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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

PWD DEPARTMENT

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2827

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

From Lieutenant-Colonel C. J. SMITH, R.E., Consulting Engineer for Railways, to the Quartermaster-General, dated Madras, 13th June 1884, No. 496.

Adverting to G.O., No. 2199, dated 8th May 1884, and to paragraph 32 of the Quartermaster-General's letter, No. 2079, dated 31st March 1884, to the Officiating Secretary to Government, Military Department, therein embodied, I have the honor to request that I may be placed in a position to inform the Agent in what respects the arrangements at Krishnarajapuram station were defective.

2. Detailed information as to the points in which the arrangements made by the Railway Company proved inadequate will not only serve to guide the Company in future military operations of the kind but cannot fail to throw light on the principles now accepted by the Railway Company as applicable to all temporary pressure of traffic, civil and military, which from time to time occurs on the line, and would indicate to the Consulting Engineer's office the points on which reform is called for.

From Brigadier-General R. C. STEWART, Quartermaster-General, to the Consulting Engineer for Railways, dated Bangalore, 10th July 1884, No. 12 T.

I have the honor to acknowledge your letter, No. 496, of 13th June 1884, asking for detailed information as to the points on which the arrangements made by the Madras Railway Company at the Krishnarajapuram station at the late Camp of Exercise proved inadequate, and I am now desired by the Commander-in-Chief to afford the required information, and to detail a few of the circumstances that occurred at the station, which, the Commander-in-Chief hopes, will be of value to the Madras Railway Company on future occasions when a temporary pressure of traffic may be anticipated.

2. I may premise my remarks by saying that, in the opinion of the Commander-in-Chief, the general confusion that reigned at the Krishnarajapuram station was due to one fact alone, viz., the total inadequacy of the staff maintained at the station to meet the requirements of the moment.

3. When officers began to arrive from distant stations, which they did daily on the commencement of the camp, they found no porters to assist them nor even to take their luggage out of the brakevans.

4. It came to the Commander-in-Chief's notice that scenes of confusion were occurring daily on the arrival of trains, and that officers were put to considerable inconvenience; a transport officer with a staff of lascars was in consequence detailed to meet every train as it arrived.

5. The collection of tickets was entrusted to one or, at the outside, two men, and when the crowd was great the operation was very tedious.

6. There were no barriers to separate the stream of passengers arriving and departing. They all entered and departed by the same gateway.

7. On the morning of the arrival of the Commanders-in-Chief of India and Bombay, another train full of excursionists was due from Bangalore. As soon as the officers had alighted, and before their baggage was removed, the train was shunted, and the excursion train driven on to the same platform. The excursionists were allowed to alight in the midst of the assembled officers and a scene of great confusion ensued. The crowd was pushed from behind by police, and kept back in front by the single ticket collector at the barrier, till at last they rushed through in a stream, or were despatched down the line to the crossing.

8. There was at times work for six booking clerks instead of the one unfortunate individual who occupied the little place like a sentry box, and he was in a perpetual state of bewilderment from an impossibility to do all that was required of him.

9. There was a single small-sized weighing machine at the station, and, it is believed, but one weighman; when officers began to depart, they found it impossible to get their luggage weighed, whilst the guards very naturally declined to take their baggage unless provided with a way-bill. The result was that many officers stuffed every article they possessed into the carriages. There were repeated complaints of officers having entirely lost their luggage, and one officer, who had lost his entire kit on arriving, told me at the termination of the camp a month afterwards that he had not then recovered it.

10. There were instances where officers on alighting at Krishnarajapuram found their servants and baggage taken on to Bangalore, and there was one instance under my knowledge of the servants of officers being taken on to Bangalore whilst in the act of removing their masters' luggage from the carriages.

11. I could instance more cases, but what I have written will, His Excellency trusts, suffice to guide the Company in regard to what is required in future military operations of the kind, and will also, I hope, have the advantage of indicating to yourself the points on which reform is needed.

12. I can only sum up by assuring you that all officers whose duty necessitated their being constantly at the station agree in saying that there was general confusion on the arrival and departure of each train.

13. I cannot conclude without remarking that not a shadow of blame attaches to the officials who were temporarily posted at the station; every one will concur in saying that they all did their utmost, and that without superhuman efforts it would have been impossible for them to undertake what was demanded of them.

