

(Railway Board)



ON

WAYS

Statement showing Particulars of Meetings

Held during the Quarter ending 31st March, 1940.

(No. 43)

1841.

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सत्यमेव जयते

Meetings of the Local Advisory Committees were held on the following Railways during the quarter ending 31st March, 1940.

Railways.	Centre.	Number of meetings.	Dates on which meetings were held.
Assam Bengal	Chittagong .	1	31st January.
Barsi Light	Kurduwadi .	Nil	
Bengal and North-Western . . .	Gorakhpur ..	1	3rd February.
Ditto (Bihar)	Muzaffarpur	1	27th January.
Bengal Nagpur	Calcutta . .	1	28th February.
Ditto (Bihar and Orissa) . . .	Calcutta .	1	20th January.
Ditto (Central Provinces) . . .	Nagpur .	Nil.	
Bombay, Baroda and Central India .	Bombay .	1	25th January.
Ditto (Ajmer)	Ajmer . .	1	13th February.
Eastern Bengal	Calcutta .	3	16th January, 22nd February, and 28th March.
East Indian	Calcutta .	2	26th January and 29th March.
Ditto (United Provinces) .	Cawnpore .	1	7th March.
	Lucknow .	1	4th January.
Great Indian Peninsula	Bombay .	3	11th January, 8th February and 8th March.
Ditto (Central Provinces) . . .	Nagpur .	1	8th March.
Ditto (United Provinces) . . .	Cawnpore .	1	16th January.
Madras and Southern Maharatta .	Madras .	1	26th January.
Ditto (Bombay Presidency) {	Bangalore Cantonment.	Nil.	
	Poona . .	1	9th February.
North-Western	Lahore .	1	9th January.
Ditto (Sind)	Karachi .	1	16th January.
Rohilkund and Kumaon	Izatnagar .	1	26th January.
South Indian	Madras .	Nil.	
	Ootacamund	Nil.	
	Trichinopoly	1	27th January.

*Statement showing particulars of Meetings of the Local Advisory Committees
held during the quarter ending 31st March, 1940.*

ASSAM BENGAL RAILWAY.

Chittagong, 31st January, 1940.

Subject and proposal.	How disposed of.
<p>Chairman's opening remarks.</p> <p>Before proceeding with the discussion of items on the agenda the chairman spoke of the effect of the war on railway management. He pointed out that the administration had to face increasing prices and the probability that a prolonged war would make it a very difficult matter to obtain the replacement of certain items of stores. The chairman stated that in these circumstances expenditure on non-essential work had been stopped; and that the intention was to provide only sufficient trains to carry essential traffic, and not to make experiments aimed at creating it. Members were, therefore, requested to appreciate that under such conditions the sum available for the provision of amenities during the coming year must necessarily be small.</p> <p>1. (a) Provision of fans in intermediate class compartments.</p> <p>(b) Enlargement of intermediate and third class lavatories to 4 ft. by 4 ft. and fixing of lights therein and a programme for completing the proposal by December, 1940, and a return for submission to the meeting giving the number of lavatories already existing and the number so changed.</p> <p>(c) Provision of strong wooden or iron bars under the benches close to the doors of each carriage to prevent theft.</p>	<div data-bbox="476 729 699 1118" data-label="Image"> </div> <p>Members were informed by the chairman that, for reasons given in his opening remarks, fans in intermediate class compartments could not now be provided; and the proposal, therefore, was not accepted.</p> <p>As the member submitting the proposal was absent, the matter was not discussed, but it was explained to members present that certain standards had been laid down by the Railway Board and that the proposal to provide latrines of dimensions exceeding 12 square feet in intermediate and third class carriages could not be accepted.</p> <p>The proposal was accepted.</p>

ASSAM BENGAL RAILWAY.—contd.

Chittagong, 31st January, 1940—contd.

Subject and proposal.	How disposed of
<p>(d) Of the double foot-board recently introduced in carriages, the lower one should be made broader than the upper to remove the difficulty in getting down.</p> <p>2. (a) That the third and intermediate class waiting rooms for better ventilated seats and furniture be replaced for existing arrangements and lights be provided also in them and where there are electrical arrangements, fans be fixed therein.</p> <p>(b) Better lighting arrangements at Bhatiyari, Sonaimuri and Bajra stations.</p> <p>(c) Extension northward and improvement of the main west platform at Laksam similar to the east platform.</p> <p>(d) Provision of a waiting room for females at Janalihat station.</p> <p>(e) That strict supervision be kept over lighting of station platforms at night during train times.</p> <p>(f) Acceleration of the programme for provision of waiting rooms and list of stations to be so provided during 1940-41.</p> <p>(g) To open a flag station between Baraiyadhala and Kundurhat stations.</p> <p>(h) Electric lighting and improved water supply at Sitakund and Patiya stations.</p>	<p>It was explained to members that though the size of the lower foot-board was limited by prescribed standard dimensions, possibility of improving the present arrangement could be investigated.</p> <p>In the absence of proposer this subject was not discussed.</p> <p>An undertaking was given by the chairman that the platform lighting at Bhatiyari would be improved and that the lighting arrangements at Karimganj would be inspected, but that nothing could be done about Sonaimuri and Bajra.</p> <p>The proposal to extend the platform was not accepted.</p> <p>The proposal was accepted on the understanding that funds for the work would be obtained by excluding Bhojo from the list of stations at which it is proposed to provide additional waiting room accommodation in 1940-41 if funds are available. Members were asked to bring specific irregularities to the notice of the administration so that effective action might be taken.</p> <p>The names of the stations at which it is proposed to provide additional waiting rooms in the year 1940-41 were given by the chairman. For reasons given in item 2 (d) of these proceedings, Bhojo station was deleted from the list and Janalihat included instead. The list was approved by the committee.</p> <p>An undertaking that the matter would again be investigated was given by the chairman but he emphasized that he promised nothing more.</p> <p>Members were informed by the chairman that beyond lighting Sitakund station with electricity at the time of important <i>melas</i>, nothing could be done. It was also explained to members that investigations were in progress with a view to watering locomotive engines at Dhoom and that if the scheme should materialize there should be no cause for complaint about the water supply for passengers at Sitakund. An investigation into the possibility of improving the water supply arrangements at Patiya was promised.</p>

ASSAM BENGAL RAILWAY—contd.

Chittagong, 31st January, 1940—contd.

Subject and proposal.	How disposed of.
<p>3. (a) Introduction of upper class return tickets at concession rates from Gauhati to Tinsukia station as is issued now from the latter to the former station.</p> <p>(b) Concessional railway freight for eggs and egg containers (returned empties) as approved by the Marketing Department, Government of Bengal.</p> <p>(c) In addition to the present system of issuing week-end return tickets, week-end return tickets for distances within 20 miles from Battali station be introduced.</p> <p>(d) Introduction of daily return tickets as on some other railways.</p> <p>(e) Introduction of bazar tickets to Karimganj from the stations on the K. L. V. Railway, and also from Badarpur, Rupasibari and Chaugola on Sundays and Thursdays.</p> <p>(f) Introduction of bazar tickets to Sylhet Bazar and Habiganj from stations served by the bazars of Sylhet and Habiganj.</p>	<p>The proposal was not accepted.</p> <p>The proposal was accepted, as a trial measure, for a period terminating at the end of June, 1940. The effect on traffic to Chittagong will be watched.</p> <p>The proposal was not accepted.</p> <p>The proposal was not accepted.</p> <p>It was explained to the member concerned that his proposals would be considered in the course of an examination which is being made into the whole question of bazar tickets, and that it was hoped that the decision of the administration in regard to the issue of bazar tickets from and to the stations mentioned in the member's proposal would be conveyed to him by the end of April, 1940.</p>
<p>4. (a) Increase of intermediate class accommodation on the main lines and arrangement for switching off lights in these carriages as on the B. & N. W. Railway.</p> <p>(b) Provision of at least two intermediate class compartments, one for men and the other for women, in the third class passenger trains on the Dohazari line.</p> <p>(c) Provision of an unattended halt at Bazarghat for all trains on the Baraigram-Dullabcherra branch between Phakhoagram and Ratabari as an alternative to the removal of the Phakhoagram station to Bazarghat.</p>	<p>In the absence of the member proposing this subject the matter was not discussed, but the chairman stated that the work of providing independent switches in intermediate class compartments was in hand.</p> <p>The proposal was adopted as a trial measure.</p> <p>The proposal was not accepted.</p>

ASSAM BENGAL RAILWAY—contd.

