

GOVERNMENT OF INDIA  
RAILWAY DEPARTMENT  
(Railway Board)



Local Advisory Committees  
ON  
RAILWAYS  
Statement showing Particulars of Meetings  
Held during the Quarter ending 31st March 1941  
(No. 47)

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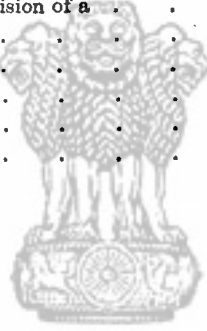
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*Meetings of the Local Advisory Committees were held on the following Railways during the quarter ending 31st March, 1941.*

Railways.	Centre.	Number of meetings.	Dates on which meetings were held.
Assam Bengal . . . . .	Chittagong .	Nil.	..
Barsi Light . . . . .	Kurduwadi .	Nil.	..
Bengal and North Western (United Provinces).	Gorakhpur .	1	3rd February.
Ditto (Bihar) . . . . .	Muzaffarpur .	Nil.	..
Bengal Nagpur . . . . .	Calcutta .	Nil.	..
Ditto (Bihar and Orissa) .	Calcutta .	1	17th February.
Ditto (Central Provinces) .	Nagpur .	Nil.	..
Bombay, Baroda and Central India .	Bombay .	1	27th February.
Ditto (Ajmer) . . . . .	Ajmer .	1	30th January.
Darjeeling Himalayan . . . . .	Darjeeling .	1	1st February.
Eastern Bengal . . . . .	Calcutta .	3	23rd January, 20th February and 14th March.
East Indian . . . . .	Calcutta .	1	30th January.
Ditto (United Provinces)	{ Cawnpore .	Nil.	..
	{ Lucknow .	1	22nd February.
Great Indian Peninsula . . . . .	Bombay .	1	16th January.
Ditto (Central Provinces) .	Nagpur .	Nil.	..
Ditto (United Provinces) .	Cawnpore .	1	15th February.
Madras and Southern Mahratta .	Madras .	1	8th January.
Ditto (Bombay Presidency)	{ Bangalore Cantt. .	Nil.	..
	{ Madras .	1	14th February.
North Western . . . . .	Lahore .	Nil.	..
Ditto (Sind) . . . . .	Karachi .	1	21st January.
Rohilkund and Kumaon . . . . .	Izatnagar .	1	28th March.
	{ Madras .	1	25th January.
South Indian . . . . .	{ Ootacamund .	Nil.	..
	{ Trichinopoly .	Nil.	..

*Statement showing particulars of meetings of the Local Advisory Committees held during the quarter ending 31st March, 1941.*

**BENGAL AND NORTH WESTERN RAILWAY.**

UNITED PROVINCES, MAIN COMMITTEE.

*Gorakhpur, 3rd February, 1941.*

Subject and proposal.	How disposed of.
1. Provision of an intermediate class waiting room at Charbagh station.	The chairman explained the position to the committee and added that all that could be done for the present was to keep the matter in view.

**BENGAL NAGPUR RAILWAY.**

BIHAR AND ORISSA COMMITTEE.

*17th February, 1941.*

Subject and proposal.	How disposed of
1. Train Service—  Suggested increase in the stoppage of passenger trains at Nawapara Road station from one to five minutes.	Not agreed as the passenger traffic at this station did not justify it.
2. Facilities at Stations—  Provision of additional lights near the passengers' shed at Bhubaneswar.	A high candle power lamp is being arranged near the passenger shed at Bhubaneswar.



## BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

## BOMBAY COMMITTEE.

*Bombay, 27th February, 1941.*

Subject and proposal.	How disposed of.
<p>1. Catering contracts on railways.</p> <p>(i) <i>Area contracts</i>—It was suggested that contracts should be given only to approved parties who had the necessary resources to give good service, and that the chief aim should be good management and efficient and cheap service. To this end, a suggestion was made to adopt a system of area contracts, whereby the contractor could adjust his catering arrangements and charges for the same more advantageously to himself and to the passengers if he could depend on the earnings of a number of stations, he could buy his stock in bulk and maintain a uniform standard and charge uniform scales of prices. Further, under such a system, unhealthy competition would be eliminated.</p> <p>(ii) <i>Fixing of charges to be paid by contractors and renters.</i>—That catering service being essential for passengers, railways should not aim at any profit to themselves, nor should their income by rentals be out of proportion to the expenses incurred in providing the facility.</p> <p>(iii) <i>Periodical revision of rates.</i>—That for certain articles like tea, milk, etc., the rates must be standardised; for other articles the rates in force in the market place nearest to the station concerned should be the guiding factor. That rates might be revised periodically, and that the Local Advisory Committee might be consulted in the matter.</p>	<p>It was stated that the policy of the B. B. &amp; C. I. Railway administration had always been to give these contracts to local contractors who were competent to control and supervise the work personally. In some cases, however, reliable men were given stalls at several stations on the line. In the opinion of the administration, the main objection to area contracts was that such a contract was too big for one man to manage efficiently, and this led to subletting with the result that the consumer had to pay for the profits of two men instead of one.</p> <p>It was explained that this railway had of late adopted a policy of calling for tenders for stalls, etc. existing as well as vacant, but it was by no means the rule to accept the highest tender, or for that matter, any tender which appeared to be unduly high. As a matter of fact, this railway adopted a middle course judging the value of a stall by the tenders offered by reliable firms who really knew what they were tendering for, and selecting from among these the most suitable firm. In most cases the contract was let to the existing contractor if he quoted anything like a reasonably enhanced tender.</p> <p>It was explained that on this railway rates were fixed by the District Traffic Superintendents, who examined them periodically and if and when a revision was found necessary, such revision was made on the market prices of the locality concerned. The suggestion that the committee might be consulted in the matter was noted.</p>