14. The simple fact is that instead of engaging a large and responsible staff, sufficient to cope with an inordinate amount of traffic (of which a large proportion were European officers and men) including quantities of baggage, the Railway Company maintained a staff which would have sufficed for an ordinary station where the traffic was about what is normal in the Madras Presidency.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 6th October 1884, No. 682.

I have the honor to inform you that a perusal of the enclosures forwarded with your No. 465, dated the 15th of July last, has occasioned me considerable surprise. I forward you a co[illegible] the Traffic Manager's letter, No. C. $\frac{485 \text{ A. \& M.}}{7892}$, dated the 30th September 188[illegible] explanation upon all the charges in detail raised in the Quartermaster[illegible]tter alluded to above.

2. Mr. Ch[illegible]ny opinion, conclusively proves in each instance that there were no grounds [illegible]easonable complaint, and I may state, for your information, that the plans for the Krishnarajapuram station were submitted by me for the approval of His Excellency the Commander-in Chief before Government sanction was obtained for their execution. Sir Frederick Roberts, in the Quartermaster-General's No. 951, dated the 24th of September 1883, to my address, was good enough to intimate his approval of the sufficiency of the arrangements proposed, and even expressed his

2827 / 2

opinion that if the charge for the temporary station was to be borne by the military authorities the design was on too ambitious a scale. It was, however, explained to His Excellency that the Railway Company would incur the cost, and I subsequently gathered that no complaint could fairly lie for inadequate provision on this head.

3. In the opinion of the Railway Company a sufficiency of hands was employed, and to the Traffic Manager at least some credit might be due for the selection of a staff who are admitted by the Quartermaster-General to have put forth superhuman endeavours.

4. Mr. Church has had long experience in connection with military movements, and the cordiality that has existed between his department and that of the Quartermaster-General of the Madras Army has been frequently acknowledged on all sides. He and I were present during nearly the whole of the Camp of Exercise in order to see that everything went well on the railway, and on no one occasion was any hint or suggestion offered that the arrangements were insufficient. It affords me therefore considerable surprise to learn many months after the Camp of Exercise was over that occasion has been taken for expressing disapproval of the railway arrangements, especially when I may state that His Excellency the Commander-in chief on two occasions during the camp personally assured me that the whole of the railway arrangements in connection with the Camp of Exercise were carried out to his complete satisfaction.

Enclosure.

From H. E. CHURCH, Esq., Traffic Manager, to the Agent and Manager, Madras Railway Company, dated Madras, 30th September 1884, No. C. $\frac{485 \text{ A. and M.}}{7892}$

Camp of Exercise.

Your endorsement, dated 16th July, on Consulting Engineer's letter, No. 465, dated 15th idem, forwarding copy of a letter from the Quartermaster-General, No. 12 T., dated 10th idem, detailing "the points on which the arrangements made by the Madras Railway Company at the Krishnarajapuram station at the late Camp of Exercise proved inadequate."

2. After the efforts that were made to prevent failure and dissatisfaction in the railway arrangements connected with the Camp of Exercise, and after the steps that were daily taken to consult the wishes of the officers connected with the camp, not only in respect of the running of special trains to and from Bangalore and the camp station, but also in respect of all other arrangements, it is disappointing to find, in the absence of a single complaint during the operations at the camp, that occasion should have been subsequently found to point to shortcomings when the opportunity of applying a remedy had completely passed away.

3. As regards the various points alluded to in the Quartermaster-General's letter, I would wish to observe—

I. That the staff employed at the Krishnarajapuram station was, from a Railway point of view, amply sufficient for the work, and was very far in excess of "the staff which would have sufficed for an ordinary station where the traffic was about what is normal in the Madras Presidency," as will be seen from the following figures:—

	No.	Amount. Rs.	A.	P.
Camp of Exercise Staff at Krishnarajapuram.				
Stationmaster and clerks	7	262	8	0
Pointsmen and porters	14	94	0	0
Other servants	5	29	0	0
Total ...	26	385	8	0
Present Staff at Krishnarajapuram.				
Stationmaster	1	35	0	0
Pointsmen and porters	2	14	0	0
Other servants	2	11	0	0
Total ...	5	60	0	0

II. That a full staff of porters was employed at Krishnarajapuram whose duty it was to remove the baggage of passengers from the brake-vans of trains, although the subsequent removal of such baggage from the platform to the camp was no part of their duty, and this was apparently fully recognised when it was discovered by the officers of the camp, by the appointment of a transport officer and a staff of lascars to meet every train and to provide for the removal of the baggage from the railway station to the camp, a distance of 2 miles.