Chittagong, 31st January, 1940—contd.

Subject and proposal.	How disposed of.
(d) That a statement of amenities curtailed or likely to be curtailed on account of the war, be furnished to the members.	The following items were mentioned by the chairman as being the principal amenities (apart from train services) curtailed as a result of the war :— (i) Electrification of stations. (ii) Fans in intermediate class carriages. (iii) Raised platform at Comilla. (iv) New station at Masimpur.
(e) That the number of passenger compartments be increased in all morning and evening trains particularly on Mondays and Saturdays.	Members were informed that the question of providing additional carriages is constantly being watched and that extra carriages are provided when necessary.
(f) That a proper check and scrutiny be made over the charges for, and quality and quantity of food and drink supplied in Indian refreshment rooms and dining cars.	Members were informed that complaints in regard to the management of a particular refreshment room or rooms would be investigated. Appreciation of the management of the kitchen cars was expressed by several members.
(g) Improvement of railway hotels, as in most cases they are not clean and tidy, the food supplied is inadequate and the prices are high.	Members were asked to assist the administration by giving the names of stations concerning which it was considered there was cause for complaint.
5. (a) To remove the general inconvenience created by the introduction of short distance trains on the main line.	Information in regard to the changes to be made in the timings of trains on the Badarpur district on the 1st April, 1940, was given to the interested member.
(b) That the unduly long stoppage of 205 up train at Karimganj may be curtailed and a train be run from Dulabcherra to Silchar in the evening.	It was explained that the cause of complaint would be removed when the revised train service comes into operation in April, 1940.
(c) Stoppage of passenger trains at all stations.	The proposal was not accepted.
(d) Reintroduction of 9 up and 10 down trains between Chittagong and Laksam.	It was stated by the chairman that under existing conditions the reintroduction of trains between Chittagong and Laksam corresponding to the old Nos. 9 up and 10 down could not be contemplated, but the proposed April timing of the last down train from Laksam to Chittagong was explained to members and approved.
6. (a) Provision of a cart-passable level crossing between telegraph posts 78/9-10.	An undertaking was given by the chairman that the level crossing would be taken in hand after the Union Board had completed the road leading to the crossing.

ASSAM BENGAL RAILWAY—concl'd.

Chittagong, 31st January, 1940—concl'd.

Subject and proposal.	How disposed of.
(b) Removal and closing of the bridge (within mile 73) on the northern side of Nangalkot station as it is unnecessary and risky.	An assurance was given by the chairman that he would look at the bridge on the first suitable occasion.
7. (a) Better arrangements for supply of water at Kumira station.	The proposal was not accepted.
(b) Provision of a tube-well at Sarar Char station.	The member concerned was informed by the chairman that the deepening of the well at Sarar Char had already been sanctioned.
8. (a) Washing of lavatories, especially third class, with disinfectant lotion at important junctions.	Members were informed that the washing and disinfecting of carriages was already being done. It was also pointed out that the public could render assistance by closing the water taps in carriage latrines and thereby prevent the wastage of water required for flushing purposes.
(b) Installation of telephones at the railway goods office and the jetties for the use of constituents, importers and merchants.	Members were informed that the question of providing public telephones on railway premises was under consideration.
(c) Arrangements for prompt delivery of goods at Chittagong station be made.	It was explained that the position at the Chittagong goods shed had improved considerably since the congestion which occurred on the outbreak of war, and that such difficulties as now occur are mainly due to merchants not being prompt in taking delivery of their goods.
(d) Opening of a central information bureau in the main offices to facilitate the supply of information to the public.	The proposal was not accepted.
9. Statement showing amenities for the travelling public, sanctioned up to the 31st December, 1939, since the advisory meeting held on the 27th June, 1939.
10. Claims statistics for the quarters ending 31st March, 1939, 30th June, 1939, and 30th September, 1939.	The statements were placed upon the table.
11. Approximate returns of traffic.
12. Special rate circular No. 6 of 1939.	

BENGAL AND NORTH WESTERN RAILWAY.

UNITED PROVINCES COMMITTEE.

Gorakhpur, 3rd February, 1940.

Subject and proposal.	How disposed of.
<p>1. Reopening of the outagency at Mirzapur.</p>	<p>Shri Bindhyabasini Prasad, M.L.A., requested that the railway should move Government to sanction the reopening of the outagency and ferry at Mirzapur as the cutting off of this route was causing inconvenience and loss to the public as well as to merchants. He explained that having looked into the matter personally he was satisfied that there was a dead loss of 70,000 maunds annually.</p> <p>The chairman explained that this matter had already been taken up with the provincial Government which had nevertheless withdrawn its sanction to the running of the ferry. He, however, agreed to send a copy of this minute to Government for information.</p>



सत्यमेव जयते

BENGAL AND NORTH WESTERN RAILWAY—concl'd.

BIHAR COMMITTEE.

Muzaffarpur, 27th January, 1940.

Subject and proposal.	How disposed of.
1. Overcrowding in intermediate class compartments.	The chairman explained to the committee that all main line trains were now running with 3/4 bogie intermediates. Mr. Sinha pointed out that there was still a great deal of overcrowding in intermediate class compartments especially between Samastipur and Darbhanga. The chairman said that the Traffic Manager would take action to relieve the congestion complained of.
2. Provision of a godown near Bharrahi bazar at Dauram-Madhepura for booking goods from that place.	The chairman regretted that this could not be provided at present.



BENGAL NAGPUR RAILWAY.

CALCUTTA COMMITTEE.

Calcutta, 28th February, 1940.

Subject and proposal.	How disposed of.
<p>1. Train timings.</p> <p>Suggested alteration in the timings of 17 down Chakardharpur-Howrah passenger so as to run an hour later.</p> <p>2. Amenities in upper class coaches.</p> <p>Reading lights and shower baths in second class compartments.</p>	<p>The proposal was dropped as, if agreed to, many important connexions would be dislocated.</p> <p>As the question of fixing the standard of amenities to be provided in each class of carriage on all railways was under consideration by the I. R. C. A., the proposal was deferred until a final decision has been reached.</p>



सत्यमेव जयते

BENGAL NAGPUR RAILWAY—concl'd.

BIHAR AND ORISSA COMMITTEE.

Calcutta, 20th January, 1940.