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—*contd.*BOMBAY COMMITTEE—*contd.**Bombay, 27th February, 1941—contd.*

Subject and proposal.	How disposed of.
<p>(iv) <i>Persons to whom contracts should be given.</i>—That preference should be given to contractors with previous experience, and that an existing contractor should not be displaced unless the services performed by him were found unsatisfactory.</p>	<p>It was stated that the practice in force on this railway was in accord with the suggestion made, <i>i.e.</i>, it was not usual to displace a contractor who had proved himself satisfactory.</p>
<p>(v) <i>Inspection of food-stuffs.</i>—It was suggested that food-stuffs be inspected by special Inspectors and Medical Officers, and that their reports be placed before the Local Advisory Committee.</p>	<p>It was stated that this is being done on this railway.</p>
<p>(vi) <i>Contract for the sale of ice and aerated waters.</i>—It was suggested that the area contract system be introduced with a minimum period of three years.</p>	<p>It was explained that on the broad-gauge system of this railway, the present contractors who had been serving for many years, had been given the contract for an indefinite period but terminable at three months' notice. On the metre-gauge system, however, the line was divided into sections with a separate contractor for each, and the contract was renewed every year. It was considered that the broad-gauge arrangement was actually more satisfactory to the railway and to the public than the metre-gauge as in the poorer parts of the country, there were few reliable contractors; further that the metre-gauge arrangement lacked continuity.</p>
<p>(vii) <i>Vendors at railway platforms.</i>—In order to eliminate unhealthy competition, it was suggested that the number of vendors be restricted to what was necessary to cope with the requirements of particular stations.</p>	<p>It was explained that the practice obtaining on this railway was in accord with the suggestion made.</p>
<p>(viii) <i>Discrimination in rentals between first and second class refreshment rooms and Indian refreshment rooms.</i>—That the heavy disparity in the rental as between European and Indian refreshment rooms gave rise to an impression that the former were being favoured at the expense of the latter. It was suggested, therefore, that some standard basis of rent for European refreshment</p>	<p>It was explained that European catering was not a profitable business, and it was very difficult to persuade any suitable contractor to take on the work except on the concession of a nominal rent. The same concession was extended also to Indian style catering contractors at small stations and that only a nominal rent was charged in all cases on the broad-gauge with the exception of some 15 stations including those like Bombay Central, Ahmedabad, Baroda, Ratlam, etc. In these circumstances, it could not be said of this railway that they were favouring European style catering at the expense of Indian style catering.</p>

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—*contd.*BOMBAY COMMITTEE—*concl'd.**Bombay, 27th February, 1941—concl'd.*

Subject and proposal.	How disposed of.
<p>rooms might be adopted, and where concessions were deemed necessary, the terms of such concessions should be settled in consultation with the Local Advisory Committee. It was also suggested that Indian style catering, wherever it was uneconomic should be given similar concessions to those given to European refreshment rooms.</p> <p>(ix) <i>Departmental catering.</i>—It was suggested that the system of catering by departmental arrangement might be tried and stated that it was understood that in South India on the M. &amp; S. M. and S. I. Railways the system was working well. It was further suggested that the system might be introduced in the first instance over particular sections or areas, and if it proved a success, it might be adopted generally.</p>	<p>This is being looked into.</p>
<p>2. Accidents occurring under the Kennedy Bridge near Grant Road station on the railway track and measures to be taken to remove the cause of such accidents.</p> <p>It was represented that fatal accidents had occurred under the Kennedy Bridge. Measures should therefore be taken to remove the cause of such accidents.</p>	<p>It was explained that from 30th January 1939 to end of October 1940, five accidents had occurred between Grant Road and Charni Road stations of which one only was in the vicinity of the bridge, and even in this case, it was not conclusively established that the accident was due to the Kennedy Bridge structures as no marks were found on them.</p> <p>It was also pointed out that the bridge complied with the standard dimensions laid down by the Government of India, which provided for an adequate margin of safety.</p>

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—*concl'd.*

## AJMER COMMITTEE.

*Ajmer, 30th January, 1941.*

Subject and proposal.	How disposed of.
<p>1. Attaching the Delhi-Ajmer and Agra-Ajmer coaches in the rear of the train instead of next to the engine.</p> <p>That the present practice of attaching the Ajmer-Delhi and Ajmer-Agra coaches next to the engine made these coaches uncomfortable to travel in particularly in the summer months, as passengers had to face a mixture of coal dust and hot vapour from the engine. It is therefore suggested that these coaches be attached in the rear of the train.</p>	<p>Proposal not agreed to owing to certain operating difficulties in giving effect to the proposal.</p>

## DARJEELING HIMALAYAN RAILWAY.

*Darjeeling, 1st February, 1941.*

Subject and proposal.	How disposed of.
<p>1. Restriction of availability of complimentary free passes issued by this railway.</p>	<p>This subject having been discussed at the meeting held on the 3rd of August 1940, and the views of the interests concerned having been considered, the chairman stated that the railway had decided to give effect to the recommendation of Mr. Nagle (who had been specially deputed by the E. B. Railway to enquire into the working of the D. H. Railway last year) that "ad interim" passes (limiting the number of journeys to twelve) should replace the present complimentary card passes (which permit unlimited free travel).</p>
<p>2. Kalimpong taxis plying on the Hill Cart Road during rush periods.</p>	<p>The chairman explained that the railway was rather concerned over the number of Kalimpong taxis specially allowed by the Sub-Divisional Officer, Siliguri, to ply on the Darjeeling road, at times when there was adequate train accommodation, in view of the general restriction on the number of taxis laid down by Government.</p> <p>The Deputy Commissioner promised to discuss the matter with the Sub-Divisional Officer, Siliguri.</p>

