6. The measure which the Board would urge as of immediate necessity are:—

1.—The construction of a third-class waiting shed at Salem.

2.—The improvement of the accommodation at Tiroor and Palghaut (Malabar.)

3.—The construction of a choultry at Tiroor (Malabar.)

4.—The construction of third-class waiting-rooms at Trichinopoly and Tanjore on the Great Southern of India Railway line.

(True Copies and Extract.)

A. Campfield
Acting Secretary.

To the Secretary to Government, Department Public Works,
with an extract, sixteen Maps, and two Statements.

Copy to the Acting Secretary to Government, Revenue Department.
,, to the Consulting Engineer for Railways.
,, to the Agent and Manager, Madras Railway Company.
,, to the Agent of the Great Southern of India Railway.
,, to the Collector of Malabar.

Exd. T. Cartledge.

Rec'd 15 January 69 No 225-6.

Rec'd 1869. Public
Board of Revenue,
MADRAS.
P. 2488.

Proceedings, 7th July 1869, No. 4,834.

Copy 24 July 1869. Encl
Received 26

July
No. 4,834.

Railway waiting-rooms—for accommodation
third-class passengers at Trichinopoly and Ta
jore Stations on Great Southern of India Ra
way line,—Recommendation to Government
construction of, for provision of a third-cla
waiting-shed at Salem, and a Choultry at Tiro
and for improvement of accomodation provid
for such Passengers at Palghaut and Tiroor.

Ans. 29 Sept

No. 4,834.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 7th July 1869.

Read the following papers:—

Proceedings of the Madras Government, dated 7th January 1869, No. 44, Public Works Department.

ABSTRACT.—*Accommodation for the shelter of Third-Class Passengers (Railway).*—Passing orders on the Proceedings of the Board of Revenue relative to the provision, at each of the Railway Stations, of accommodation for the shelter of third-class passengers.

Letter from R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to the Acting Secretary to the Board of Revenue, dated 25th January 1869, No. 214.

IN accordance with the wish expressed by Mr. Sim at our meeting on the 15th instant, I have the pleasure to enclose a statement showing the average number of passengers booked by each train during the month of November last, at the stations enumerated therein, together with the undermentioned plans of stations on this Company's lines of Railway:—

Cuddapah..... ..... Tripetty..... .... Tripattoor..... ..... Erode..... .... Avenashy.....	} No. 69.
Vellore.....	,, 55, 56, 57.
Salem.....	,, 266
Palghaut.....	,, 53
Arcot.....	,, 3
Ghooty.....	,, 2
Teroor.....	,, 72
Beypoor.....	,, 261

ENCLOSURE No. 1 — Statement.

ENCLOSURES Nos. 2 to 11.—Maps.

Letter from Major J. H. M. SHAW STEWART, R.E., Consulting Engineer for Railways, to the Acting Secretary to the Board of Revenue, dated Madras, 25th January 1869, No. 30.

WITH reference to the conference held at Chepauk on the 15th instant, I have the honor, at the request of the Agent, to forward, herewith, six copies of plans showing the third-class accommodation for passengers, at the stations marginally noted on the Great Southern of India Railway; also a copy of a statement* showing the number of third-class passengers booked at each station during the month of November last.

Carpor.
Trichinopoly.
Tanjore
Nedamungalum.
Trivalore.
Negapatam.

* To be returned.

ENCLOSURE No. 1.—Statement.

ENCLOSURES Nos. 2 to 7.—Maps.

WITH reference to Government Order, dated 7th January 1869, No. 44, the Board have in company with the Consulting Engineer for Railways and Captain Lindsay (present at the last meeting), held two conferences with the Agent and the Traffic Manager of the Madras Railway, and have once conferred with Mr. Betts, the Agent of the Great Southern of India Railway. They have also examined the plans of the various stations along all the lines of Railway now open. They find that there is no special waiting-room accommodation for third-class passengers at any of the existing stations on the lines belonging to the Madras Railway Company. There is a third-class waiting-room at the Negapatam station on the Great Southern of India Railway; and one is projected, they learn, at the new terminal station of the Madras Railway at John Pereira's.

2. The Agent of the Madras Railway Company considers that the requirements for the shelter of third-class passengers are sufficiently met at all stations by the spacious verandahs into which third-class passengers are admitted before taking their tickets, and which they occupy until the carriages are ready for their reception. The Agent likewise puts in an extract from a communication from the Directors of the Madras Railway Company, dated 15th January 1869, (herewith submitted,) which he considers precludes his taking any steps towards providing special waiting-rooms or sheds for the shelter and accommodation of third-class passengers.

3. The Board consider it very desirable that at every station special and separate accommodation should be provided for third-class passengers, and that they should not be allowed to crowd the verandahs around the Offices and waiting and refreshment rooms. But as these verandahs have been made larger and more commodious than is necessary merely for the protection and ventilation of the Offices etc., as a provision for the accommodation of third-class passengers, they cannot press for the erection of new waiting-rooms, except where the accommodation is obviously insufficient.

4. They consider likewise that third-class passengers should not be allowed to congregate on the platform before the train is due, as is the case at many stations where the platform at which the down train draws up is on the opposite side of the line from the Office buildings, and the covered platform is the only shelter there is. A shed outside the platform should be provided for their accommodation.

5. Having reference to existing conditions, the Board will notice the principal stations consecutively, and the accommodation afforded at each:—

SOUTH WEST LINE.