III. Our procedure in the collection of tickets seems to have been misapprehended. As a matter of fact the collection of tickets did not take place at Krishnarajapuram. By an arrangement specially made to meet the occasion all third-class tickets issued at Bangalore were collected at the Bangalore cantonment station, and first and second class tickets were collected in the train by a staff of travelling ticket collectors. The duty of the man stationed at the wicket at Krishnarajapuram was confined to the examination of tickets of outgoing passengers.

IV. There was but one mode of ingress and egress, and one platform for all comers. A second platform would not have prevented the mixing of classes.

V. Judged by results one booking clerk at the time was quite equal to the work.

VI. The weighing machine, one of the ordinary muster, was amply sufficient for the work.

VII. The alleged "repeated complaints of officers having entirely lost their baggage" never reached the Railway, and it is unfortunate, as complaints would appear to have been made to the Quartermaster-General that no official representation was made to the Railway. The only claim in connection with the camp for lost luggage was in respect of a forage cap for which the owner was paid Rs. 10. The Commander-in-Chief's native aid-de-camp complained of the loss of two packages of kit which, it was subsequently discovered, never reached the Madras Railway, having been lost between Calcutta and Raichoor.

VIII. In no single instance was an officer arriving from a foreign Railway booked to Krishnarajapuram. All were booked to Bangalore, and the explanation offered by one or two officers was that very imperfect instructions had been issued in regard to the locality of the camp. At least 75 per cent. of the baggage booked to Bangalore was carried there, and was then taken back to Krishnarajapuram free of charge, and the owners expressed themselves much obliged for the Railway Company's liberality.

4. In conclusion, I may be permitted to observe that having due regard to the intimate official relations that have existed between the Quartermaster-General's department and this office during the last 25 years, and to the desire evinced by the Railway Company to consult the wishes and convenience of the Quartermaster-General's department in all matters connected with the railway arrangements at the camp, it does seem very remarkable that not a single instance of disapproval was expressed or any representation of any kind ever made to the Railway Company on any one of the points referred to in the Quartermaster-General's letter until the camp was over and it was too late to apply a remedy.

5. I may also be permitted to add that the railway arrangements in connection with the Camp of Exercise of 1884 were comparatively on a very much smaller scale than those connected with the camp of 1874 when the whole of the troops except the Bangalore troops were carried by railway to and from the camp, and on that occasion I was very much gratified to hear that the railway arrangements were considered very complete.

Submitted to Government, with reference to proceedings, No. 1390 W., dated 3rd June 1884.

2. The Government will observe that the undersigned solicited a statement of specific instances in which the shortcomings of the Railway executive management were felt by the military authorities, as, although the Railway Company's officers may have made beforehand arrangements that they thought would meet the demands, it seemed all-important that in the entire absence of any recorded dissatisfaction at the time, if only with a view to the future, the points in which these arrangements had failed to give satisfaction should be stated.

3. The dissatisfaction of the Military Department has therefore received a prominence and a development which were probably not, in the first instance, intended or desired.

4. The first point in which the arrangements are stated to have failed is the insufficiency of porters.

2827/3

5. The Traffic Manager, in reply, states the number of men employed, and that, from a Railway point of view, this number should have been sufficient; the inference to be drawn appears to be that the men either were not sufficient in number, or that they imperfectly understood or performed their duties; it certainly seems an inadequate arrangement if their duties ended at the platform, as stated, instead of outside the station building.

6. The second point stated is as to the collection of tickets. The Traffic Manager's reply that all tickets were collected either at the starting station, or *en route*, seems to meet this so far as Bangalore traffic only was concerned.

7. The third point—the absence of any arrangement controlling the streams of in-coming and out-going passengers—is one not answered by the Traffic Manager; the segregation of classes referred to by him was not suggested in the Quartermaster-General's letter; whether it would have been possible, without a second or a very much longer platform, to attain the object in view is a question; but the point should certainly receive consideration in future, and will, I have no doubt, be satisfactorily dealt with by the Agent on occasions of the kind under review.

8. The fourth point indicates a failure of executive arrangements, which the Traffic Manager does not explain. It was possibly due to a desire on the part of the station staff to work off quickly a traffic at the time in excess of the capacity of the station arrangements, overlooking the personal inconvenience to one set of passengers to which it might give rise.