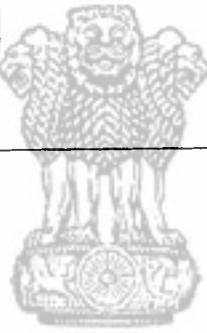
Subject and proposal.	How disposed of.
1. Train service.	
Introduction of through coaches between Cuttack and Berhampur.	As the number of passengers passing through Khurda Road from and to stations within the Berhampur-Cuttack section was very small and as the timings of connecting trains at Khurda Road are convenient the proposal was dropped.
2. Waiting halls at stations.	
Extension of the waiting hall at Chakulia.	A zenana waiting hall will be provided during 1940-41 if funds are available.
3. Station name boards.	
Improvement of the existing Oriya script on station name boards.	The committee were informed that steps were being taken to rectify matters in this respect.
4. Waiting rooms at stations.	
Setting apart of upper class waiting rooms for railway servants at Khargpur.	The member who complained about the inconvenience due to railway employees occupying the waiting rooms was asked to bring it to the notice of the Station Superintendent, Khargpur, if he experiences the same difficulty on any future occasion.
5. Opening of new stations.	
Suggested opening of a station named Haripur between Sakhigopal and Delang.	It was agreed to provide a passenger halt.
6. Indian catering.	
Suggested employment of caterers who are conversant with the language, customs and requirements of the locality in which they are employed.	The administration was in agreement with the suggestion and showed specific instances to the committee where it was followed.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY

BOMBAY COMMITTEE.

Bombay, 25th January, 1940.

Subject and proposal.	How disposed of.
<p>1. Connexion of the B., B. & C. I. Railway, metre-gauge 2 down Sind and Delhi mail with E. I. Railway 2 down Delhi-Calcutta mail at Delhi.</p> <p>That B., B. & C. I. Railway 2 down Sind and Delhi mail should arrive at Delhi half an hour earlier than at present and that the E. I. Railway Delhi-Calcutta mail should leave half an hour later so that connexion might be maintained with these two mail trains thereby enabling passengers travelling by the Sind and Delhi mail proceeding to Calcutta to attend to any business on the day of arrival there.</p>	<p>Proposal not agreed to as the arrival time of the Sind and Delhi mail in Delhi is dependent on its departure time from Ahmedabad which again is governed by the arrival time into Ahmedabad of broad-gauge trains from Bombay. Further it is not possible to accelerate the Sind and Delhi mail any more nor is it feasible to adjust timings on the metre-gauge single line.</p>



सत्यमेव जयते

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—*contd.*

AJMER COMMITTEE.

Ajmer, 13th February, 1940.

Subject and proposal.	How disposed of
<p>1. Connexion of the B., B. & C. I. Railway 2 down Sind and Delhi mail with the E. I. Railway 2 down Delhi-Calcutta mail at Delhi.</p> <p>That the B., B. & C. I. Railway 2 down Sind and Delhi mail should arrive at Delhi half an hour earlier than at present and that the E. I. Railway Delhi-Calcutta mail should leave half an hour later so that connexion might be maintained with these two mail trains thereby enabling passengers travelling by the Sind and Delhi mail proceeding to Calcutta to attend to any business on the day of arrival there.</p> <p>2. Provisions of weighing machines at railway stations.</p> <p>In the absence of weighing machines at railway stations, wagons are generally booked unweighed and consequently weighed either at junction stations or stations where weighing machines are available and if the weight is found to be in excess of the carrying capacity of the wagon, the excess load is removed and charged at rates applicable to small consignments.</p> <p>It is therefore suggested that either—</p> <p>(i) the excess weight be charged at the wagon rate or,</p> <p>(ii) weighing machines be provided at all stations from which commodities such as timber, bamboos, firewood, charcoal, stone, etc., are booked.</p>	<p>Proposal not agreed to. As the arrival time of the Sind and Delhi mail in Delhi is dependent on its departure time from Ahmedabad which again is governed by the arrival time into Ahmedabad of broad-gauge trains from Bombay. Further, it is not possible to accelerate the Sind and Delhi mail any more nor is it feasible to adjust timings on the metre-gauge single line. It was explained that for the passengers by Sind and Delhi mail there is a convenient connexion for Calcutta <i>via</i> Agra and Tundla, with the added advantage of a cheaper journey than <i>via</i> Delhi.</p> <p>Proposals not agreed to as :—</p> <p>(i) the wagon rate was a concession rate; wagons are allowed to be loaded up to their marked carrying capacity and in the case of broad-gauge wagons an overload up to one ton is also permitted. More than this cannot be allowed without detriment to safety.</p> <p>(ii) This is not possible unless the bookings are large enough to justify the provision of the facility.</p>

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—*concl'd.*AJMER COMMITTEE—*concl'd.**Ajmer, 13th February, 1940—concl'd.*

Subject and proposal.	How disposed of.
<p>3. Provision of intermediate class accommodation on the Ratlam Khandwa section.</p> <p>That intermediate class accommodation be provided for the convenience of middle class passengers and traders.</p>	<p>Proposal not agreed to as the general policy of this railway was against having four classes of accommodation firstly because of the unsatisfactory results on the whole, obtained from the experimental provision of intermediate class accommodation, and secondly because of the possibility of a diversion of traffic from second to intermediate class.</p>



सत्यमेव जयते

EASTERN BENGAL RAILWAY.

Calcutta, 16th January, 1940.

Subject and proposal.	How disposed of.
<p>1. Proposal that a road be constructed connecting the local board road and the railway godown at Kalukhali and that the existing overbridge be shifted further east and extended to connect with the road in front of the station.</p> <p>2. Proposal that some benches be provided at the island platform at Santahar.</p> <p>3. Proposal that the approach road to the Beldanga station be repaired and that an overbridge be provided at the station.</p>	<p>The president remarked that the facilities proposed had been noted and that the proposal would be further considered when the plan and estimate, which had been called for, were received.</p> <p>The president said that two wooden benches had already been provided on the island platform at Santahar and that arrangement was also being made to supply two additional benches.</p>
<p>The member pointed out that in case, the construction of an overbridge could not be taken up at an early date for any reason, the construction at least of a culvert to the east of the station connecting the railway property with the new direct road from Beldanga bazar was urgently called for.</p>	<p>The president declared that the proposal would be given further consideration and the proposed construction of the culvert would be examined at an early date.</p>
<p>4. Proposal that hawking in trains should be stopped.</p>	<p>The president said that it was realized that hawkers cause a great deal of inconvenience and vexation to the travelling public, specially to lower class passengers, by hawking their goods in railway carriages. With a view to putting a stop to this nuisance, orders had recently been issued to prosecute unauthorized vendors and hawkers in railway trains. He, however, added that the travelling public could also help by refusing to make any purchase from these hawkers in trains and by handing them over to the railway staff. He explained that it would otherwise be very difficult to take any action against these men, because they were not likely to hawk their wares in the presence of the railway staff.</p>
<p>5. Proposal that arrangements be made to reserve intermediate class seats with greater surety specially during the rush period at a reduced charge.</p>	

EASTERN BENGAL RAILWAY—*contd.**Calcutta, 16th January, 1940—concl'd.*

Subject and proposal.	How disposed of.
<p>The member opined that the existing arrangement for reserving intermediate class seats was highly defective and afforded no guarantee of seats to passengers during the rush period. The fee of eight annas per seat was also, according to him, very high.</p>	<p>The president informed the committee that with effect from the 15th January, 1940, the fee for reserved intermediate class seats had been reduced to four annas. He added that proposals for improving the existing arrangement for reserving these seats were under consideration.</p>



