Public Works (~~190~~ 1895) Department.

RAILWAYS.

G.O., No. 251 R

DATED 9—8— ~~190~~ 1895 .

Includes 96 R dt 21.2.95

[Despatch Abstract.]

Medical aid to the East Coast Railway

Informing the Government of India that reply to the question of offering _____ was sent in G.O. 586 Public dt 11.7.95 forwarded on 27.7.95

Indexed

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

8TH AUGUST 1895, No. 509 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Circular from the Government of India, Public Works Department (Railway Traffic), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, the 10th July 1895, No. 14-Railway.

Read—

Government of India circular No. 17-Railway, dated the 23rd September 1875.
Do. resolution „ 1002 R.T., „ the 10th October 1882.
Do. circular „ III-Railway, „ the 1st March 1883.
Do. „ „ 2 „ „ the 31st January 1885.
Do. „ „ XI „ „ the 10th July 1886.
Do. letter No. 570 R.T., and memo. No. 571 R.T., dated the 17th October 1894.

From J. G. H. GLASS, Esq., C.E., C.I.E., Secretary to the Government of the North-Western Provinces and Oudh, Public Works Department, to the Secretary to the Government of India, Public Works Department, dated the 7th May 1894, No. 178 E.R.

I am directed to forward, for the information of the Government of India, translation of an article which appeared in the *Najmul Akhbar* published at Etawah, dated 31st March 1894, on the subject of the grievances which third-class passengers are subjected to on Indian railways.

2. I am to say that the article is a sensible and moderate one, and that the disadvantages as described, which native passengers labour under, deserve consideration. It may not be possible to provide latrine accommodation in the train for all third-class passengers, but it might be arranged to provide a third-class latrine carriage, for which a charge of one anna could be levied so as to prevent its general use. This, with a halt of sufficient time at certain fixed stations and adequate latrine accommodation at such places, would probably remove the unpleasant inconveniences undoubtedly experienced by third-class passengers under existing arrangements.

I am to add that the complaints about overcrowding are not without foundation, and that it appears necessary steps should be taken to remedy the grievance.

ANNEXURE.

ABSTRACT translation of an article in the *Najmul Akhbar*, Etawah, dated 31st March 1894, about the grievances of passengers on Indian railways.

As the law relating to railways will be framed by the Legislative Council on the arrival of the Viceroy at Simla, we beg most respectfully to bring to the notice of His Excellency and of the Members of the Council the grievances of third class and intermediate class passengers (on Indian railways), especially the natives of India. They contribute very largely to the income of Indian railways, and in mitigating their suffering Government will confer a great blessing on the people.

These passengers fare worse than brute-beasts. The prescribed number to be carried in each carriage is never exceeded in the case of animals, nor do they stand in need of any latrine accommodation. In the case of passengers matters are quite the contrary. Some of their grievances are enumerated below:—

(1) They suffer very much owing to want of sufficient latrine accommodation. The distress of a person restraining by effort his inclination to perform the offices of nature may well be imagined. If a passenger comes out of his carriage to ease himself at a railway station, the train may start before he returns, and he may thus be deprived of the company of his freinds, &c., or he must suffer the agonies consequent upon a forced restraint of an urgent inclination to go to stool. Should the poor passenger's efforts in this direction prove unsuccessful, the result can be no other than the pollution of the carriage by his excreta, the annoyance of his fellow-passengers, and

probably his conviction for breach of railway rules. Under these circumstances, it is of the utmost importance to make arrangements for sufficient latrine accommodation for intermediate and third class passengers. A privy may be attached to each carriage, or there may be one latrine car attached to each train; in either case arrangements should be made so as to afford easy access to the privy while the train is in motion.

The latrines at railway stations are not sufficiently screened from view, and the best way to remove this defect is to hang canvas screens from iron bars in front of each privy.