9. The fifth point is the insufficiency of booking clerks. It seems improbable, judging by the provision made under this head at other stations for feast traffic, that one man could do the work efficiently; possibly, the arrangement arose out of an attempted organisation to issue tickets at the camp itself, which, I have been given to understand, entirely failed, and for which the Railway Company cannot be held responsible.

10. With reference to the sixth point, one weighing machine may seem a small provision for so large a traffic, but probably its location, and the limited area of the station building had something to do with its insufficiency, and it must be remembered that, as a rule, on such an occasion, personal baggage would be expected on a limited scale, and principally from first and second class passengers, and from them, for the most part, only on arrival in and departure from the neighbourhood; much of the traffic was local and short distance only.

11. As regards the seventh point—the over-carrying of passengers to Bangalore—Mr. Church explains that most of the officers were booked to Bangalore, an error that could not fail to upset the pre-arrangements of the Company in respect of the baggage, and would have led to inconvenience and confusion on any railway if any attempt were made to correct it at a station short of destination.

12. Having reviewed seriatim the several points in which inconvenience was experienced by the public, the undersigned would invite attention prominently to the fact that both the Agent and the Traffic Manager were on the spot the greater part of the time the camp lasted; that the Deputy Consulting Engineer was also at the camp for a portion of the time; and that not a word of unsatisfactory comment appears to have reached any of these officers.

13. It can be said, of course, that no one could be in a better position to observe or correctly to appreciate the insufficiency of their own arrangements than the Agent and Traffic Manager themselves; at the same time, it must be admitted that a certain amount of apparent confusion and some inconvenience under such circumstances are inevitable with the best arrangements, and that, in the absence of complaint, the Railway staff might reasonably conclude that the confusion and inconvenience were comparatively unimportant.

14. A representation from the Quartermaster-General to any one of the officers named would, in my opinion, have secured an immediate remedy or some palliation for the first, fifth and sixth instances. In the third instance, possibly a remedy with a small and only one platform might have been found difficult, if not impracticable. In

the fourth instance, a repetition probably was prevented. In the seventh, the representation would probably have been too late for remedy.

15. It is due to the Railway Company to observe that, in order to secure the *comfort* of first-class passengers, a station building and yard on a very different scale and at much enhanced cost would have been essential, and that when the design was discussed and approved it was so with a view to military operations and to the greatest economy consistent with what were believed to be military requirements.

MADRAS,
14th October 1884. (Signed) C. J. SMITH, Lieut.-Col., R.E.,
Consulting Engineer for Railways.

To the Secretary to Government,
Public Works Department.

ORDER—dated 11th November 1884, No. 2827 W., Public Works.

His Excellency the Governor in Council trusts that the defects in the arrangements at the Krishnarajapuram station, pointed out by the Quartermaster-General, will be remedied during any future temporary pressure of traffic under similar conditions.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Consulting Engineer for Railways.
" Military Department.

Exd. E. Fernandez.
Spare Copies

2827/4

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1884} Madras.

PUBLIC WORKS.

Dated November, 11th.

Read.

Encl.

G.O., 11th Nov. 1884, No. 2827 W.

NOVEMBER.

Railway Arrangements at the Krishnarajapuram Station, Madras Railway

Orders on correspondence submitted by the Consulting Engineer in regard to the defective —, during the recent Camp of Exercise.

Railway Department

Madras 13th June 1884

No 496

From Lieut Colonel R. J. Smith R.E.

Consulting Engineer for Railways

To The Quarter Master General

Sir,

Adverting to G.O. No. 799, dated 8th May 1884, and to Para 32 of the Quarter Master General's letter No. 2079, dated 31st March 1884, to the Officiating Secretary to Government, Military Department, therein embodied, I have the honour to request that I may be placed in a position to inform the Agent in what respects the arrangements at Krishnarajapuram Station were defective.-

Detailed

2. Detailed information as to the points in which the arrangements made by the Railway Company proved inadequate will not only serve to guide the Company in future Military operations of the Kind, but cannot fail to throw light on the principles now accepted by the Railway Company, as applicable to all temporary pressure of traffic, civil and Military, which from time to time occurs on the line, and would indicate to the Consulting Engineer's Office the points on which reform is called for.-

I have &c.

(signed) C. J. Smith Lieut: R.E.

Consulting Engineer for Ry.