## EASTERN BENGAL RAILWAY.

*Calcutta, 23rd January, 1941.*

Subject and proposal.	How disposed of.
<p>1. Proposal that—</p> <p>(i) The money limit laid down under section 75 of the Indian Railways Act on excepted articles to be carried by railway without declaration be increased from Rs. 100 to Rs. 300.</p> <p>(ii) That Rule 127 of the I. R. C. A. Coaching Tariff No. 12 be amended.</p> <p>(iii) That the term 'Insurance charge' wherever appearing in the Coaching Tariff be altered to 'Increased risk charges'.</p> <p>2. Proposal that a complaint book be placed at Sealdah station.</p> <p>3. Proposal that arrangements be made for supply of pure drinking water at Khulna station.</p> <p>4. Proposal that orders be issued to light up intermediate and third class ladies' waiting room at roadside stations in time.</p> <p>5. Proposal that arrangements be made to provide a light in the third class latrine at Khulna.</p> <p>6. Proposal that the platforms at Khulna, Krishnagar City, Jessore, Bongaon and Beldanga be raised.</p> <p>7. Proposal that the western end of the platform at Khulna be extended.</p> <p>8. Proposal that arrangements be made to provide intermediate and third class ladies' waiting room at Bidyaganj station.</p>	<p>The president said that as regards proposal (ii), Rule 127 of the I. R. C A. Coaching Tariff No. 12 had already been amended and the usual free allowance for insured luggage containing excepted articles had now been permitted. As regards the other two proposals, the changes suggested would require an amendment of the Indian Railways Act. The railway administration, however, had no objection to the opinion of the committee being placed on record.</p> <p>Accepted.</p> <p>The president said that the question of supplying filtered drinking water to passengers at Khulna station through taps was already under consideration—meanwhile a waterman had been posted.</p> <p>Accepted.</p> <p>Accepted.</p> <p>The president explained that according to the existing policy high level platforms were to be provided at stations in the suburban area only.</p> <p>The president said that the rail level extension to the passenger platform at Khulna had already been made to accommodate the full length of passenger train rakes. The raising of the extended portion of the platform to medium height had been noted in the Programme of Works.</p> <p>The president said that a partitioned space would be provided in the waiting hall for intermediate and third class ladies at Bidyaganj station. The demand had been noted in the Programme of Works and the work would be undertaken when funds become available.</p>

EASTERN BENGAL RAILWAY—*contd.**Calcutta, 23rd January, 1941—concl'd.*

Subject and proposal.	How disposed of.
9. Proposal that the rate for second class "Travel-as-you-like" tickets be reduced.	The president pointed out the object of issuing "Travel-as-you-like" tickets was to induce persons to travel for sight-seeing, pilgrimage, etc., during holiday periods. In the area served by the Eastern Bengal Railway, places of sight-seeing and religious interests were not so numerous as in South India. An occupational census of "Travel-as-you-like" ticket holders on the Eastern Bengal Railway had also shown that most of them travelled in connection with their business and would have very likely travelled on ordinary tickets in the absence of "Travel-as-you-like" tickets. A reduction in the second class fare was not therefore likely to attract any new traffic.
10. Proposal that the crew in charge be instructed to issue return tickets if required by any passenger who failed to purchase a ticket at starting station.	The president said that by the combination of the provisions of Rules 82 and 95 of the current time table and guide it was possible for an unbooked passenger to obtain a local return ticket, provided he obtained a Guard's certificate. The return ticket could be obtained from the booking office at the end of the outward journey.
11. Proposal that— (i) A second counter be provided for the issue of ordinary tickets and (ii) An additional temporary counter be provided during the issue of monthly season tickets at Ballygunge station.	The president said that the existing booking facilities at Ballygunge would be examined in relation to requirements of traffic and necessary action taken in accordance with the proposals.

*Calcutta, 20th February, 1941.*

Subject and proposal.	How disposed of.
12. Proposal that arrangements be made to provide latrines in the shuttle trains between Ishurdi and Rajshahi.	The president explained that latrines were not provided on local as well as on branch line trains of short runs. He added, however, that the new type of suburban stock, under construction, provided for latrine arrangements and this would gradually replace the existing stock.
13. Proposal that unauthorised use of depots and sidings at Chitpur and Ultadanga be checked.	The president said that as a result of an inquiry, certain minor irregularities had been brought to light and action was being taken to put matters right.
14. Proposal that arrangements be made for providing more second class coupes in the composition of the principal mail trains.	The president pointed out that the provision of second class coupes was not financially justified, inasmuch as it might affect the existing traffic in first class. He, however, agreed to have the provision of more second class coupe compartments further considered when new stock was built.

