useful or necessary. The rate for luggage is higher than for any class of goods and a passenger's ticket must be purchased in order that luggage may be carried. It would seem therefore, so long as he carries nothing offensive or dangerous, that a passenger should be almost unrestricted as to the nature of his personal luggage. It would also probably be sound policy to allow native passengers to take a certain weight of baggage with them, no matter whether for sale or not, provided the articles are neither dangerous nor offensive.

29. *Native women*—It is obvious that if native ladies are to travel by rail, special arrangements of some sort for their convenience must be made. The extent to which these should be carried, is the point upon which difficulty arises, but it is doubtful whether the question generally has been sufficiently considered by Railway Companies.

30. The essentials seem to be—private but not extensive waiting-rooms for that class known as *purdahnashins*, and accommodation in serais also of a secluded sort. With regard to the means of private ingress and egress to and from trains, the remedy seems to be in the hands of the ladies themselves, by adopting for this purpose the costume commonly worn in Turkey and Egypt, where seclusion of their sex is as general as in India. It is clear that the Railway Companies cannot provide screens across platforms. All private waiting-rooms and also the carriages should be supplied with complete private accommodation; and there should be means by which water and food could be obtained without any intrusion upon the privacy which it is desired to maintain. How far all this could be done it is not possible to say. Whatever is to be done in connexion with serais concerns the Local Governments and Administrations. The other measures should be considered by the Railway authorities, and His Excellency the Governor-General in Council has every confidence that they will endeavour to provide as far as possible remedies for existing defects.

ORDER—Ordered, that copies of this Resolution be forwarded to the Governments of Madras and Bombay, to the Chief Commissioners of the Central Provinces and British Burmah, to the Resident at Hyderabad, to the Director of State Railways, and to the Consulting Engineers for Guaranteed Railways at Calcutta, Lahore, and Lucknow, for information and guidance.

Also to the Governments and Administration noted in the margin for information

Bengal
North-Western Provinces.

Punjab
Chief Commissioner, O. & A.

mation

Also to the Home Department for

publication in the Supplement to the *Gazette of India*

(Signed) C. H. DICKENS, Colonel, R.A.,
Secretary to the Government of India.

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3rd November 1875*

No 57

ORDER THEREON, 3rd November 1875, No 3,115.

RAILWAY, No 9.

COMMUNICATED to the Consulting Engineer for Railways, who will request the Agents of the Railway Companies to

submit such remarks as they may desire to make on the several points specified by the Government of India. In connection with the question of refreshments at stations, native gentlemen might be communicated with as to the practicability of providing economically ordinary food for native travellers.

2. Collectors will be requested, in the Financial Department, to consider how far funds can be usefully employed from "Local" sources in providing chuttrums at Railway stations and planting topes in their vicinity. Existing endowments for chuttrums on lines of roads which are being superseded by railways may possibly be utilized wholly or in part for providing necessary accommodation and sinking wells elsewhere.

3. The standard plan of chuttrum might, in the opinion of His Excellency the Governor in Council, be modified with advantage in these places so as to allow ample and well ventilated cover with facilities for cooking and protection from thieves. The old native arrangement of a spacious quadrangle enclosed by lofty arcades with occasional sub-divisions would apparently be more suitable and less costly than the present design.

(True Extract)

Major-General, R.E.,
Secretary to Government

To the Consulting Engineer for Railways
" Financial Department

Ed S T Austin
Spare Copies

All communications
should be addressed to
the Secretary

CIRCULAR No 17 RAILWAY.
GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.
RAILWAY

SIMLA, SEPTEMBER 23, 1875.

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23. *Forced breaks in a journey*—It has been for some time a question which class of train service is most appreciated by the native community. Whether, for instance, they really are alive to the advantage of rapid travelling, or whether they prefer slow travelling, with long halts for the purpose of cooking their food, and so forth. On some lines the power of testing these preferences for one system or the other is absent, because native passengers are compelled to break their journeys whether they will or no, and in some cases to make a halt for the whole night. The Government of India would prefer to see arrangements which admit of some choice on the part of travellers, and believe that nothing would be lost to Railway Companies if this were done.

24. *Return tickets*—The issue of return tickets to native passengers of the lower classes as an ordinary arrangement and on holidays is a convenience which the public would certainly appreciate. Objections have been made that this would open the door to fraud, &c, but these objections do not appear to the Government of India to be of great weight, and as a matter of fact the Railway Companies in the Bombay Presidency have tried the arrangement successfully.

25. *Reserved accommodation*—Is a matter in which greater facilities might also perhaps be given to the passengers by the lower classes.

26. *Improvements in carriages*—The improvements in carriages have been considerable since railways were first opened in India, and this is especially noticeable on the East Indian Railway, which has devoted great attention to the subject. In the first class carriages there is little to be desired, and the lower classes, known as the intermediate and 3rd class, have also been much improved by giving to each passenger greater room than formerly, and by the introduction of sliding shutters. With the system of cross seats and compartments absolutely separated, it is not an easy matter to provide, for the lower classes, conveniences in trains for the offices of nature, and with the provision already made at stations the necessity is less than it otherwise would be. Still, if by some arrangement conveniences of this sort could be moderately given, there would be advantage. The Scinde, Punjab and Delhi Railway is about to try the plan. On the Rangoon and Irrawaddy Valley Railways on which it is proposed to adopt end entrances to the carriages, refreshment and latrine carriages may with advantage be introduced.