(2) The maximum number of passengers to be carried in each third-class compartment is fixed at ten; when the full number travel in a compartment, the passengers are subjected to great inconvenience. There is not room enough for a single passenger to lie down, and in summer and the rainy season the overcrowding of passengers may tend to the outbreak of disease. Those passengers who have to go to distant places especially suffer from the inconveniences of this overcrowding. It is desirable that the maximum number of third-class passengers in each compartment should be fixed at six in summer, and at eight in other seasons. In this case the passengers will get room to lie down and sleep by turns.

(3) Whenever the number of passengers is large, the station master and his subordinates forcibly cram in so many as fifteen or sixteen passengers in each compartment. Special officers should be appointed by Government to see that no passengers beyond the authorized number are forced into the carriages, and the Railway Police also should take notice of complaints of this nature.

Notices in vernacular languages should be affixed to each carriage to inform the passengers that they can at once complain to the Railway Police regarding matters of this nature. The policeman travelling with each train should carefully look to these matters, and railway servants should be severely punished for breach of railway rules. Government officers who may be travelling in first and second class carriages should also occasionally see how third-class passengers are treated. District officers also, when visiting important railway stations, should look to these matters. In short, everything will go on smoothly, if Government directs its attention towards the matters brought to its notice and makes proper arrangements for inspection of the work of railway employés.

(4) The inconveniences and trouble complained of above are felt very much at the time when bathing fairs are held. The arrangements made by the railway administrations always prove insufficient to cope with the difficulties of the situation. The consequence is that trains are so much overcrowded that there is scarcely enough room to breathe. A majority of pilgrims being dirty and unclean, infectious diseases soon break out and thousands of lives are lost. To remove these difficulties special trains should be used for the conveyance of pilgrims, and tickets should be sold to as many passengers only as can be conveniently carried in a train. Those who remain behind should be sent in special trains or in carriages attached to goods trains. Spare carriages should be kept at all important stations to be utilized whenever there is an unusually large press of passengers. The above suggestions, if acted upon, will remove all causes of complaint, but it is necessary that District officers should direct their attention to these matters.

(5) The passengers in the third-class carriages are allowed to obtain a full compartment or carriage by payment of eight persons' fare for each compartment. This concession, appreciated as it is by the people, is withdrawn during the time of the fairs. It is obviously unjust to withdraw the concession at a time when the income of railway companies increases to an enormous extent. Taking into consideration the troubles which members of a family have to undergo by being forced to travel in separate carriages, it is very desirable that reserved third-class compartments should always be procurable.

Office memorandum from the Officiating Deputy Secretary to the Government of India, Legislative Department, to the Government of India, Public Works Department, dated Calcutta, the 14th February 1895, No. 295.

The undersigned is directed to forward to the Public Works Department a copy of the questions regarding conveniences for railway passengers asked by the Honourable Prince Sir Jahan Kadr Meerza Muhammad Wahid Ali Bahadur, K.C.I.E., at the meeting of the Council of the Governor-General for the purpose of making Laws and Regulations held on the 7th instant, together with a copy of the answers given thereto.

ANNEXURE.

Notice of question to be asked at the Meeting of the Governor-General's Council for the purpose of making Laws and Regulations to be held on Thursday, the 7th February 1895, *by the Hon'ble Prince Sir Jahan Kadr Meerza Muhammad Wahid Ali Bahadur.*

Will the Government state what reforms of late have been made or are now contemplated —

(1) to diminish overcrowding of third-class railway carriages;

(2) to supply latrine accommodation to such carriages for male passengers as well as female who may be travelling long distances;

(3) to facilitate the sale of third-class tickets at large stations;

(4) to secure greater privacy at the exposed latrines which now exist at most stations on the Indian railways;

(5) to secure a more liberal supply, in the hot season particularly of filtered or wholesome drinking-water at all stations to Native and European passengers alike;

(6) and for the further protection and comfort of native female passengers when travelling by themselves, by the more extensive employment of female wardens or ticket-collectors, or by opening special waiting-rooms for native females at principal stations under female supervision, as are now to be found on certain railways only.