(True Copy)

Thos. A. Doyle

Asst: to Consg. Engineer for Ry

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QUARTERMASTER-GENERAL'S OFFICE,

~~Ootacamund~~,

Bangalore, 10 July 1884

No. 12/7

From

THE QUARTERMASTER-GENERAL,

To

THE Consulting Engineer for Railways

SIR,

I have the honor to acknowledge your letter No 496 of 28th June 1884 asking for detailed information as to the points in which the arrangements made by the Madras Railway Company at the Kriss=nacappooram station at the late Camp of Exercise proved inadequate and I am now desired by the Commander-in-Chief to afford the required information, and to detail a few of the circum=stances ~~which~~ occurred at the station, which, the Commander-in-Chief hopes will be of value to the Madras Railway Company on future occasions when a temporary pressure of traffic

D may

may be anticipated -

2 I may premise my remarks by saying that in the opinion of the Commander-in-Chief the general confusion that reigned at the Krishnaraja=pooram station was due to one fact alone, viz the total inadequacy of the staff maintained at the station to meet the requirements of the moment -

3 - When Officers began to arrive from distant stations, which they did daily on the commencement of the Camp, they found no porters to assist them nor even to take their luggage out of the break vans -

4 - It came to the Commander-in-Chiefs notice that scenes of confusion were occurring daily on the arrival of trains, and that Officers were put to considerable inconvenience; a transport officer with a staff of

Lascars

lascars was in consequence detailed to meet every train as it arrived -

5 - The collection of tickets was entrusted to one or at the outside two men, and when the crowd was great the operation was very tedious - 88/10

6 - There were no barriers to separate the stream of passengers arriving and departing - They all entered and departed by the same gateway -

7 - On the morning of the arrival of the Commander-in-Chief of India and Bombay, another train full of excursionists was due from Bangalore - As soon as the Officers had alighted, and before their baggage was removed, the train was shunted, and the excursion train driven on to the same platform - The excursionists were allowed to alight in the midst of the assembled Officers and a scene of great confusion ensued - The crowd was

& pushed

pushed from behind by police, and kept back in front by the single ticket Collector at the barrier, till at last they rushed through in a stream, or were despatched down the line to the crossing.

7. There was at times work for 6 booking clerks instead of the one unfortunate individual who occupied the little place like a sentry box, and he was in a perpetual state of bewilderment from an impossibility to do all that was required of him.

8. There was a single small sized weighing machine at the station and — it is believed — but one weighman. When Officers began to depart, they found it impossible to get their luggage weighed, whilst the guards very naturally declined to take their baggage unless provided with a way bill. The result was that many Officers

stuffed

stuffed every article they possessed into the carriages. There were repeated complaints of Officers having entirely lost their luggage, and one Officer who had lost his entire kit on arriving, — told me at the termination of the Camp — a month afterwards, that he had not then recovered it.

2887/10

9. There were instances where Officers on alighting at Krishnarajpooram, found their servants and baggage taken on to Bangalore, and there was one instance under my knowledge of the servants of Officers being taken on to Bangalore whilst in the act of removing their masters luggage from the Carriages.

10. I could instance more cases, but what I have written will, His Excellency trusts, suffice to guide the Company in regard to what is required

=quired in future Military operations of the kind, and will also I hope have the advantage of indicating to yourself the points on which reform is needed.

11. I can only sum up by assur=
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12. I cannot conclude without re=
=marking that not a shadow of blame attaches to the Officials who were temporarily posted at the station. Every one will concur in saying that they all did their utmost, and that without superhuman efforts it would have been impossible for them to undertake what was demanded of them.

13. The simple fact is that instead

of

3887/1887

of engaging a large and responsible staff sufficient to cope with an in=
=ordinate amount of traffic (of which a large proportion were European Officers and men) including quantities of baggage, the Railway Company main=
=tained a staff which would have sufficed for an ordinary station — where the traffic was about what is normal in the Madras Presidency.

I have the honor to be
Sir
Your Obedient Servant

Rustward Brigr. General
Quarter Master General

(No. 1.) 2,000-1-1-78.

No. 682.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 6th October 1884.

From

Arthur M. Saunders, Esqr.

Agent and Manager, M. R. C. Y.

To

Lieut. Col. C. J. Smith, R.E.,

Consulting Engineer for Railways.