27. *Serais*—The provision of serais is no part of the business of a Railway Company, but the existence of serais in the neighbourhood of stations is a manifest convenience. This is a question which properly belongs to the Civil administration and to private enterprise or munificence, and, probably, in no direction, could wealthy members of the community more usefully spend money, than in erecting serais near railways, which are now taking the place of the old lines of communication. Railway Companies have already gone far in providing waiting-sheds within their premises. For further accommodation beyond this, the general community may fairly be looked to.

28 *Passengers' luggage*—With regard to passengers of the higher classes, the point which seems to call for reform is the luggage rules. These appear to be needlessly restrictive. The circumstances of Indian travelling are so different from those of Europe, that rules, which would, on the East Indian Railway be applicable, in India, are vexatious. For instance, on the East Indian Railway a certain amount of free luggage is allowed, a saddle, a basket of fruit, a case of wine or stores, even though within the limit of weight allowed, are proscribed, and must be paid for extra. The rule about the saddle seems singularly out of place in a country where officers on tour ride, and where an officer would often take the train to meet his horse which had been sent on. Nor do the other rules, which might be easily evaded, seem useful or necessary. The rate for luggage is higher than for any class of goods and a passenger's

ticket must be purchased in order that luggage may be carried. It would seem therefore, so long as he carries nothing offensive or dangerous, that a passenger should be almost unrestricted as to the nature of his personal luggage. It would also probably be sound policy to allow native passengers to take a certain weight of baggage with them no matter whether for sale or not provided the articles are neither dangerous nor offensive.

29. *Native women*—It is obvious that if native ladies are to travel by rail, special arrangements of some sort for their convenience must be made. The extent to which these should be carried, is the point upon which difficulty arises, but it is doubtful whether the question generally has been sufficiently considered by Railway Companies.

30. The essentials seem to be—private but not extensive waiting-rooms for that class known as *purdahnashenas*, and accommodation in serais also of a secluded sort. With regard to the means of private ingress and egress to and from trains, the remedy seems to be in the hands of the ladies themselves, by adopting for this purpose the costume commonly worn in Turkey and Egypt where seclusion of their sex is as general as in India. It is clear that the Railway Companies cannot provide screens across platforms. All private waiting-rooms and also the carriages should be supplied with complete private accommodation; and there should be means by which water and food could be obtained without any intrusion upon the privacy which it is desired to maintain. How far all this could be done it is not possible to say. Whatever is to be done in connexion with serais concerns the Local Governments and Administrations. The other measures should be considered by the Railway authorities, and His Excellency the Governor General in Council has every confidence that they will endeavour to provide as far as possible remedies for existing defects.

ORDER—Ordered, that copies of this Resolution be forwarded to the Governments of Madras and Bombay, to the Chief Commissioners of the Central Provinces and British Burmah, to the Resident at Hyderabad, to the Director of State Railways, and to the Consulting Engineers for Guaranteed Railways at Calcutta, Lahore, and Lucknow, for information and guidance.

Also to the Governments and Administration noted in the margin for information.
 Bengal | Punjab
 North Western Provinces. | Chief Commissioner, Oudh
 Also to the Home Department for publication in the Supplement to the Gazette of India

(Diction) Colonel, R. A.,
 Secy to the Govt. of India.

The Secy. to the Govt. of Madras
 Public Works Dept. (Railway)

GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.
RAILWAY

To

CIRCULAR No 17 RAILWAY

Dated Simla, Sept 27. 1875.

Encl. 1. Oct. 27.

Public Works Dept.

Proceedings of the Madras Government
Under date the 1875
Read the following

From

The Govt. of India (H.O. No. 17 Railway of 23rd Sept 75)

Communicated
to the Consulting Engineer
for Railways, for at-
tention with reference
to the following re-
marks.

[P.D.]

I should be pleased
to ask the Rly Agents
to submit their remarks
to Govt. on the several
points specified by
the G.O.
And I do think the
works I consider how

1. Overcrowding of Car-
riages. The present
practice is understood
to be, to affix the number
of passengers each
carriage is licensed
to

to hold inside the carriage - For this will be substituted notices, within and without, in the English and Vernacular, of the number that each com-
partment should hold.

2 All treatment - Ren.
marks on this subject
need not be reiterated.

3. Uniforms for
Railway Servants.

Report will be made
whether all grades
of the Traffic Dept.
having business with
the public have now
been supplied with

far from causing
unemployment
from local & foreign
circumstances
in providing customers
at all stations &
planting trees in
their vicinity.

Their inclinations.
 Also the the existing
 Endowment for the
 a line of road to
 being improved by
 work cannot be
 utilized in whole
 or in part for
 providing ^{existing} ^{existing}
 accommodation. ^{existing} ^{existing}
 of the

The thinking of
 to be also useful
 look at these

fine 5.
 The Hundred light
 of the Hundred light
 to the advantage of
 the Hundred light
 places. But his
 is ample

cover. with fertiliser
for cooking - &
protection from
drives.