Answers.

(1) The Government of India have the subject under consideration and will shortly issue orders dealing with it.

(2) A similar question was asked in Council on the 8th March 1894. The reply then given is as follows and appears to meet the Hon'ble member's enquiry:—

"The question of the extent to which the provision of latrine accommodation on passenger trains should be made compulsory was carefully examined by this Council at the time when the Indian Railways Act, 1890, was under its consideration, and the result of the Council's deliberations is embodied in section 64 of that Act. Latrine accommodation is now provided on all railways to the full extent required by law. The Government of India, as at present advised, do not propose to proceed to fresh legislation on the subject."

(3) The Government of India have instituted enquiries with a view to consideration of the matter.

(4) This matter is being dealt with by Government together with the subject-matter of question (1).

(5) The question of an improved supply of filtered water to passengers has been referred to the members of the Railway Conference for discussion, and the Government of India will consider the subject on receiving the recommendations of the conference.

(6) Reforms of the kind referred to in this question have not usually been introduced at the suggestion of Government, nor have Government contemplated interference, in regard to them, with the railway administrations, which have in the past introduced on their own motion necessary arrangements of the kind at such large stations as appeared to require them, and have at all times evinced readiness to meet the reasonable requirements of the travelling public where the development of traffic has justified the introduction of additional conveniences.

Office Memorandum from the Officiating Deputy Secretary to the Government of India, Legislative Department, to the Government of India, Public Works Department, dated Calcutta, the 26th March 1895, No. 720.

The undersigned is directed to forward to the Public Works Department a copy of the question regarding the levy of dues from vendors of refreshments at railway stations, asked by the Honourable Maharaja Partab Narayan Singh of Ajudhia at the meeting of the Council of the Governor-General for the purpose of making Laws and Regulations held on the 21st instant, together with a copy of the answer given thereto.

ANNEXURE.

EXTRACT from the abstract of the Proceedings of the Council of the Governor-General of India, assembled for the purpose of making Laws and Regulations under the provisions of the Indian Councils Acts, 1861 and 1892 (24 and 25 Vict., Cap. 67, and 55 and 56 Vict., Cap. 14).

The Council met at Government House on Thursday, the 21st March 1895.

* * * * *

Question and answer.

The Honourable Maharaja Partab Narayan Singh of Ajudhia asked:—

"(*a*) Has it come to the notice of the Government that on the Oudh and Rohilkhand and other railways the right to sell native refreshments, fruits, &c., at the station platforms is leased out to different persons at rather exorbitant sums, and thus, instead of affording greater facilities to the native passengers for procuring good and wholesome refreshments at reasonable prices, the railway administration utilise it as means of increasing their incomes."

* * * * *

The Honourable Sir Charles Pritchard replied :—

"(*a*) The Government of India are aware that the right to sell native refreshments at the stations of the Oudh and Rohilkhand railway is periodically sold by auction to the highest respectable bidders.

"The Government of India are not aware that the sums paid for the right to sell the refreshments are exorbitant.

"The charges are not levied for the purpose of increasing the revenues of the railway, but because it is necessary, in the interest both of the travelling public and of the railway administration, to limit the number of vendors who are allowed access to the passenger platforms."

Observations.—The circulars and resolution read above show that with a view to promote the comfort and convenience of native passengers when travelling by railway, suggestions have been, from time to time, put forward both by Government and by others interested in the general welfare of the community.

2. Although many of these suggestions have already been adopted by the administrations of the several Indian railways, complaints, such as those referred to in the letter of the 7th May 1894 and in the memoranda by the Government of India in the Legislative Department above quoted, continue to be received regarding the discomforts and inconveniences, which are, it is alleged, experienced by the native public when travelling by railway. The Government of India, therefore, considers it desirable to again call attention to the matter and invite the co-operation of the various railway administrations in the removal of all reasonable causes of complaint.