## EASTERN BENGAL RAILWAY—concl'd.

*Calcutta, 14th March, 1941.*

Subject and proposal.	How disposed of.
15. Proposal that arrangements be made to provide coat hangers (hooks) in the upper class compartments of the newly constructed corridor coaches.	The president said that in the new design of corridor coaches for the Assam Mail rake there was no suitable space for fixing coat hooks. He would, however, have the matter further considered.
16. Proposal that a flagstation be opened at Park Circus on the southern section.	Proposals for opening of a station at Tiljala and Bridge No. 4 were examined in the past, but were dropped as not being financially justified. A regular bus service was operating on the road parallel to the railway line right up to Ballygunge, while for passengers to and from Sealdah, both tram and bus services were available. In view of these conditions, it was doubtful whether a station could still be financially justified, but the matter was under investigation in order to see whether the proposed station would attract passengers travelling through to the southern section. The president said that the result of the investigation would be placed for discussion at a subsequent meeting.
17. Proposal that a siding be provided at the Chattingram station on the main line between Santahar and Tilakpur.	The president pointed out that the station was opened experimentally on 20th August 1940 for the local booking of passengers, luggage and parcels and goods traffic (up to a limit of 30 maunds per day). The position was being reviewed and the question of providing a siding asked for would also be considered.
18. Proposal that the rate for second class "Travel-as-you like" tickets be reduced. Ref:—Item 12 of minutes of 160th meeting held on 23rd January 1941 and item 13 of minutes of 146th meeting held on 14th September 1939.	The president explained that the proposal to reduce the rates for second and intermediate class "Travel-as-you-like" tickets in the case of those passengers who might submit their photographs for being affixed to their tickets was very carefully considered. Apart from the public opposition that was bound to be encountered against the measure, there was also the difficulty of obtaining photographs at small stations. The other railways carrying suburban traffic as well as the Calcutta Tramways and the Bengal Bus Syndicate had not found it feasible to insist on passengers' photographs being affixed to their tickets. In fact, it was found impossible to secure even passengers' signatures on season tickets.
19. Proposal that where separate waiting rooms do not exist for intermediate class passengers, they may be permitted to use waiting rooms reserved for first and second class passengers whose number is generally very small.	The president said that the staff at some stations would be authorised to permit intermediate class passengers to use the upper class waiting rooms, provided no objection was raised by upper class passengers occupying the room. The list of stations would be reviewed from time to time in order that more stations might be included in it.

## EAST INDIAN RAILWAY.

## CALCUTTA COMMITTEE.

*Calcutta, 30th January, 1941.*

Subject and proposal.	How disposed of.
<p>1. Rates for wheat from stations in the Punjab to Howrah and Patna. That rates for wheat from stations in the Punjab to Patna be reduced.</p>	<p>It was explained that the special rates between the Punjab and Howrah were fixed on account of the competition by sea transport and that there was no such competition between the Punjab and Patna.</p>
<p>2. Refund of overcharges of less than Rs. 5. That the refund of overcharges of less than Rs. 5 be made automatically.</p>	<p>The members were advised that the Railway Board had not accepted the proposal.</p>
<p>3. Through booking of passengers and luggage <i>via</i> Sealdah and Howrah. That through booking of passengers and luggage <i>via</i> Sealdah and Howrah be introduced.</p>	<p>Accepted and arrangement has been made with the Eastern Bengal Railway with effect from 1st April 1941.</p>
<p>4. Reduction in the charges of street delivery of parcels. That the charges for street delivery of parcels in Calcutta be reduced.</p>	<p>Rejected and the chairman explained that whereas Sealdah station was situated almost in the centre of the city, Howrah station was a mile away from the nearest ward.</p>
<p>5. Facilities for the travelling public for the quarter ending 30th September 1940. Statements showing facilities sanctioned and actually provided for the travelling public during the quarter ending 30th September 1940 were placed before the committee.</p>	<p>Noted by the committee.</p>
<p>6. Provision of benches for ladies on platforms at Patna junction. That benches for ladies on platforms be provided at Patna junction.</p>	<p>The committee was advised that it had been decided to reserve certain benches for ladies at the larger stations including Patna.</p>
<p>7. Fitting of bottle openers on the walls of bathrooms in upper class compartments. That bottle openers be fitted on the walls of bathrooms in upper class compartments.</p>	<p>Accepted and the administration agreed to fit bottle openers in the bathrooms of first class carriages.</p>



EAST INDIAN RAILWAY—*concl'd.*

## UNITED PROVINCES COMMITTEE.

*Lucknow, 22nd February, 1941.*

Subject and proposal.	How disposed of.
<p>8. Rate for absorbent cotton lint and bandages. That absorbent cotton lint and bandages be charged as piece goods.</p>	<p>It was pointed out that the East Indian Railway would be prepared to consider the quotation of reduced rates for absorbent cotton lint and bandages on the merits of each case.</p>
<p>9. Through booking of passengers and luggage <i>via</i> Sealdah and Howrah. That through booking of passengers and luggage <i>via</i> Sealdah and Howrah be introduced.</p>	<p>Accepted and the arrangement has been made with the Eastern Bengal Railway with effect from 1st April 1941.</p>
<p>10. Publication of railway advertisements in vernacular paper. The committee desired to know the proportionate number of insertions in English and vernacular papers with particular reference to the latter in the United Provinces.</p>	<p>It was pointed out that sufficient publicity is given to train notices, etc., in vernacular papers.</p>
<p>11. Period of issue of Durga Puja holidays concession return tickets. That the dates of commencement, period of issue and availability of the East Indian Railway Puja concession tickets be synchronised with the Dasehra concession tickets issued on the North Western Railway.</p>	<p>The chairman explained to the committee why it was not possible to synchronise the dates of commencement, etc., of the concession tickets.</p>
<p>12. Second class compartments on the East Indian Railway. The committee desired to know if the various advisory committees had been consulted with regard to the new design.</p>	<p>It was stated that the Indian Railway Standard design might have been shown to members of the Central Advisory Council for Railways.</p>
<p>13. Running of through composite first, second, intermediate and third class carriage on 19 up and 20 down to Muttra. That the through bogie composite first, second, intermediate and third running on 19 up and 20 down trains be extended to Muttra.</p>	<p>Rejected as the traffic offering does not justify the provision of a through service carriage. It was also pointed out that there is no quadri-composite carriage on the East Indian Railway.</p>
<p>14. Facilities for the travelling public for the quarter ended 31st December 1940. Statements showing facilities sanctioned and actually provided for the travelling public during the quarter ended 31st December 1940 were placed before the committee.</p>	<p>Noted by the committee.</p>