SIR,

I have the honour to inform you that a perusal of the enclosures forwarded with your No. 1465, dated the 15th. of July last, has occasioned me considerable surprise, I forward you a copy of the Traffic Manager's letter No. C 4585/7842 dated the 30th. September 1884, affording explanation upon all the charges in detail raised in the Director Master General's letter alluded to above.

Mr. Hawes, in my opinion, conclusively proves in each instance that there were no grounds for reasonable complaint, and I may state for your information that the plans for the

2827
13 K & G

Krishnarajapuram Station were submitted by me for the approval of His Excellency the Commander-in-Chief before Government sanction was obtained for their execution. Sir Frederick Roberts in the Quarter-Master General's No. 951, dated the 24th of September 1883 to my address, was good enough to intimate his approval of the sufficiency of the arrangements proposed, and even expressed his opinion that if the charge for the temporary Station was to be borne by the Military Authorities the design was on too ambitious a scale. It was, however, explained to His Excellency that the Railway Company would incur the cost, and I subsequently gathered that no complaint could fairly lie for inadequate provision on this head.

In the opinion of the Railway Company a sufficiency of hands was employed, and to the Traffic Manager at least some credit might be due for the selection

12A

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

187

Read.

No.

2883/14 1810

of a staff who are admitted by the Quarter Master General to have put forth super human endeavours.

Mr Church has had long experience in Connection with Military movements, and the cordiality that has existed between his Department and that of the Quarter Master General of the Madras Army has been frequently acknowledged on all sides. He and I were present during nearly the whole of the Camp of Exercise in order to see that every thing went well on the Railway and on no one occasion was any hint or suggestion offered that the arrangements were insufficient. It affords me therefore considerable surprise to learn many months after the Camp of Exercise was over that occasion has been taken for expressing disapproval of the Railway arrangements, especially when I may state that His Excellency the Commander-in-Chief on

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer
for Railways

No.

Dated 187

Rec.d

2822/14

Two occasions during the Camp personally assured me that the whole of the Railway arrangements in connection with the Camp of Exercise were carried out to his complete satisfaction.

I have the honour to be,
Sir,
Your most obed.t Servant,

Arthur Saunders
Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer
for Railways.

Dated 6 October 1874

Read.

No. 683

Forwarded to the Consulting Engineer for Railways Bangalore

5/12

Madras Railway Company.
Traffic Manager's Office,
6/415 Public / 683 - Central Station, Madras, 30th Sept. 1874.

2827/15

The Agent and Manager,
Rayapuram.

Dear Sir,

Camp of Exercise.

Your endorsement dated 16th July on forwarding Engineer's letter, No. 415, dated 15th idem forwarding copy of a letter from the Quarter Master General, No. 17, dated 10th idem, detailing the points on which the arrangements made by the Madras Railway Company at the Krishnarajapuram Station at the late Camp of Exercise proved inadequate.

2. After the efforts that were made to prevent failure and dissatisfaction in the Railway arrangements connected with the Camp of Exercise, and after the steps that were daily taken to consult the wishes of the officers connected with the Camp, not only in respect of the running of special trains to and from Bangalore and the Camp Station, but also in respect of all other arrangements, it is disappointing to find in the absence of a single complaint during the operations at the Camp, that certain standard Railway

subsequently, found to point to short
coming when the opportunity of applying
a remedy had completely passed away.

3. As regards the various points
alluded to in the Quarter Master Generals
letter I would wish to observe.

I that the staff employed at the
Pirkhnaraja pursam Station was,
from a Railway point of view,
amply sufficient for the work and
was very far in excess of the
staff which would have sufficed
for an ordinary Station where
the traffic was about what is
"normal in the Madras Presi-
dency" as will be seen from the
following figures.

Camp of Exercise Staff
at Pirkhnaraja pursam

Station Master & Clerks	4	210-0-0
Pointsmen & Porters	14	91-0-0
Other Servants	5	29-0-0
	26	305-0-0

Present Staff at Pirkhnaraja pursam

Station Master	1	35-0-0
Pointsmen & Porters	2	11-0-0
Other Servants	2	11-0-0
	5	60-0-0

II that a full staff of Porters was
employed at Pirkhnaraja pursam
whose duty it was to remove the
baggage of passengers from the
Brake Vans of trains, although

the

the subsequent removal of such
baggage from the platform to
the camp was no part of their
duty, and this was apparently fully
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by the officers of the Camp, by the
appointment of a transport Officer
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every train and to provide for
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a distance of two miles.