सत्यमेव जयते

EASTERN BENGAL RAILWAY—*contd.**Calcutta, 22nd February, 1940.*

Subject and proposal.	How disposed of.
1. Proposal that week-end return tickets be issued after 6 p. m. on Thursdays instead of after-midnight.	The president pointed out that the practice of issuing these tickets after the midnight of Thursdays was common to all other railways and that it would not be desirable to depart from this long established practice on the Eastern Bengal Railway only. In any case, no additional traffic was anticipated by making the week-end return tickets available for use earlier than Friday. A suggestion being made that, instead of the concession asked for, return tickets at reduced fares might be introduced between principal stations, the president promised that when a specific proposal was made, it would be considered in all its bearings. The meeting generally accepted the railway's point of view.
2. Proposal that the existing rules regarding conversion of tickets <i>en route</i> be so altered as to make them identical with those on the East Indian Railway.	The president said that the proposal was likely to lead to some practical difficulties on this railway because of the ordinary return tickets issued for third class passengers without any distance restriction. The existing rules on the subject were identical with those prescribed in the I. R. C. A. coaching tariff and applicable over all other Indian railways except the B. & N. W. Railway and the E. I. Railway. As an experimental measure, however, the proposal was accepted and the relevant rules would be modified.
3. Proposal that imprest cash containing sufficient small change be kept at all stations.	The president said that imprest cash had already been provided at many stations on the railway, and arrangements were in hand to provide for the remaining stations also.
4. Proposal that passengers, who board a train without tickets, but who have duly intimated the fact to the guard of the train and obtained his certificate before the commencement of journey be exempted from payment of the excess charge.	<p>The president stated that if a passenger did not take the trouble to purchase a ticket from the booking office and travelled, then under section 68 read with section 113 of the Indian Railways Act he was liable to an excess charge which was lower or higher, according to whether he informed or did not inform a railway servant, before detection, that he was travelling without a ticket. In cases where a passenger was unable to purchase a ticket on account of the railway's fault, the excess charge was always refunded.</p> <p>The president stated that guards had numerous duties to perform and they were not authorized on this railway to grant permission in any circumstances to a passenger to travel without a ticket. The recovery of an excess charge from passengers who saved themselves the trouble of obtaining tickets from the booking office was quite equitable and could not be done away with.</p>

EASTERN BENGAL RAILWAY—*concl'd.**Calcutta, 28th March, 1940.*

Subject and proposal.	How disposed of.
1. Proposal that the station approach road at Bausi be metalled again.	The president stated that an estimate had been sanctioned for repairing the station approach road and that the work had been taken in hand and was expected to be completed shortly.
2. Proposal that reservation tickets be so fixed to compartments that they cannot be easily removed by passengers.	The president said that the upper class coaches on this railway were provided with three different types of label holders, viz., (i) the spring clip type, (ii) the old E. B. Railway type and (iii) the I. R. S. type with flat covers. The old E. B. Railway type and the I. R. S. type label holders prevented unauthorized persons from tampering with the cards, but they had a few mechanical defects and required modification. The Carriage and Wagon Standards Committee were examining the question of adopting a more suitable design for label holders, and on receipt of their recommendation necessary action would be taken on this railway.
3. Proposal that arrangements be made to provide a latrine for male and female passengers, at the island platform at Santahar station.	The president explained that the provision of a latrine at the island platform at Santahar would lead to similar requests being received concerning other stations where island platforms existed and would commit the railway to a large outlay. The member withdrew his proposal.
4. Proposal that a small waiting shed for females, properly screened, be provided at the island platform at Santahar.	The president said that waiting rooms were provided on the main platform and not on the island platform. If passengers had to wait for long periods at the station, they could do so in the waiting rooms already provided instead of staying on the island platform.
5. Proposal that two-monthly return tickets be issued between Calcutta and Siliguri.	The member withdrew his proposal. The president announced that as an experimental measure and during the period from 1st March, 1940, to 30th September, 1940, first, second and intermediate class ordinary return tickets issued between Darjeeling, Ghum, Kurseong, Giele Kholā, Siliguri, Pandu and Shillong <i>via</i> Pandu and stations on this railway, distant over 200 miles, would be available for completion of return journey within sixty days counting from midnight of date of issue.

EAST INDIAN RAILWAY.

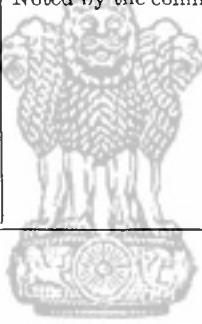
CALCUTTA COMMITTEE.

Calcutta, 26th January, 1940.

Subject and proposal.	How disposed of.
1. Provision of seating accommodation and electric fans on platforms at Howrah.	It was explained to the committee that 10 garden benches have already been provided and points have been arranged for fans over the circulating areas. It was not possible to make the provision on the platforms themselves as they were too narrow.
That seats (benches) and fans be provided on platforms at Howrah.	
2. Seating accommodation in the refreshment and waiting halls at Howrah station.	The committee accepted the statement that the accommodation already provided is the maximum that is possible.
That seating accommodation be provided in the refreshment and waiting halls at Howrah station.	
3. Improvements in the power of lights in first class compartments.	The committee was informed that high power lamps would be fitted.
That the night reading lamps in 9 up and 10 down trains in first class compartments were weak for reading purposes.	
4. Stoppage of down trains between 10-48 and 17-15 hours at Saktighar station.	The average number of passengers dealt with per day per train at this station does not justify the stoppage of further trains. The committee accepted this.
That there are no down trains between 10-48 and 17-15 hours which stop at Saktighar junction.	
5. <i>Dies non</i> in respect of demurrage and wharfage at Howrah.	The committee agreed that the present time was unsuitable for the introduction of additional <i>Dies non</i> .
That the following 4 days should be declared as <i>Dies non</i> :—	
(1) Id-ul-fitr. (2) Id-ul-zuha. (3) Durga Puja. (4) Holi.	
6. Prevention of detention to stock during industrial strikes.	It was explained to the committee that there was no change in the policy and the railway administration expected to be advised of the possibility of an impending strike so that action could be taken immediately the situation developed.
That there should be no change in the policy of the railway administration in regard to the intimation given by industrial concerns to the railway in connexion with an impending strike.	

EAST INDIAN RAILWAY—*contd.*CALCUTTA COMMITTEE—*contd.**Calcutta, 26th January, 1940—concl'd.*

Subject and proposal.	How disposed of.
<p>7. Tariff rates for wine . . .</p> <p>The committee was informed of increases in the tariff rates for some liquors.</p>	<p>Noted by the committee.</p>
<p>8. Alteration of train timings from the 1st April, 1940—time-table sub-committee.</p> <p>The committee was asked to nominate their representatives on the time-table sub-committee.</p>	<p>Six members were elected as representatives in the time-table sub-committee.</p>
<p>9. Facilities for the travelling public for the quarter ending the 30th September, 1939.</p> <p>Statements showing facilities sanctioned and actually provided for the travelling public during the quarter ending 30th September, 1939, were placed before the committee.</p>	<p>Noted by the committee.</p>




सत्यमेव जयते

EAST INDIAN RAILWAY—*contd.*CALCUTTA COMMITTEE—*contd.**Calcutta, 29th March, 1940.*