MADRAS—*Average number of third-class passengers by each train*, 66.—There is no third-class accommodation at the Terminal station. But the Board are assured that spacious third-class waiting-rooms will be provided in the new station near the People's Park; no further notice of this station is therefore required.

ARCOT—*Average number of third-class passengers by each train*, 19.—There is no separate third-class waiting-room accommodation at Arcot; but the Office verandahs afford sufficient shelter for third-class passengers, however inconvenient the arrangement.

VELLORE—*Average number of third-class passengers by each train*, 30.—There is no third-class waiting-room at Vellore; but the spacious Office verandahs can afford shelter to a large number of passengers, and nothing further is indispensibly needed. The verandahs are often much crowded, and confusion occurs.

TRIPATORE (SALEM)—*Average number of third-class passengers by each train*, 13.—The only third-class accommodation is to be found in the Office verandah. This is deemed to be sufficient for present purposes; but it is unsuitable, as before remarked.

SALEM—*Average number of third-class passengers by each train*, 43.—There is no accommodation for third-class passengers at Salem, except in the small narrow back verandah of the waiting and refreshment-rooms. This is wholly inadequate, and the utmost inconvenience is experienced. The Board consider that a third-class waiting-shed should be built at once; the Agent has intimated his intention to make known the views of the Board to the Board of Directors.

COIMBATORE (POTHANUR)—*Average number of third-class passengers by each train*, 42.—The only shelter for third-class passengers at Pothanur is afforded in the back verandah of the waiting and refreshment-rooms. As it is, the Board consider the accommodation is inadequate as well as inconvenient. But the extension of the line to the foot of the hills will doubtless be carried through the town of Coimbatore, and thereby relieve the station at Pothanur. The Board are, therefore, not prepared to recommend any further outlay on the present station. A third-class waiting-room should be provided in the new Coimbatore station.

PALGHAUT—*Average number of third-class passengers by each train*, 32.—Third-class accommodation has hitherto been entirely wanting at the Palghaut station, which is an important one, and at a distance from the town. The Board are, however, assured that the Office verandahs are being largely extended, and will afford sufficient shelter for third-class passengers. The Board have already pointed out the objections which they think exist to this system of accommodating third-class passengers in office verandahs; but they are not prepared to affirm that there will not be sufficient shelter when the works now in progress are completed. The attention of the Consulting Engineer should be drawn to this matter.

TIROOR—*Average number of third-class passengers by each train*, 34.—Tiroor is the station for Ponany and Cochin *by backwater*, and consequently an important one. There is no suitable accommodation for third-class passengers except the small narrow back verandah of the Station offices. Better accommodation should be provided. But what is most needed here, is a good choultry, which the Board concur with the Consulting Engineer's opinion, should be undertaken as soon as possible. The Collector should report on the site, and state what funds are available.

BEYPORE—*Average number of third-class passengers by each train*, 163.—The only accommodation at Beypore are the Office verandahs, which, however, are spacious; and the choultry, the construction of which has been ordered, will probably sufficiently provide what has so long been urgently needed here. Extension to Calicut will obviate the necessity of providing further accommodation at Beypore.

Avadi, Tinnanore, and about 30 other roadside stations.—The covered platforms and Office verandahs afford sufficient, if not entirely suitable, accommodation at these roadside rural stations.

CUDDAPAH LINE.

ARCONUM JUNCTION—*Average number of third-class passengers by each train*, 24.—There is no third-class waiting-room, but the accommodation afforded by the Office verandahs and covered platforms is considered sufficient.

TIRUPATTY—*Average number of third-class passengers by each train*, 29.—The number of third-class travellers to Tirupatty during festivals is large, and they are accommodated in the verandahs of the station house and in the new choultry.

CUDDAPAH—*Average number of third-class passengers by each train*, 43.—There is no third-class waiting-room at Cuddapah; but the verandahs of the spacious station buildings have been recently enlarged, and now afford ample shelter if not [illegible]

The other stations are small roadside stations where special accommodation is not urgently required. But the Board consider that third-class accommodation should be provided at Gootty where a new station-house is being built.

BANGALORE LINE.

JOLARAPETT.—The accommodation at the Jolarapett junction station is considered sufficient, and the other stations on the line are small roadside stations where special accommodation is not urgently required.

GREAT SOUTHERN OF INDIA LINE.

The station buildings on this line have nowhere, the Board believe, been carried out as originally planned, except at Negapatam. The out-houses placed at some distance from the platform, have been converted into station-houses. The shelter at most stations along this line consists of a shed on the platform which affords very indifferent accommodation for all classes indiscriminately. As the traffic developes, it will be necessary to improve the accommodation at Tanjore, Nedamangalum, Trivalore, etc. The principal stations are.

NEGAPATAM—*Average number of third-class passengers by each train*, 91.—At Negapatam, a large third-class waiting-room is shown in the plan of the station.

TANJORE.—*Average number of third-class passengers*, 17.—The accommodation is very deficient, and a third-class waiting-shed should be provided.

TRICHINOPOLY—*Average number of third-class passengers by each train*, 80.—There is no third-class waiting accommodation at Trichinopoly; and the Board urge that a large shed be built for the accommodation of 120 to 150 third-class passengers at this very important station.

CARUR—*Average number of third-class passengers by each train*, 25.—There is no suitable third-class accommodation; but the Board are not prepared to urge further expenditure until it had been decided whether Carur is to be a junction station or not.