3. The measures to which it is at present desired more particularly to invite the special attention of railway administrations are—

(i) the provision of additional waiting room accommodation and shelter sheds for intending passengers, with female attendants when separate accommodation for women is available ; and
the improvement, where necessary, of existing latrines by the addition of screens or other means of securing privacy ;

(ii) improved arrangements (*a*) for the provision of wholesome refreshments at a reasonable cost ; and (*b*) for the distribution of pure drinking-water, especially in the hot weather and during fairs or other large gatherings, with proper precautions to protect it from pollution—to this end stand pipes being erected at engine-watering stations, and, wherever possible, connected with the railway supply, or with the Municipal mains where such exist ;

(iii) the removal of delays and difficulties in obtaining third-class tickets by the opening of ticket-offices for a more prolonged period before the arrival of trains, or, where necessary, for the whole day ;
the establishment, where the demands of traffic call for it, of agencies for the issue of tickets in the bazaars or other convenient places ; and
the provision at large booking centres of additional ticket-issuing windows and of additional staff for the issue, checking and collection of tickets and the employment of female ticket-collectors, when possible, for dealing with female passengers ;

(iv) arrangements for the better supervision of pilgrim traffic by the erection at the terminal station and elsewhere of enclosures or other means designed to prevent overcrowding and confusion when large masses have to be dealt with ;

(v) the running, on such occasions as fairs or other large gatherings, and at other times when necessity unexpectedly arises, of special trains, which should when possible by arrangements between the different railway administrations concerned, be run through to destination, and which should be so timed as to meet public convenience with as little disturbance as possible to the regular train service, or to the use by the ordinary travelling public of station accommodation, especially at junction stations ;

(vi) convenient stoppages of trains to enable native passengers to obtain refreshments and obey the calls of nature, intimation being given of the duration of the stoppage for the information of those unaccustomed to railway travelling ;

(vii) the reduction during the hot weather of the number of passengers carried in each compartment or carriage ; and

(viii) the introduction, as contemplated in the Government of India letter of the 17th October 1894 above quoted, of suitable rules to regulate the use of goods wagons for passenger traffic in cases in which such use is unavoidable.

Resolution.—Having regard to the extreme importance of the matter, no less from the standpoint of the Government and of the railway administrations than from that of the great mass of the travelling public, the Governor-General in Council desires that the authorities of the several Indian railways should give their constant attention to the subject by enforcing the rigid observance of the rules already in force and by the introduction, from time to time, of such further reforms as experience may show to be necessary or desirable.

Order.—Ordered that this resolution, together with the documents marginally noted,* be communicated to the Local Governments and Administrations and to the officers noted in the margin,† for information and guidance ; also to the Government of the Punjab, the Chief Commissioner of the Central Provinces, and the Agents to the Governor-General for Central India and Baluchistan for information.

2. Ordered, also, that copy be forwarded to the Government of the North-Western Provinces and Oudh, for information, with reference to letter No. 178 E.R., dated the 7th May 1894, from that Government.

3. Ordered, further, that copy be forwarded to the Home Department for information.

(By order.)

(Signed) F. B. HEBBERT,
Under Secretary.

* Letter from the North-Western Provinces and Oudh Government No. 178 E.R., dated the 7th May 1894, and its enclosure.
Memorandum by the Government of India in the Legislative Department, No. 295, dated the 14th February 1895, and its enclosures.
Memorandum by the Government of India in the Legislative Department, No. 720, dated the 26th March 1895, and its enclosures.

† The Governments of Madras, Bombay and Bengal.
The Chief Commissioners of Burma and Assam.
The Resident at Hyderabad.
The Agent to the Governor-General for Rajputana.
The Director-General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

ORDER—dated 8th August 1895, No. 509 R., Public Works.

Ordered that the Circular quoted above, with its enclosures, be published in Part I of the *Fort St. George Gazette*.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Superintendent, Government Press.
Editors' Table.

Exd. Shaik Karim.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated August, 8th.