## GREAT INDIAN PENINSULA RAILWAY.

## BOMBAY COMMITTEE.

*Bombay, 16th January, 1941.*

Subject and proposal.	How disposed of.
<p>1. Extension of platforms at Dadar station to connect with the Tilak overbridge.</p> <p>The following three proposals were placed before the committee for consideration :—</p> <p>(1) To connect Tilak overbridge by ramps or stairs to the platforms at Dadar station.</p> <p>(2) To extend the B., B. and C. I. Railway foot-overbridge to G. I. P. No. 1 platform at Dadar station.</p> <p>(3) To provide a new bridge at the south end of Dadar station.</p>	<p>Members approved of the first scheme. The committee was promised a detailed estimate of the scheme, although the chance of obtaining sanction during war time was negligible.</p>
<p>2. Round Tour Tickets between Bombay and Howrah.</p> <p>Proposal that in addition to one route (30 day) return tickets issued between Bombay and Howrah, a fresh series of tickets should be issued, available by the alternative routes.</p>	<p>It has been arranged to issue first, second and intermediate class return tickets between Bombay and Howrah, available <i>via</i> Nagpur on the outward journey and <i>via</i> Naini on the return journey, or <i>vice versa</i>, the fares being calculated at 3/4ths of the single journey fares on each railway separately</p>
<p>3. Fast train between Bombay and Sholapur.</p> <p>Suggestion that a fast train be run between Bombay and Sholapur as the practice of running long and sometimes overcrowded trains which could not be accommodated at platforms, was alleged to be dangerous to the travelling public.</p>	<p>The railway's investigations had shown that the trains are not generally overcrowded. The committee was informed that the railway did not have sufficient coaching stock, etc., nor did the capacity of the line, during the present war conditions, permit of the running of an additional train.</p> <p>Some of the more important platforms would, however, be lengthened in the course of the year.</p>
<p>4. Lease of railway land in the compound of Byculla station for use as a public garden.</p> <p>Proposal that the vacant semi-circular site in the compound of the Byculla railway station (down) might be leased to the Bombay Municipality, at a nominal rent, for conversion into a recreation ground.</p>	<p>This was promised further consideration.</p>

GREAT INDIAN PENINSULA RAILWAY—*concl'd.*

## UNITED PROVINCES' COMMITTEE.

*Cawnpore, 15th February, 1941.*

Subject and proposal.	How disposed of.
5. Class rates for glassware. Representation that the G. I. P. Ry. was charging higher class rates for indigenous glassware than the B., B. and C. I. and the E. I. Railways.	This was promised consideration. It was pointed out that a large number of special reduced station to station rates were already in force for this commodity.

## MADRAS AND SOUTHERN MAHRATTA RAILWAY.

## MADRAS PRESIDENCY COMMITTEE.

*Madras, 8th January, 1941.*

Subject and proposal.	How disposed of.
1. That a third class waiting shed and an upper class waiting room be constructed at Padugupadu.	It was agreed that no upper class waiting room accommodation at Padugupadu was necessary, but it was pointed out that a part of the present covered area was occupied by a fruit stall and sometimes by merchandise. The chairman after discussion, agreed to investigate a proposal to spend not more than Rs. 1,000 on a waiting shed. The matter will be discussed at the next meeting.
2. Closing of Cocanada-Somagundam branch of the Madras and Southern Mahratta Railway.	The chairman explained the reasons for the dismantling of this branch line and stated that the area was well served by road and canal transport, so that the closing of the railway was not the hardship it otherwise might have been.
3. Proposal that all rail cars be provided with indication boards in Telugu.	The Committee was informed that boards showing the destination in English were already on rail cars, and that this would be done in Telugu also.
4. Proposal that meetings of the Local Advisory Committees be held at important stations such as Guntakal, etc.	After discussion it was agreed that the next meeting would be held in Madras.
5. Proposal that a sub-committee of the advisory committee be constituted to consider the half-yearly revision of time-tables.	The difficulties that prevent the acceptance of the proposal were explained to the committee, who agreed that the present method of obtaining the committee's advice should continue. At present, some months before the date of issue of the new time table, members, in response to an invitation submit their proposals, and the Chief Operating Superintendent gives them detailed consideration and discusses them with the committee at the meeting held prior to the issue. It was also explained that in addition, the Chief Operating Superintendent is always ready to meet committee members and discuss proposals for improved timings.