Subject and proposal.	How disposed of.
<p>1. Issue of week-end tickets from Patna junction to travel by the Upper India express. That tickets for upper class passengers be available for persons travelling by the Upper India express after the last up train has left Patna junction.</p>	<p>Accepted.</p>
<p>2. Shed over up platform and overbridge at Bhagalpur.</p> <p>That the present up platform and the overbridge at Bhagalpur be covered.</p>	<p>It was explained that funds were not available at present and even when funds became available for such works it would be necessary to consider the railway as a whole and make provision for such amenities in strict priority.</p>
<p>3. Wharfage charged at Patna junction.</p> <p>That demurrage should be levied at the following rates:— For the first 96 hours there should be no change. Each subsequent 24 hours or part thereof up to a period of 48 hours—3 pies per maund.</p>	<p>It was explained that wharfage charges were not intended as a source of revenue but as a means of ensuring that goods sheds were cleared quickly. The suggestions put forward would not go towards achieving this object and therefore could not be accepted.</p>
<p>4. Overcrowding at Gaya . . .</p> <p>It was alleged that there was heavy overcrowding in a third class compartment at Gaya on the 7th October, 1939.</p>	<p>The result of the investigations was placed before the committee and accepted by it, viz., 20 passengers who were in excess of the carrying capacity in one compartment of 87 down on the 7th October, 1939, were accommodated in 4 down. This arrangement caused no inconvenience to them.</p>
<p>5. Improvements in third class compartments for females.</p> <p>That third class carriages for females be improved by providing broader seats, bigger lavatories with water closets and mirror, a free flow of water in the closets, and cradles for the use of babies.</p>	<p>The chairman explained that it was not possible to add to the provisions already made. The question of the standardization of fittings in third class carriages was already under the consideration of the Railway Board and until their final orders are received further changes cannot be made.</p>
<p>6. Issue of week-end tickets during 1940.</p> <p>A list showing proposed extensions of the period of issue and availability of certain week-end tickets to be issued during 1940 was submitted for the information of members.</p>	<p>Noted by the committee.</p>

EAST INDIAN RAILWAY—*contd.*CALCUTTA COMMITTEE—*concl'd.**Calcutta, 29th March, 1940—concl'd.*

Subject and proposal.	How disposed of.
<p>7. Facilities for the travelling public for the quarter ending 31st December, 1939.</p> <p>Statements showing (a) facilities sanctioned and (b) facilities actually provided for the travelling public during the quarter ended 31st December, 1939, were placed before the committee.</p>	<p>Noted by the committee.</p>
<p>8. Stoppage of passenger and express trains, at stations where they do not stop, on payment of a special haltagage charge.</p> <p>That passenger and express trains be made to stop at stations where they are not scheduled to stop, to pick up or put down passengers when there is one upper class passenger or two lower class passengers travelling over 100 miles, on payment of a special charge of Rs. 5.</p>	<p>Rejected as it was not a practicable proposition. The committee concurred.</p> 
<p>9. Supply of Indian sweets at Jhajha.</p> <p>A complaint was made regarding the supply of stale sweets at Jhajha.</p>	<p>The committee was informed that as the complainant declined to identify the vendor in question further action could not be taken.</p>
<p>10. Accommodation of through booked passengers along side the Digha Ghat platform siding at Patna junction.</p> <p>The administration agreed to provide covered accommodation on the bus platform at Patna junction.</p>	<p>The committee noted that the work of providing covered accommodation over the bus platform at Patna junction had been completed and brought into use.</p>

EAST INDIAN RAILWAY—*contd.*

UNITED PROVINCES COMMITTEE.

Lucknow, 4th January, 1940.

Subject and proposal.	How disposed of
<p>1. Provision of an indication board to show the late arrival of trains at the city side of Cawnpore station.</p> <p>That an indication board to show the late arrival of trains be provided at the city side of Cawnpore station.</p>	Accepted.
<p>2 Stoppage of 146 down at Delhi-Shahdara station.</p> <p>The 146 down train be stopped at Delhi-Shahdara station.</p>	On reconsideration the suggestion was accepted.
<p>3. Ladies' compartments (second class) in the night train from Lucknow to Allahabad.</p> <p>There is no second class ladies' compartment in the night train from Lucknow to Allahabad.</p>	<p>Rejected as the demand for separate upper class accommodation for ladies on these trains is neither constant nor regular.</p> <p>It was however stated that if a requisition is received 48 hours in advance there is no objection to providing reserved accommodation for ladies on these trains.</p>
<p>4. Rate of freight from Badshahnagar to Charbagh, Lucknow, on paper.</p> <p>That freight on exports and imports for Badshahnagar to Lucknow on paper and articles used as raw material for the manufacture of paper be rated at 6 pies per maund.</p>	<p>The committee noted that as the B. & N. W. Railway regulates the rules and rates for the booking of all traffic between Badshahnagar and Charbagh, Lucknow, this was a matter within that railway's jurisdiction.</p>
<p>5. Booking of smalls from the Paper Mill siding at Badshahnagar.</p> <p>That smalls are not booked at the Paper Mill siding at Badshahnagar without the payment of extra charges for a clerk and a porter.</p>	<p>It was explained to the committee that in conformity with the policy adopted at other mills' sidings the Upper Indian Couper Paper Mills were asked to pay the cost of a clerk and a porter in booking smalls.</p> <p>According to the tariff this siding is only open for booking of full wagon loads.</p>
<p>6. Facilities for the travelling public for the quarter ending 30th September, 1939.</p> <p>Statements showing—</p> <p>(a) facilities sanctioned, and</p> <p>(b) actually provided for the travelling public for the quarter ending 30th September, 1939, were placed before the committee.</p>	Noted by the committee.

EAST INDIAN RAILWAY—*contd.*UNITED PROVINCES COMMITTEE—*contd.**Lucknow, 4th January, 1940—concl.*

Subject and proposal.	How disposed of.
<p>7. Beggars on railway platforms.</p> <p>Attention was drawn to the beggar nuisance on the over-bridge connecting the main platform (Moghalsarai) with the other ones.</p>	<p>It was stated that efforts are being made by the staff to prevent beggars from coming on to the platforms and some beggars are being prosecuted. Instructions have also been issued to arrange in co-operation with the watch and ward and the police staff for periodical drives to clear the beggars out of the railway premises. The committee was satisfied with the measures taken.</p>
<p>8. Waiting rooms at Moghalsarai.</p> <p>A complaint was made that the waiting rooms at Moghalsarai are not kept clean.</p>	<p>It was proposed to provide sanitary fittings in the lavatories attached to the first class waiting rooms for ladies and gentlemen and endeavours would be taken to tackle the other waiting rooms gradually.</p> <p>The committee expressed satisfaction.</p>



सत्यमेव जयते

EAST INDIAN RAILWAY—*concl'd.*UNITED PROVINCES COMMITTEE—*concl'd.*

Cawnpore, 7th March, 1940.

Subject and proposal.	How disposed of.
<p>1. Wharfage charges on piece goods.</p> <p>That at all E. I. Railway stations the wharfage rates on inward traffic should be two pies per maund—the rate applicable to Howrah.</p>	<p>The chairman explained the impracticability of applying a uniform rate pointing out that charges had to be levied to meet local conditions. The administration was however prepared to investigate instances at any particular station where reduction of wharfage charges was considered necessary.</p>
<p>2. Third class waiting shed in the Cawnpore Central station towards the city side.</p> <p>That the third class waiting shed in the Cawnpore Central station towards the city side be closed to protect passengers from rain.</p>	<p>It was accepted by the committee that the entire closing in of the shed was undesirable. The administration, however, agreed that observations would be made of the general direction of storms and if passengers were found inconvenienced by weather conditions during these storms some form of protection on the side from which these storms came would be attempted.</p>
<p>3. Provision of additional benches for ladies on platforms at Benares Cantonment.</p> <p>That one bench for the use of ladies be provided at Benares Cantonment.</p>	<p>Accepted. On the suggestion of the committee, the chairman agreed to provide another bench for ladies on the platform.</p>
<p>4. Tariff rates for wine . . .</p> <p>The committee was informed of increases in the tariff rates for some liquors.</p>	<p>Noted by the committee</p>
<p>5. Catering contracts on railways.</p> <p>That the policy in regard to the catering contracts on railways be discussed.</p>	<p>The chairman submitted a note on his policy on this contentious subject and his reasons and objects were explained. The committee was divided.</p>
<p>6. Facilities for the travelling public during the quarter ending 31st December, 1939.</p> <p>Statements showing (a) facilities sanctioned and (b) actually provided for the travelling public during the quarter ending 31st December, 1939, were placed before the committee.</p>	<p>Noted by the committee</p>

GREAT INDIAN PENINSULA RAILWAY.