Recd. *Encl.*

G.O., 8th August 1895, No. 509 R.

AUGUST.

Native Passengers

Government of India Circular inviting the special attention of Railway Administrations to certain measures for the comfort and convenience of — when travelling by railway, ordered to be published in the *Fort St. George Gazette.*

[Enclosure No. 1 to the Government of India circular No. 14 Railway of 1895.]

No. 178 E. R., dated the 7th May 1894.

From—J. G. H. GLASS, Esq., C. E., C. I. E., Secy. to the Govt. of the N.-W. P. & Oudh, P. W. Dept.,

To—The Secretary to the Government of India, P. W. Dept.

I am directed to forward, for the information of the Government of India, translation of an article which appeared in the *Najmul Akhbar* published at Etawah, dated 31st March 1894, on the subject of the grievances which third class passengers are subjected to on Indian railways.

2. I am to say that the article is a sensible and moderate one, and that the disadvantages as described, which native passengers labour under, deserve consideration. It may not be possible to provide latrine accommodation in the train for all third class passengers, but it might be arranged to provide a third class latrine carriage, for which a charge of one anna could be levied so as to prevent its general use. This, with a halt of sufficient time at certain fixed stations and adequate latrine accommodation at such places, would probably remove the unpleasant inconveniences undoubtedly experienced by third class passengers under existing arrangements.

I am to add that the complaints about overcrowding are not without foundation, and that it appears necessary steps should be taken to remedy the grievance.

[Annexure in above.]

Abstract translation of an article in the Najmul Akhbar, *Etawah, dated 31st March 1894, about the grievances of passengers on Indian railways.*

As the law relating to railways will be framed by the Legislative Council on the arrival of the Viceroy at Simla, we beg most respectfully to bring to the notice of His Excellency and of the Members of the Council the grievances of third class and intermediate class passengers (on Indian railways), especially the natives of India. They contribute very largely to the income of Indian railways, and in mitigating their suffering Government will confer a great blessing on the people.

These passengers fare worse than brute-beasts. The prescribed number to be carried in each carriage is never exceeded in the case of animals, nor do they stand in need of any latrine accommodation. In the case of passengers matters are quite the contrary. Some of their grievances are enumerated below.

(1) They suffer very much owing to want of sufficient latrine accommodation. The distress of a person restraining by effort his inclination to perform the offices of nature may well be imagined. If a passenger comes out of his carriage to ease himself at a railway station the train may start before he returns, and he may thus be deprived of the company of his friends, etc., or he must suffer the agonies consequent upon a forced restraint of an urgent inclination to go to stool. Should the poor passenger's efforts in this direction prove unsuccessful, the result can be no other than the pollution of the carriage by his excreta, the annoyance of his fellow-passengers, and probably his conviction for breach of railway rules. Under these circumstances it is of the utmost importance to make arrangements for sufficient latrine accommodation for intermediate and third class passengers. A privy may be attached to each carriage, or there may be one latrine car attached to each train; in either case arrangements should be made so as to afford easy access to the privy while the train is in motion.

The latrines at railway stations are not sufficiently screened from view, and the best way to remove this defect is to hang canvas screens from iron bars in front of each privy.

(2) The maximum number of passengers to be carried in each third class compartment is fixed at ten; when the full number travel in a compartment, the passengers are subjected to great inconvenience. There is not room enough for a single passenger to lie down, and in summer and the rainy season the overcrowding of passengers may tend to the outbreak of disease. Those passengers who have to go to distant places especially suffer from the inconveniences of this overcrowding. It is desirable that the maximum number of third class passengers in each compartment should be fixed at six in summer and at eight in other seasons. In this case the passengers will get room to lie down and sleep by turns.

(3) Whenever the number of passengers is large, the station master and his subordinates forcibly cram in so many as fifteen or sixteen passengers in each compartment. Special officers should be appointed by Government to see that no passengers beyond the authorised number are forced into the carriages, and the Railway Police also should take notice of complaints of this nature.