MADRAS AND SOUTHERN MAHARATTA RAILWAY - contd

MADRAS PRESIDENCY COMMITTEE - concld

*Madras, 8th January, 1941—concl'd.*

Subject and proposal.	How disposed of.
6. Proposal that all changes in rates and fares should be discussed by the advisory committee before being given effect to.	The chairman informed the committee that they were authorised to discuss and record their opinion on alterations in rates and fares and when a wholesale revision was contemplated they would be consulted when this was feasible.
7. Proposal that the running of a through carriage from Ernakulam to Bangalore City by the Cochin Express be restored.	The committee was informed that owing to the decline in the number of overseas passengers, the daily through carriage between Bangalore City and Ernakulam was discontinued by the South Indian Railway from 1st April 1940, but arrangements had been made to attach a through carriage to the Cochin Express trains on any day on which there were a minimum of two first class, or four second class, or twelve third class through passengers travelling. The General Manager, Mysore State Railway, who introduced the subject, agreed to refer the matter to the South Indian Railway, for further consideration.
8. Proposal that a high power lamp be provided at Sullurupeta.	The chairman stated that seven street lamps were provided on the station platform and the lighting was reported to be adequate. The Chief Operating Superintendent would, however, inspect the station and the matter would be discussed at the next meeting.
9. Proposal that the number of licensed coolies at Guntur, Tenali and Bezwada be increased.	The committee was advised that there were 23 licensed coolies at Guntur. At Bezwada 40 licensed coolies worked during the day and 40 during the night. At Tenali, there were 20 coolies but their earnings were hardly sufficient for their maintenance. No increase in the numbers was considered necessary.
10. Proposal that a cycle stand be provided at Bezwada.	The possibility of an arrangement with a contractor who would charge 3 pies for safeguarding each cycle will be investigated.
11. Proposal that a cart stand be provided at Kovvur.	The committee was informed that the Union Board, Kovvur, had provided a cart stand 250 feet from the station building and that an additional stand was not necessary. Further, considerable earthwork would be necessary if a stand was to be provided within railway limits, even if this could be achieved which was doubtful owing to the site of the station.

BOMBAY PRESIDENCY COMMITTEE.

*Madras, 14th February, 1941.*

Subject and proposal.	How disposed of.
1. Morning train Service between Londa and Khanapur to Belgaum.	The chairman informed the committee that from 1st February 1941, the metre gauge rail bus service between Hubli and Belgaum had been introduced; the bus leaving Hubli at 6/50 hours and arriving Belgaum at 10/5 hours, and in the reverse direction leaving Belgaum at 15/5 hours and

**BOMBAY PRESIDENCY COMMITTEE.**

*Madras, 14th February, 1941.*

Subject and proposal.	How disposed of.
<p>2. Provision of lids to buckets used for supplying drinking water to passengers at railway stations.</p> <p>3. Widening of seats of third class carriages reserved for women.</p> <p>4. Proposal that all changes in rates and fares should be discussed by the advisory committees.</p> <p>5. Proposal that the town booking office at Gadag be shifted to a locality near the Municipal Office.</p>	<p>arriving Hubli at 18/45 hours. During discussion it was suggested that a latrine would be an improvement. The chairman agreed to investigate the proposal although he was doubtful if it would be feasible to provide this amenity.</p> <p>A sample water container provided with a lid for the use of waterman supplying water to passengers was shown to the members. It was decided to use it experimentally at two important stations, one on the broad gauge and the other on the metre gauge. It was also agreed that a cap should be provided for the spout.</p> <p>A drawing of metre gauge bogie third class carriages showing the proposed widened seats and the resultant reduction in the seating capacity of compartments reserved for women was shown to the members. The considerable reduction in the seating capacity was noted by the committee and it was agreed to defer the discussion until the reduced seating capacity had been compared with that in the latest standard third class stock.</p> <p>The members were informed that as indicated in the minutes recorded under subject 19 of the 54th meeting held on the 18th November 1940, the effect of the revision from 1st October 1940, to the normal tariff fare of 4 pies per mile on the passenger traffic over the Gadag-Sholapur section had been reviewed and as a result it had been decided to re-introduce with effect from 1st February 1941, the cheap fares in force prior to 1st October 1940, as detailed hereunder :—</p> <p>(i) Cheap single journey fares at 3 pies per mile. Between any two stations on the branch and by all trains.</p> <p>(ii) Cheap single journey fares between 6 pairs of points on the Bagalkot - Bijapur section ranging from 2 pies to 2·8 pies per mile. Available by Nos. 139 and 140 trains only.</p> <p>The committee were informed that as indicated in the minutes recorded under subject 21 of the 54th meeting held on 18th November 1940, a building at an annual rental of Rs. 360 had in consultation with Mr. K. P. Gadag, been selected in the centre of the bazaar area and would be brought into use on the 1st March 1941. A plan showing the existing and the proposed site of the town booking office at Gadag was shown to members.</p>

**MADRAS AND SOUTHERN MAHRATTA RAILWAY—concl'd.**

**BOMBAY PRESIDENCY COMMITTEE—concl'd.**

*Madras, the 14th February, 1941—concl'd.*

NORTH WESTERN RAILWAY—*contd.*KARACHI COMMITTEE—*contd.**Karachi, 21st January, 1941—contd.*

Subject and proposal.	How disposed of.
	<p>The chairman pointed out, however, that this would obviously, be impracticable where the starting station was less than 150 miles from the terminal station.</p> <p>Dr. Chellaram expressed his doubt whether this was understood by the railway staff and he felt that a person, who asked for a ticket to a station beyond the specified limit but at which the mail train was not going to stop, would probably be refused the ticket by the booking clerk.</p> <p>The chairman stated that he did not think this apprehension was correct but he would have the case further examined.</p>
3. That a new station be opened between Dokri and Bakrani stations.	<p>At the instance of Diwan Lalchand Navalrai, who wished to look into the matter further, the chairman agreed to defer consideration of the question to the next meeting.</p>
4. Permanent arrangements should be made to remove the sullage water of Larkana station from the drainage pit.	<p>Diwan Lalchand Navalrai assured the committee that there was no possibility of the municipality proceeding with their drainage scheme for some considerable time and that it was necessary, therefore, that the railway should take early steps to improve the drainage of this area. The chairman agreed, in the circumstances, to have the matter examined further with a view to effecting improvement.</p>
5. The latrines by the side of the Larkana station platform should be removed from the present site to another suitable place convenient for the passengers.	<p>The chairman informed the committee that the latrines are being shifted to a more suitable site.</p>
6. That more benches be provided on Larkana platform.	<p>The chairman informed the committee that four extra benches will be provided at Larkana station platform at an early date.</p>
7. That proper facilities be provided at Karachi City station for the booking of packed motor cars by passenger train and, if these facilities cannot be provided by the railway authorities, then consignors should be able to book such cars at Karachi Bandar station without being called upon to pay the local movement charges.	<p>The chairman informed the committee that consignors are responsible for the loading and unloading of motor cars. In order to facilitate their work, the railway have provided travelling cranes, the service of which at specified charges can be requisitioned when such packages cannot be loaded or unloaded otherwise.</p> <p>No. passenger station is normally equipped with facilities for the handling of heavy packages, such as motor cars in cases. As such packages are generally booked by goods trains and are handled at the goods sheds where other heavy packages have to be handled, facilities have been provided there and it would be obviously uneconomical to provide duplicate arrangements at passenger stations also.</p>