BOMBAY COMMITTEE.

Bombay, 11th January, 1940.

A meeting of the Bombay Committee was held on the 11th January, 1940, but the subjects discussed were of an informative nature only.

Bombay, 8th February, 1940.

Subject and proposal.	How disposed of.
<p>1. Timing of 11 down N. E. passenger from Nasik Road station.</p> <p>Proposal that 11 down N. E. passenger (Nasik Road dep. 17-23 hours) should be given a later start by about half an hour so that passengers from Nandgaon attending the Courts at Nasik may return to their homes by that train after the closing of the Courts at 17 hours, instead of having to wait up to 0-45 hours for the next train.</p>	<p>Members were informed that this was being arranged with effect from the 1st April, 1940.</p>
<p>2. Extension of the Bhusaval-Chalisgaon shuttle service to Manmad.</p> <p>Proposal that the Bhusaval-Chalisgaon service be extended to Manmad and adjusted to link with the Igatpuri-Manmad service.</p>	<p>The extension to Manmad was not justified and the committee approved of the railway's present arrangements.</p>
<p>3. Reserved second class accommodation for ladies on all trains.</p> <p>Representation that as hardship and inconvenience was caused to lady passengers owing to the absence of reserved second class accommodation for ladies on several trains, reserved accommodation should be provided on all trains including those on branch lines.</p>	<p>The railway's existing arrangements whereby separate second class accommodation is provided for ladies as a regular practice on the more important trains and by previous intimation on the less important ones were considered to be satisfactory by the committee. The case of ladies travelling in the second class from Manmad, Nasik Road and Devlali to Bombay was promised further consideration.</p>
<p>4. Acceleration of the Grand Trunk Express trains.</p> <p>The railway's proposal to serve meals to upper class European passengers in their carriages from the Indian refreshment cars with a view to cutting out meal halts at stations.</p>	<p>The committee approved of the railway's proposed arrangement being given a trial.</p>

GREAT INDIAN PENINSULA RAILWAY—*contd.*BOMBAY COMMITTEE—*concl'd.**Bombay, 8th March, 1940.*

Subject and proposal.	How disposed of.
1. Train service between Bombay and Poona.	
(1) Suggestion that the carriages of the <i>Deccan Queen</i> which remained idle during the hot weather should be employed for running a relief train, as far as Lonavla, to the Madras express for passengers to Matheran and Khandala as that train was invariably overcrowded during the hot weather.	The running of an additional train between Bombay and Lonavla was not justified as the bulk of the traffic is carried by the Poona expresses and to a lesser degree by the down Madras express and the up Poona mail. Further, extra stock is always attached <i>ex</i> Lonavla to clear the Matheran traffic whenever necessary. Members agreed.
(2) Suggestion that in the absence of third class accommodation on the <i>Deccan Queen</i> , some third class bogies may be added to the train.	It was pointed out that if third class accommodation were provided on the <i>Deccan Queen</i> it would merely tend to divert the existing third class traffic from the Poona mail and would not stimulate traffic. Members agreed.
2. Issue of season tickets at half the full rates to students of over 18 years of age.	
Request that season tickets at half the full rates be issued to students over 18 years of age as it would assist the movement of spreading literacy especially among the students in the backward communities.	The extension of the concession to students over 18 years of age could not be agreed to as it would result in a loss of revenue to the railway.

GREAT INDIAN PENINSULA RAILWAY—*contd.*

CENTRAL PROVINCES COMMITTEE.

Nagpur, 8th March, 1940.

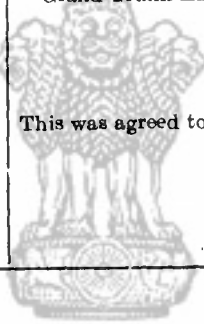
Subject and proposal.	How disposed of.
1. Cheap return tickets between Dhamangaon and Bombay.	The suggestion was not agreed to as the number of passengers rebooking at Amraoti was insignificant and had not affected the railway's revenue ; further, the introduction of such tickets would only result in a decrease of the railway's existing revenue.
Suggestion that cheap return tickets should be introduced between Dhamangaon and Bombay as passengers from Dhamangaon travelled to Amraoti by road or rail and then purchased cheap return tickets to Bombay.	
2. Stoppage of 369 down and 370 up mixed trains at Pargothan.	The stoppage of the trains at Pargothan " by request " was agreed to as a trial measure for six months.
Representation that the non-stoppage of No. 369 down and 370 up mixed trains at Pargothan greatly inconvenienced passengers proceeding to attend the Court at Wardha.	
3. Waiting hall at Majri station.	It was pointed out that during the <i>mela</i> period the number of passengers passing through Majri was slightly in excess of the accommodation provided. Three additional benches would, however, be provided in the waiting hall.
Representation that as the existing accommodation in the waiting hall at Majri was inadequate for passengers coming from main-line stations, especially at <i>mela</i> time, the hall should be extended.	
4. Termination of journey short of destination on return tickets.	It was pointed out that if a break or termination of journey short of destination is permitted the very object of introducing such tickets would be defeated.
Request that passengers holding return tickets be permitted to terminate their journey short of destination without being penalized with extra charges.	
5. Air-conditioned coaches between Bombay and Calcutta <i>via</i> Nagpur.	It was explained that under present conditions and owing to the increased cost of air-conditioned coaches the proposal could not be justified.
Suggestion that air-conditioned coaches should be run on the Calcutta mail <i>via</i> Nagpur at least once or twice a week.	

GREAT INDIAN PENINSULA RAILWAY—*concl'd.*

UNITED PROVINCES COMMITTEE.

Cawnpore, 16th January, 1940.

Subject and proposal.	How disposed of.
<p>1. Provision of a waiting shed at Pokhrayan station.</p> <p>Representation that a third class waiting shed be provided at Pokhrayan station as that station was developing as a grain market.</p>	<p>It was agreed that one of the surplus sheds in the Jhansi division should be shifted to Pokhrayan station.</p>
<p>2. Introduction of an Indian dining car on mail trains between Lucknow and Bombay.</p> <p>Representation that an Indian dining car should be provided on the mail trains between Lucknow and Bombay.</p>	<p>Members agreed that the proposal be dropped in view of the fact that the Indian dining car run on the Grand Trunk Express was being poorly patronized.</p>
<p>3. Position of the Bombay-Lucknow through bogie.</p> <p>Request that the through bogie on the Lucknow mail leaving Jhansi should be attached in the rear and not next to the engine on account of the dust from the engine.</p>	<p>This was agreed to.</p>



सत्यमेव जयते

MADRAS AND SOUTHERN MAHRATTA RAILWAY.

MADRAS PRESIDENCY COMMITTEE.

Madras, 26th January, 1940.