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apprehended. As a matter of fact
the collection of tickets did not
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By an arrangement specially
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for all comers. A second platform
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10

meaning of classes.

V judged by results, one Booking Clerk at the time was quite equal to the work.

VI the weighing machine one of the ordinary market was amply sufficient for the work.

VII the alleged "repeated complaint of officers having entirely lost their baggage" never reached the Railway and it is unfortunate as complaints would appear to have been made to the Quarter Master General, that no official representation was made to the Railway. The only claim in connection with the Camp for lost baggage was in respect of a Storage Cap for which the owner was paid 10 Rupees. The Commander-in-Chief's Aide-de-Camp complained of the loss of two packages of kit which it was subsequently discovered never reached the Railway having been lost between Calcutta and Raichur

VIII In no single instance was an Officer arriving from a foreign Railway booked to Krishnarajapuram. All were booked to Bangalore and the explanation offered by one or two Officers was that very imperfect instructions had been issued in regard to the locality of the Camp

2 88 1/4

(camp. At least 75 percent of the baggage booked to Bangalore was carried there, and was then taken back to Krishnarajapuram free of charge and the owners expressed themselves much obliged for the Railway Company's liberality

In conclusion I may be permitted

4. to observe that having due regard to the intimate official relations that have existed between the Quarter Master General's Department and this office during the last 25 years and to the desire evinced by the Railway Company to consult the wishes and convenience of the Quarter Master General's Department in all matters connected with the Railway arrangements at the Camp it does seem very remarkable that not a single instance of disapproval was expressed or any representation of any kind ever made to the Railway Company on any one of the points referred to in the Quarter Master General's letter until the Camp was over and it was too late to apply a remedy

5 I may also be permitted to add that the Railway arrangements in connection with the Camp of Exercise of 1884 were comparatively on a very much smaller scale than those connected with the Camp of 1871 when the whole of the troops except the Bangalore troops were carried by Railway to and from

The

the Camp, and on that occasion I was very much gratified to hear that the Railway arrangements were considered very complete.

Yours truly
Sd/ W. E. Church
Traffic Manager.

True copy
Cuthbert Saunders.
Agent & Manager.

Form No. 9.

PUBLIC WORKS DEPARTMENT,
Railway Branch.

CONSULTING ENGINEER'S OFFICE,
Madras, 14th October 1884.

Letter from the Consulting Engineer for Railways, No 1496 dated 18th June 1884.—
do the Quarter Master General, No 12/9 dated 10th July 1882.—
do the Agent and Manager, Madras Railway No 682, dated 6th October 1882.—
with enclosures

No.

SUBMITTED _____ to _____ Government, with reference to Proceedings No. 1390 W, dated 3rd June 1884.

2. The Government will observe that the undersigned solicited a statement of specific instances in which the shortcomings of the Railway Executive management were felt by the Military Authorities, as, although the Railway Company's

Company's Officers may
have made before-hand
arrangements that they thought
would meet the demands;
it seemed all-important that
in the entire absence of any
recorded dissatisfaction at
the time, if only with a view
to the future, the points in
which these arrangements
had failed to give satisfaction
should be stated.-

3. The dissatisfaction of
the Military Department has
therefore received a pro-
minence and a develop-
ment, which was probably
not

not, in the first instance, in-
tended or desired.-

2827/20

4 The first point in which
the arrangements are stated
to have failed is the insufficiency
of porters.-

5. The Traffic Manager in
reply states the number of men
employed, and that from a
railway point of view this number
should have been sufficient;
the inference to be drawn ap-
pears to be that the men either
were not sufficient in number,
or that they imperfectly under-
stood or performed their duties;
it certainly seems an inadequate

19 arrangement

arrangement if their duties ended at the platform, as stated, instead of outside the station building.—

6. The second point stated is as to the collection of tickets. The Traffic Manager's reply that all tickets were collected either at the starting station, or en route seems to meet this, so far as Bangalore traffic only was concerned.—

7. The third point, the absence of any arrangement controlling the streams of incoming and outgoing passengers, is one ad- answered by the Traffic Manager; the segregation of classes referred to by him

2827/21

was not suggested in the Quarter Master General's letter; whether it would have been possible, without a second or a very much longer platform, to attain the object in view is a question; but the point should certainly receive consideration in future, and will, I have no doubt, be satisfactorily dealt with by the Agent on occasions of the kind under review.—