NORTH WESTERN RAILWAY—*concl'd.*KARACHI COMMITTEE—*concl'd.**Karachi, 21st January, 1941—concl'd.*

Subject and proposal.	How disposed of.
<p>8. This committee recommends to the Railway Board that section 75 of the Indian Railways' Act of 1890 be amended so as to enhance the limit for excepted articles for insurance from Rs. 100 to Rs. 300.</p>	<p>If at Karachi City the consignors do not want to make use of travelling cranes and pay for such special facilities, and find it cheaper to load motor cars packed in cases at Karachi Bandar goods shed, where fixed-crane facilities exist, there did not appear to be any good reason why the ordinary local movement charges, viz., Rs. 8-8-0 which is intended to cover the cost of the heavy shunting involved, should not be paid.</p> <p>The chairman informed the committee that the matter was referred to the Railway Board who consider no change in the rule is required.</p>
<p>9. Desirability of providing grilles or fixed venetian frames in the upper part of partitions separating women's compartments from adjacent compartments in lower class carriages which would more readily permit of communication between the two compartments and assist in the prevention of crimes against female passengers.</p>	<p>The chairman informed the committee that, at the instance of the Lahore and Karachi advisory committees, experiments were carried out on certain lower class carriages with holes provided in the upper portion of the partitions between the ladies' and general compartments with the object of providing means of communication between lady passengers and their male companions in the adjoining compartments.</p> <p>The reports show that the grilles provided have proved of little or no value, being situated in the upper portion of the panel. Ladies wishing to communicate cannot be heard above the noise of the running train. Further, it would be necessary for the ladies communicating to stand on the seat so as to bring themselves nearer the grilles, to make themselves audible. Persons in the adjoining compartments would have to do likewise in order to get close enough to hear.</p> <p>The consensus of opinion of lady passengers obtained through lady ticket collectors is that the grilles are undesirable. Purdah ladies appear to be definitely averse to the arrangement.</p> <p>The grilles are situated too high to serve the purpose of ready communication and would, if situated lower down, nullify the privacy which the ladies now enjoy.</p>
<p>10. That a Muslim tea shop be provided and a Muslim tea vendor permitted to carry on business in the Karachi goods shed.</p>	<p>The chairman informed the committee that a census had been taken of the average number of Hindu and Muhammadan customers served by the vendor and of his daily takings. It was considered that in view of the meagre sales, there was no justification for the appointment of an additional vendor.</p>

## ROHILKUND AND KUMAON RAILWAY.

*Izatnagar, 28th March, 1941.*

Subject and proposal.	How disposed of.
1. Reduction in freight charges on sugar cane on this railway if found higher than other railways.	
2. Provision of tank wagons for carrying molasses by the railway or to explore the possibility of sugar factories making their own tanks on chasis to be provided by the railway.	It was agreed that in the absence of the mover the discussion on these questions be deferred.
3. Provision of waiting rooms at all important sugar factory stations.	
4. Reintroduction of third class return tickets between Pilibhit, Sitapur and branch lines.	
5. Provision of a few passenger carriages on a goods train beyond Pilibhit in the evening and also from Mailani to Bareilly in the morning.	The president informed the committee that the Traffic Superintendent will look into the possibility of a service between Mailani and Pilibhit between 8 down and 6 down.
6. Provision of a raised platform at the Pilibhit railway station on the Bisalpur siding, a shed over the railway crossing bridge at that station and sheds over the Bisalpur and Tanakpur sidings platforms.	The president agreed to approach the Agent and General Manager for a raised platform at the Pilibhit railway station. He, however, informed the committee that as material was not readily available at present, the question of sheds may be considered after the war.
7. Annual verification of encroachment on railway land.	The president stated that this was done annually.
8. Provision of an intermediate class waiting room at Pilibhit.	The president informed the committee that it was not possible to provide this at present and the matter must wait.
9. Arrangements to be made for keeping open 3rd class ladies waiting room at Pilibhit railway station.	The president informed the committee that it must be treated as an ordinary waiting room, i.e., it will be opened two hours before the arrival of train and remain open for two hours after the departure of trains but the Station Master will use his discretion.
10. Measures to be taken by the railway to prevent the despatch of goods by one and the same man in the name of two thus causing loss to the railway of freight charges actually due.	The president stated that further enquiries will be made on this subject from the District Magistrate at Pilibhit.