Subject and proposal.	How disposed of.										
1. Regarding the quality of the aerated waters sold at wayside stations.	The chairman informed the committee that as stated in the minute recorded under item No. 25 of the 90th meeting of the committee held at Madras on 12th May, 1939, the question of the wholesomeness of the aerated waters sold at wayside stations had been examined. The several Acts of the Madras Government and the rules framed thereunder ensure that the manufacture of aerated waters is licensed under hygienic conditions. Platform vendors do not manufacture these drinks and in the circumstances no further action is considered necessary.										
2. Proposal that the intermediate class accommodation on Nos. 1 and 2 Calcutta mail trains be increased between Madras and Waltair.	The committee were informed that on the Bengal-Nagpur Railway new intermediate and third class bogie composite carriages with increased intermediate class accommodation were being built and would be available in the near future.										
3. Provision of upper-class waiting rooms at Powerpet, Tadepalligudem, Kovvur, Tuni and Narasapatnam.	<p>The chairman explained that the matter had been investigated and the following were the particulars of first and second class passengers booked from these stations during 1938-39 :—</p> <table data-bbox="518 883 989 1003"> <tr> <td>Powerpet</td><td>215</td></tr> <tr> <td>Tadepalligudem</td><td>162</td></tr> <tr> <td>Kovvur</td><td>1,797</td></tr> <tr> <td>Tuni</td><td>107</td></tr> <tr> <td>Narasapatnam</td><td>43</td></tr> </table> <p>In view of the small number of passengers the committee considered that there was no justification for the provision of upper class waiting rooms.</p>	Powerpet	215	Tadepalligudem	162	Kovvur	1,797	Tuni	107	Narasapatnam	43
Powerpet	215										
Tadepalligudem	162										
Kovvur	1,797										
Tuni	107										
Narasapatnam	43										
4. Proposal that a Hindu refreshment car be introduced on the Calcutta mail trains.	It was explained to the committee that as the major portion of the journey over this railway was during the night and as sufficient time was allowed for refreshments at Nidadavolu, Samalkot and Waltair, the provision of a refreshment car on these trains was not considered necessary.										
5. Cleaning carriages	<p>The chairman informed the committee that the carriages forming the rakes of through and local trains were washed and cleaned to a regular programme ; for example at the wash down siding at Central station as detailed below :—</p> <ol style="list-style-type: none"> All flooring particularly of long distance trains was scrubbed and washed with a fluid such as soap and kerosene oil emulsion. Most of the coaches have hinged seats which were lifted, all crevices were swept, and a disinfectant used as a preventive against vermin. The seats, shelves and luggage racks were dusted, and Window glasses and shutters were cleaned and the inside panelling was dusted. 										

MADRAS AND SOUTHERN MAHRATTA RAILWAY—*conld.*MADRAS PRESIDENCY COMMITTEE—*conclld.**Madras, 26th January, 1940—conclld.*

Subject and proposal.	How disposed of.
<p>6. Change in the menu of the meals served in the Indian refreshment rooms in the Madras Province.</p>	<p>In the stock constructed during recent years, many improvements had been effected in the latrines. It was not possible to fit ventilators of the South Indian Railway type in the older stock, as the construction of the Madras and Southern Mahratta stock was of a design which precluded such a provision. Frequent inspections were made to ensure that the carriages were thoroughly cleaned. members were invited to inspect the wash-down siding arrangements at Madras Central station.</p> <p>The committee were informed that in the menu of the meals served in the Indian refreshment rooms in the Bombay Province, the two jawaree breads were replaced by two chapathies and the price per meal was raised from 4 annas to 4½ annas, with the concurrence of the Bombay Presidency Advisory Committee. They had suggested that buttermilk be replaced by curd in the menu of the meals served in the Indian refreshment rooms in the Madras Province and that the price of the meal be raised from 4 annas to 4½ annas. The opinion of the members was that there should be no change. Curd should continue to be supplied at an additional cost when required by a passenger.</p>



सत्यमेव जयते

MADRAS AND SOUTHERN MAHRATTA RAILWAY—*contd.*

BOMBAY PRESIDENCY COMMITTEE.

Poona, 9th February, 1940.

Subject and proposal.	How disposed of.
1. Proposal that the approach road to Belgaum station should be asphalted.	The chairman informed the committee that it was proposed to tar the approach roads within the railway limits at those stations where the roads outside railway limits maintained by the municipalities were similarly treated. Estimates were being prepared and Belgaum station would be given priority on the assumption that the public road was similarly treated.
2. Proposal that the open space in the railway compound of Belgaum station opposite the porch where motor cars, tongas, etc., stand be sufficiently lit.	The committee was informed of the arrangements being made to improve the lighting of the compound outside Belgaum station, and it was agreed that these proposals should be given a trial.
3. Morning train service between Londa and Khanapur to Belgaum.	Certain proposals by Mr. Chikodi for improving the train service between Londa and Belgaum were discussed. The chairman stated that, under present conditions, it was not possible to increase the aggregate train mileage, which Mr. Chikodi's proposals involved, particularly as it was doubtful whether the additional train miles would cover working costs. The question of respacing the existing train services had been carefully considered, but this had not been found possible owing to the engine and rake working.
4. Proposal that week-end return tickets between Poona and Hubli and <i>vice versa</i> be introduced.	The committee was informed that a 70-seater motor rail bus was being built in the Hubli workshops and this would be tried between Hubli and Belgaum. The committee was informed that, with effect from the 1st February, 1940, cheap week-end return tickets had been introduced between Hubli and Poona. Some members pointed out certain anomalies in the fares charged, which were not based on similar return tickets available between Dharwar and Poona and Gadag and Poona. The chairman, undertook to have the question re-examined, with a view to placing the return tickets issued at Hubli on the same basis as those issued at other stations.

The proposals in connexion with the new time tables to come into force from the 1st April, 1940, were then discussed. The chairman explained that it was not the intention of the administration to make any drastic changes and that he could not consider any proposals which involved increasing the train mileage. Among the points brought up were :—

- (i) The timing of the Bombay-Madras mail at Guntakal which, at present, is inconvenient for passengers to take their meals at that station. It was agreed that the possibility of improving the catering facilities at Gooty would be considered.
- (ii) It was suggested that the Poona-Hubli mail should leave Poona later in order to allow passengers a longer margin between the arrival of the Bombay express and the departure of the Hubli mail.

MADRAS AND SOUTHERN MAHRATTA RAILWAY—*concl'd.*BOMBAY PRESIDENCY COMMITTEE—*concl'd.**Poona, 9th February, 1940—concl'd.*

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- (iii) It was suggested that No. 3 up express should be brought into Poona an hour later in order to reduce the interval between the departure of the Bombay train.

The proposal to change the name of "Tungabhadra" station to "Mantralaya" was discussed. The members of the committee were not unanimous, and it was agreed that the station name should remain as at present with the name "Mantralaya" appearing in brackets in the time-tables and also on the station name boards.

The chairman informed the committee that, owing to the shortage of paper, it was proposed that the time-table to come into force from the 1st April, 1940, should remain for a longer period than the usual six months, but this was contingent on other railways agreeing also.



NORTH WESTERN RAILWAY.

LAHORE COMMITTEE.

Lahore, 9th January, 1940.

