Rd 15 Jany/69 No 225–26.

Encls

Revenue Depart.

No. 2726.

Govt. of Madras, 1869.

PUBLIC WORKS.

To

THE BOARD OF REVENUE.

&c., &c., &c.

Dated *August*, 13*th*.

Rec'd. " 14th Encl.

G. O., 13*th August* 1869, No. 2,668.

AUGUST.

Nos. 290-291

Accommodation for the shelter of Third-Class Passengers (Railway).—Passing orders on the Proceedings of the Board of Revenue, reporting the result of their conference with the officers concerned, regarding the provision of accommodation for the shelter of third-class passengers at all stations where that class of traffic is of any considerable importance.

RECORDED.

No. 290. Read the following Proceedings of the Board of Revenue, dated 7th July 1869, No. 4,834 :—

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.

From the 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	No. 69.	Salem	No. 266
Tripetty		Palghaut	,, 53
Tripattoor		Arcot	,, 3
Erode		Ghooty	,, 2
Avenashy		Teroor	,, 72
Vellore	Nos. 55, 56, 57.	Beypore	,, 261

Statement showing the average number of Passengers booked by each train during the month of November 1868, *by the undermentioned stations.*

Stations.	Average number by each train.
Trivellore	15
Arconum	24
Tiruputty	29
Cuddapah	43
Arcot	19
Vellore	30
Tripatoor	13
Salem	43
Erode	30
Avenashy	10
Palghaut	52
Tiroor	34
Beypore	163
Madras	66
Coimbatore	40

(Signed) F. CHURCH,
Chief Auditor.

(True Copy.)

(Signed) A. T. PAGE,
For *Agent and Manager.*

ENCLOSURES Nos. 2 to 11.—Maps.

Extract of a letter from the Secretary, Madras Railway Company, to the Agent and Manager, No. 426, *dated London, the* 15*th January* 1869.

Paragraph 16. The Board are of opinion that the Chief Engineer and Traffic Manager in their reports upon the subject, have given satisfactory reasons for our not incurring the expense of erecting waiting-sheds for third-class passengers. You allude to this question in paragraphs 33 and 34 of 811. Its consideration has impressed the Board further with the importance of the construction of the Choultries at the several stations, to which frequent reference has been made, being hastened as much as possible.

(True Extract.)

(Signed) P. S. TAYLOR.

From the 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 honour, 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.

Caroor.
Trichinopoly.
Tanjore.
Needamungalum
Trivalore.
Negapatam.
*To be returned.

GREAT SOUTHERN OF INDIA RAILWAY.

NOVEMBER 1868.

Statement showing the number of Third-Class Passengers booked at each Station.

Stations.	Total number.	Number per day.	Number per Train.
Negapatam	5,471	182	91
Sickle	1,094	36	9
Keevalore	1,443	48	12
Trivalore	4,534	151	38
Kulikery	617	20	5
Kerdachary	1,970	66	16
Needamungalum	3,762	125	31
Ammapetta	847	28	7
Salamungalum	864	29	7
Tanjore	6,805	227	57
Boodalore	838	28	7
Teerovembore	342	11	3
Trichinopoly	9,638	321	80
Elamanore	2,114	70	17
Kulitalay	2,895	97	24
Lallapetta	1,171	39	10
Cuttalay	1,324	44	11
Caroor...	3,063	102	25
Poogalore	976	33	8
Codumudy	1,134	38	9
Passoor...	510	17	4
Erode	3,101	104	52

(True Copy.)

(Signed) W. S. BETTS,
Agent.

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

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, &c., 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 indispensably 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 suitable accommodation.

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 Ghooty 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 and is ultimately As the traffic developes, it will be necessary to improve the accommodation at Tanjore, Needamungalum, Trivalore, &c. 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.

CAROOR—*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 Caroor is to be a junction station or not.

6. The measures 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.

Proceedings of the Madras Government, Public Works Department, 13th August 1869.

No. 291. ORDER THEREON, 13th August 1869, No. 2,668.

RAILWAY, No. 32.

IN Proceedings dated 7th January 1869, No. 44, the Government requested the Board of Revenue, in concert with the Consulting Engineer for Railways and the Agents of the Madras and Great Southern of India Railways, to decide on some definite arrangements for providing suitable accommodation for the shelter of third-class passengers at all stations where that class of traffic was of any considerable importance. In their Proceedings above recorded the Board report the result of their conference on the subject.

2. It is observed that, except at Negapatam on the Great Southern of India Railway, there is no special accommodation for the convenience of third-class passengers at any of the Railway Stations in this Presidency. The Agent of the Madras Railway considers that, generally, the commodious verandahs at the several Stations afford all the accommodation that is necessary. The Board are in favour of separate waiting-sheds being erected, but, as the provision of spacious verandahs appears to have been designed by the Company for the special convenience of third-class passengers, they are of opinion that it will be sufficient if waiting-sheds be built where the accommodation is confessedly inadequate.

3. Detailing the nature of the accommodation which is afforded at each station, the Board suggest as of immediate necessity, (1) the construction of a third-class waiting-shed at Salem, (2) the improvement of the accommodation at Tiroor and Palghaut, (3) the construction of a Choultry at Tiroor; and (4) the construction of third-class waiting-rooms at Trichinopoly and Tanjore.

4. The Government observe that the Agent proposes to communicate to his Board of Directors the views of the Board of Revenue regarding the provision of a waiting-shed at Salem. The want of such accommodation at that station, as well as at the important stations of Tanjore and Trichinopoly, must necessarily cause serious inconvenience and discomfort to the largest class of the travelling public, and the Government can scarcely doubt that, under such circumstances, the Directors of both Companies, taking into consideration the moderate scale on which the additional accommodation is required to be provided, will readily sanction improvements to which the Government attach so much importance.

5. The Board's suggestions regarding the improvement of the accommodation at Tiroor, and the prevention of third-class passengers crowding on the platform before the train is due, will doubtless meet with due attention from the Railway authorities.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Board of Revenue.
,, Consulting Engineer for Railways.
,, Revenue Department.

Exd. S. T. Augustin.