ROHILKUND AND KUMAON RAILWAY—*concl'd.**Izatnagar, 28th March, 1941—concl'd.*

Subject and proposal.	How disposed of.
11. Shortage of wagons on this railway chiefly at Sitapur.	It was agreed that in the absence of the mover the question be deferred.
12. Short supply of empties at Lakhimpur-Kheri.	It was explained that the matter was being looked into.

## SOUTH INDIAN RAILWAY.

*Madras, Egmore, 25th January, 1941.*

Subject and proposal.	How disposed of.
1. To provide a covering for the open space just outside the Muslim refreshment stall at Coimbatore as a shelter against sun and rain.	It was decided that this question be deferred until such time it was known to what extent the tea stall would be used after the metre gauge connection to Coimbatore had been brought into use.
2. To keep tarred tins with high sides, partially filled with sand or saw dust, in third class waiting rooms to serve as spittoons.	The chairman explained that empty kerosene oil tins were in general use at stations as spittoons and stated that he would ascertain the cost of providing a better type of spittoon, such as that in use at Trichinopoly Junction.
3. To repair the leaky roof of Negapatam station wherever necessary.	The chairman stated that the necessary estimate for the work had already been sanctioned.
4. To provide a covering to Platform No. 2 at Virudhunagar Junction and a waiting shed for third class passengers on the island platform at Tenkasi Junction.	It was pointed out to the committee that the question of the erection of a roofing on the island platform at Virudhunagar Junction had already been discussed at the 54th meeting, and that there had been no change in the position since then.  The chairman also stated that as the standard platform coverings were of steel construction there could be no question whatever of providing them during the period of the war.
5. To arrange for the departure of train No. 800 from Erode Junction after the arrival of the Cochin express.	In view of the difficulties involved in altering the timings of Nos. 62, Cochin Express, and 800, Fast Passenger, it was agreed that matters might be left as they were.
6. To make the upper class ladies waiting room at Mayavaram Junction independent of the Gentlemen's waiting room.	The chairman agreed to consider the question afresh with the object of providing entirely separate doors for the Ladies' and Gentlemen's waiting rooms.

SOUTH INDIAN RAILWAY—*contd.**Madras, Egmore, 25th January, 1941—contd.*

Subject and proposal.	How disposed of.
7. To provide sofas in both the Ladies' and Gentlemen's upper class waiting rooms at Tanjore Junction.	It was explained to the committee that as retiring rooms had been provided at Tanjore Junction, the provision of sofas was not necessary.
8. To provide an upper class waiting room at Rameswaram.	The chairman stated that provision to the extent of Rs. 1,000 had already been made for an upper class waiting room at Rameswaram.
9. To raise the platforms at Sankaranainarkoil, Srivilliputtur and Rajapalaiyam.	The chairman explained that rail level platforms were the standard at all way-side stations. It was stated, however, that the platforms at these stations while rail level at the track sloped away to below rail level within a very short distance of the track. The chairman agreed that this should not be so, and that he would look into the matter further.
10. To provide additional high power lights on the platform at Rameswaram.	The chairman stated that two extra high power lamps were being provided on the platform at Rameswaram.
11. To provide a distinctive dress and badge to Mahomedan tea stall vendors.	It was agreed that the licensees of Mahomedan tea stalls should be asked to instruct their vendors and servants to wear distinctive clothing, preferably the Mahomedan type of cap, in order to indicate quite clearly that they were Mahomedans.
12. To provide receptacles for throwing waste papers and leaves used for serving cattles in every platform refreshment stall.	The chairman stated that necessary instructions had been issued to licensees to keep the stalls and their surroundings neat and clean. He stated, however, that instructions to this effect would again be issued to licensees.
13. To arrange for the issue of third class return tickets available for one month, to Courtallam and Kodaikanal Road, during the ensuing summer holidays.	It was agreed to look into this question further and that, if in the meantime it was not found possible to accept the suggestion the matter would be placed on the agenda for the next meeting.
14. To provide carriages of the F. S. T. type, with third class accommodation on either end and first class in the centre with second class compartments on either side of the first class.	The chairman explained that the type design referred to was the new type adopted in the case of all future constructions.
15. To take serious steps to combat the beggar nuisance in running trains.	The chairman explained the steps that had been taken to combat the beggar nuisance, and also reminded the committee that this matter had been discussed at length at the 67th meeting. It was agreed that the attention of the Departments concerned should again be drawn to this question, and that the Superintendent of Railway Police should again be asked to give the greatest possible assistance to the railway staff to combat, and put an end to, this nuisance.

SOUTH INDIAN RAILWAY—*concl'd.**Madras, Egmore, 25th January, 1941—concl'd.*

Subject and proposal.	How disposed of.
16. To direct the removal of one of the two stalls in Trichi Town station.	<p>It was explained why it was necessary to retain both stalls at Trichi Town station.</p> <p>As it was stated that one of the stalls caused obstruction to passengers, the chairman promised to visit the station himself and see if it would not be possible to remove the second stall. The committee concurred.</p>
17. To consider the question of abolition of first class accommodation on certain trains.	<p>The chairman stated that he proposed to defer this item until the next meeting, but that, in the meantime he would circulate a memorandum on the subject so that the members of the committee would not only be in full possession of the views of the administration, but would also be in a position to contribute to the discussion.</p>
18. To reconsider the decision regarding departmental working of the Indian refreshment room at Manamadurai Junction.	<p>The chairman explained that the existing building at Manamadurai which had been erected by the licensee would not be suitable for a departmentally worked refreshment room and suggested that as the expenditure involved in replacing it would be high, the Erode room should be placed under departmental management instead. The chairman, however, agreed to ascertain what expenditure the transfer of the Manamadurai room to departmental management would eventually entail.</p>