8. The fourth point indicates a failure of executive arrangements, which the Traffic Manager does not explain.— It was possibly due to a desire on the part of

of the station staff to work off quickly a traffic at the time in excess of the capacity of the station arrangements, overlooking the personal inconvenience to one set of passengers to which it might give rise.-

9. The fifth point is the insufficiency of booking clerks. It seems improbable, judging by the provision made under this head at other stations for great traffic, that one man could do the work efficiently; possibly the arrangement arose out of an attempted

organization

118

2827/27

organization to issue tickets at the Camp itself, which I have been given to understand, entirely failed, and for which the Railway Company cannot be held responsible.-

10. With reference to the sixth point one weighing machine may seem a small provision for so large a traffic, but probably its location, and the limited area of the station building had something to do with its insufficiency, and it must be remembered that, as a rule, on such an occasion, personal baggage would be

expected

expected on a limited scale,
and principally from first and
second class passengers, and
from them, for the most part,
only on arrival in, and departure
from, the neighbourhood -; i
much of the traffic was
local and short distance
only. -

11. As regards the seventh
point, the over-carrying of
passengers to Bangalore, Mr.
Church explains that most
of the officers were booked to
Bangalore, an error that could
not fail to upset the pre-ar-
rangements of the Company,
in

in respect of the baggage, and
would have led to inconvenience
and confusion on any railway,
if any attempt were made to
correct it at a station short
of destination. -

3882/23

12. Having reviewed seriatim
the several points in which
inconvenience was experienced
by the public, the undersigned
would invite attention promi-
nently to the fact that both
the Agent and the Traffic
Manager were on the spot the
greater part of the time the
Camp lasted, that the Deputy
Consulting Engineer was also at

the

the Camp for a portion of the time - and that not a word of unsatisfactory comment appears to have reached any of these Officers.-

13.- It can be said, of course, that no one could be in a better position to observe or correctly to appreciate the insufficiency of their own arrangements than the Agent and Traffic Manager themselves; at the same time it must be admitted, that a certain amount of apparent confusion and some inconvenience under such circumstances

2887/24

stances are inevitable with the best arrangements, and that in the absence of complaint the Railway staff might reasonably conclude that the confusion and inconvenience were comparatively unimportant.-

11. A representation from the Quarter Master General to any one of the officers named would, in my opinion, have secured an immediate remedy or some palliation for the 1st, 5th, and 6th instances.- In the 3rd instance, possibly a

a remedy with a small and only one platform might have been found difficult, if not impracticable.- In the 4th instance, a repetition probably was prevented;- in the 7th, the representations would probably have been too late for remedy

15. It is due to the Railway Company to observe that, in order to secure the comfort of first class passengers, a station building and yard on a very different scale and at much enhanced cost would have been essential, and that when the design was discussed

and

p 21

and approved, it was so, with a view to Military operations and to the greatest economy consistent with what were believed to be Military requirements.-

2827/27

C. Hamilton Lieut Col. R.E.
Consulting Engineer for Railways

To
The Secretary to Government
Public Works Department.

27

W-1390 Way 3-6-82

P.W. Department.

2887/26

Read the following:-

Letter from the Consulting Engineer for Railways No. — dd 14th October 1884.

FOR ORDERS.

Whether any further notice is necessary of the remarks of the Quarter Master General in respect to the Railway arrangements at the Krishnarájapuram Station

The alleged defects have been freely discussed, and there would seem to have been an evident desire on the part of the Railway officials

The matter may be allowed to drop. The arrangements certainly appear to have been in many respects defective and due note should be taken of the instances pointed out in view to the defects being supplied on future occasions

H.S.

21/10 Nothing more seems necessary

5/11/84 HR

HL 38/10

Cir: 18/10

to do all in their
power, with due regard
to economy, for facil-
-itating traffic operations.

15.10.84

7 NOV 84

No. 2827-W PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 11th November/84

READ the following

Letter from the Consulting Engineer for Railways. (H.E. No. 288/V dt. 14th October 1884.

H.E. the Governor in Council trusts that the defects in the traffic arrangements at the Krishna-rajapuram Station, pointed out by the Quarter Master General, will ~~after the full discussion which has been taken place~~, be remedied in during any future temporary pressure of traffic under similar ~~circumstances~~ conditions.

C.E. for Railways
Military Dept.

10.11.84

11.11.84

Govt. of 1884 Works.

PUBLIC WORKS.