The old Katus plan
for Quadrangle Bicklow
by cascades with
occasional subsidies
to be much more
suitable & cheaper.
I'd think than
our ugly rabbit
barren arrang.



I give thanks of
devotion except as
regards "purple Cor-
lorancy Fund" I
entirely object to the
diversion (now far too
extensive) of these funds
for their proper purpose
I shall gladly take up
the subject with a
new & suitable
restriction 1870 No 7

Uniform, and whether
its use is universal
and invariable. If
not, the Railway au-
thorities will be called
on to state what
measures they are pre-
pared to take to en-
force compliance
with the repeated
orders on this subject.

4. Extra trains during
Fairs and Festivals.

Fairs and
These are understood
to be run in sufficient
numbers to meet all
demands. The multi-
plication of Ticket
Officers without the
Railway
Station & places
at halting
places
is of the first
importance
to the
Railway
Co. & the
Public

Railway premises is understood to have been tried but with poor success. Increased facilities for obtaining tickets within the premises should be, and no doubt are, given.

But the earlier opening of Ticket Offices should not be confined to particular occasions; it is thought to be desirable generally at large stations. The present practice should be reported.

5. Admission to Waiting Sheds. These

30
should be always open.
6. Vernacular Time and Fare Tables. It should be reported whether such Tables are posted at all stations; if not, the omission will be remedied. Report will be made as to the other suggestions of the Government of India.
7. Halts - Station Masters should be particularly instructed to see that there is no delay in opening the

the doors of lower
class carriages when
ever halts of five mi-
nutes or more are al-
lowed.

8. Checking tickets.

Remarks as above-

9. Control and di-
rection of Native Pas-
sengers.

The attention
of the Railway Autho-
rities will be invited
to this subject.

10. Refreshments at
Stations.

It is not
understood that more
can be done in the
matter of providing
these or refreshment

rooms than is already
done by the Railway
Companies. Private
Native enterprise and
benevolence must be
looked to to remedy
deficiencies that may
be felt by native
society.

11. Latrines &c. - Require
no remark.

12. Cleanliness and
lighting. - These matters
are not overlooked.

13. Planting Trees.
Cannot be too greatly
encouraged.

14. Locking of Doors.
Should be strictly
limited

limited to one side.

15. Through booking.

Does not require remark.

16. Forced breaks in
journeys. - Return Tickets.

Reserved accommodation.

Improvements in Carriages.

The remarks of the
Govt. of India will
be commended to the
attention of the Railway
Authorities.

17. Serais. - The
remarks of the Govt.
of India are concurred
in.

18. Passengers Luggage.

The remarks of the Govt.

of India on this subject
will be remitted for the
consideration of the
Railway Authorities.

As regards the lower
classes of passengers
in this Presidency the
utmost latitude as
to class of articles
seems to prevail in
practice.

19. Native women.
It is thought that
native ladies must
wait in Serais to be
provided by the com-
munity to which they
belong, or in their
own

own conveyances, pending
the arrival of
the trains by which
they desire to travel.

Comd. for Rys.
Financial Dept
Rev. Dept.

2000

1000

No 3115 Subordinate Dept.
Proceedings of the Madras Government
under date the 3rd May 1875.

Read the following:-

From

The Government of India C.H. No 17 Railway d/23 Sept 75

Communicated to the
General Manager for Railways
who will request the Agents
of the Railway Companies to
submit each month as they
may desire to make out the
General Fund specified by the
Government of India. In con-
nection with the question of
refreshment at stations, native
Gentlemen might be commu-
nicated with as to the practical
utility of providing economically
ordinary food for native
travellers.

2. Collectors will be re-
quested in the Financial
Department to consider how
far

C.H. 36

G.O. 3 Kovvur/75
No 3115

11/1

11/1

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11/1

Gas funds can be usefully
employed from local
sources in providing Chutrooms
at Railway Stations and
planting trees in their vicinity.
Society endowments for
Chutrooms on lines of roads
which are being superseded
by Railways may possibly
be utilized wholly or in
part for providing necessary
accommodation and seating
rooms elsewhere.

3. The standard plan
of Chutrooms might on the
opinion of His Excellency the
Governor in Council be modi-
fied with advantage in these
places so as to allow ample
and well ventilated cover
with facilities for cooking
and protection from thieves.

(21)
The old native arrangement
of a spacious quadrangle
enclosed by lofty arcades
with occasional sub divisions
would apparently be more
suitable and less costly
than the present design.

G.M.W.

Resp - 16-11-75

21

7

Office 17

Ch for Rep

Final Report

6922
star
Gobt. of 1875
PUBLIC WORKS.

Consig. for
Railways

Doc 1
Is 68
Doc 1

G. D. 3rd Nov 1875, No. 56/57

Doc 56-57

Arrangements for the comfort and convenience of passengers on railways. Order of the Govt of India in committee to the Consig. for P.W. for remarks of the Agents of the Ry. Companies in the several points referred to by the Govt of India.

56-57

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