Subject and proposal.	How disposed of.
<p>1. Fitting of electric fans in intermediate class compartments and third class waiting halls.</p>	<p>The chairman explained that the desirability of the provision of electric fans in intermediate class compartments and the financial implications involved are being considered at present by the Railway Board as a subject relating to all Indian railways. On the North Western Railway, the provision of this amenity for intermediate class passengers travelling by certain important trains only will cost over Rs. 1,00,000. The proposal also involves the consideration of the sufficiency of the generating power from the dynamos for the fans. The chairman stated that the trains on which fans would be provided in intermediate class compartments, if approved by the Railway Board, would be as follows :—</p> <p>17 up and 18 down Howrah expresses. 3 up and 4 down frontier mails. 7 up and 8 down Karachi mails. 19 up and 20 down Sind expresses. 57 up and 58 down Bombay expresses. 15 up and 16 down Bombay expresses, <i>via</i> Bhatinda. 11/12 and 13/14 Simla mails. 43 up and 44 down Lahore-Quetta services.</p> <p>Further action would be taken in accordance with the reply to be received from the Railway Board.</p> <p>With regard to the provision of fans in third class waiting halls, an estimate amounting to Rs. 15,633 for providing electric ceiling fans in third class waiting halls at Delhi, Ambala Cantonment, Ludhiana, Kasur, Hyderabad, Sukkur, Lyallpur, Amritsar and Lahore, had been prepared, but the execution of the scheme had been held in abeyance on account of the international situation and the necessity for economy in expenditure.</p> <p>It was pointed out by Mr. Abdul Qaiyum Khan that Peshawar station had not been included. The chairman explained that terminal stations had not been considered and there were other important stations such as Rawalpindi which were considered to be of greater importance than Peshawar. He explained that junction stations had been given preference as a first step in this matter. The chairman decided that he would consider proceeding with the scheme as early as possible during the next financial year, if the fans can be made available from those at present in stock in the railway stores, or suitable fans obtained at reasonable rates.</p>

NORTH WESTERN RAILWAY—*contd.*LAHORE COMMITTEE—*contd.*Lahore, 9th January, 1940—*contd.*

Subject and proposal.	How disposed of.
<p>2. Arrangements for passengers should be taken over by the Railway Department. Alternatively, the catering contractors should be compelled to use graded material like atta, rice and ghee for the preparation of food.</p>	<p>The chairman informed the committee that this matter had been considered at length by the Railway Board and by the Central Advisory Council for Railways. He was not in favour of introducing catering arrangements by departmental staff on the North Western Railway. The present arrangements were considered to be very suitable and were free from complaints. It was considered that passengers are well served at present and that there is no necessity for any change in the arrangements to be made. Inquiries have revealed that at a few important stations graded atta, rice and ghee are already being used and at other stations tested pure ghee and best quality rice and atta are being used and sold. He did not consider it desirable to compel vendors and refreshment-room contractors to use graded products so long as they use fresh and wholesome food-stuffs in the preparation of sweetmeats and food to be sold. He pointed out that the quality available from the vendors at stations is as good as, or better than, that obtainable in bazaars and so far as he knew, vendors outside railway premises are not compelled to use graded atta, rice and ghee.</p> <p>One of the members informed the committee of a general complaint with regard to Indian dining cars. He stated that the quality of the food supplied is not all that could be desired and that the cleanliness should be of a higher standard. The chairman pointed out that it was very necessary to know the actual cases in connexion with complaints which were recorded in the complaint book supplied in the dining cars. The chairman informed the committee that a warning will be issued to Indian dining car contractors in connexion with this general complaint and that the complaint books will be displayed more prominently, together with suitable notices, in the dining cars. The committee agreed with the view that the complaint book should not be presented to passengers for recording comments on the meals supplied, as this practice resulted in people forming an opinion of a very high and artificial standard of the quality of the food supplied.</p>
<p>3. Formation of queues at intermediate and third class booking offices.</p>	<p>The chairman informed the committee that this subject had been discussed previously at advisory committee meetings. Queuing up is largely a matter of education and discipline, and is a habit that the administration would like to see established, but it had been found to be very difficult task. A system of special barriers had been under trial at Lahore station since March, 1936, but the results have been disappointing. Unless the passengers are directed by police or boy scouts, etc., in the proper directions</p>

NORTH WESTERN RAILWAY—*contd.*LAHORE COMMITTEE—*contd.*Lahore, 9th January, 1940—*contd.*

Subject and proposal.	How disposed of.
<p>4. Provision of separate partitioned accommodation for ladies in the Diesel railcars.</p> <p>5. Issue of concession return tickets for the Piran-i-Kalyar fair at Roorkee.</p>	<p>in which they should proceed, great confusion continues to exist. Publicity is being given to this matter and a film is at present under production, which will be shown in theatres and in rural areas when open-air shows are given by the touring cinema outfits of the railway. Arrangements have also been made to display posters in Hindi, Gurumukhi and Urdu near the third class booking office windows at important stations on the North Western Railway. A suggestion was made that the All-India Radio should be asked to put this subject on to its rural programme once a week, if possible, and the chairman agreed that this request should be made. Although he considered that example was the best form of propaganda in this matter at the booking office windows it would also be of assistance if general talks on this matter could be arranged in the rural radio programme.</p> <p>The chairman stated that this matter had been considered by the administration when the Diesel railcars were first received. These cars are self-propelled units with limited accommodation for 101 passengers. They operate chiefly on branch lines to augment existing train services or as additional services for third class passengers only. Owing to the relatively small number of passengers carried, the railcars have been confined to third class only. The total seating accommodation is limited and it has not been considered advisable to reduce this by providing a separate compartment for ladies. Such provision would be detrimental to the general interests and convenience of third class passengers as a whole. Ladies who require to travel in separate compartments can travel by the ordinary train services. The chairman pointed out that there are no separate compartments for ladies in road motor buses and it would be reducing the accommodation available if certain seats were to be reserved for ladies in the Diesel railcars. It was undesirable to do so since the experience has been that these cars are well filled.</p> <p>At the last meeting the chairman informed the committee that certain facilities had been allowed for the Piran-i-Kalyar mela which was held near Roorkee from the 28th April to the 7th May, 1939. The reports had been examined and a copy of the note regarding this subject had been sent to the</p>

NORTH WESTERN RAILWAY—*contd.*LAHORE COMMITTEE—*concl'd.*Lahore, 9th January, 1940—*concl'd.*

Subject and proposal.	How disposed of.
	<p>proposer before the meeting. Third class return tickets were issued from the undermentioned stations to Roorkee :—</p> <p>(a) Over the North-Western Railway—</p> <p>(i) From Khatauli, Muzaffarnagar, Ambala Cantonment and Ambala City, at one and a half fares.</p> <p>(ii) From Delhi, Meerut City, Sonapat, Ghaziabad and Jagadhri, at concession fares, viz., combined cheap and ordinary.</p> <p>(iii) From stations on the Delhi-Saharanpur-Ambala Cantonment sections, other than those referred to above, at two fares.</p> <p>(b) Over the East Indian Railway—</p> <p>The East Indian Railway ordinary week-end fares were charged.</p> <p>Passengers to Roorkee were also able to purchase third class return tickets from certain stations on the North Western Railway throughout the year, in accordance with rule 59 (F), page 25 of the Coaching Tariff, Part I (No. 100).</p> <p>With regard to (a)(i) above, there had been a decrease as compared with last year of Rs. 38-5 for single tickets and Rs. 225-3 for return tickets.</p> <p>With regard to (a)(ii) above, compared with last year there had been an increase of Rs. 137-3 for single tickets and an increase of Rs. 362-12 for return tickets.</p> <p>With regard to (a)(iii) above, there had been a decrease compared with last year of Rs. 74-4 for single tickets and an increase of Rs. 83-7 for return tickets.</p> <p>The total number of passengers who visited the <i>mela</i> was about 32,000 of which approximately 4,500 originated on the North-Western Railway. It had been found that very few passengers travel from stations in the N.-W. F. Province and from the North-Western portion of the Punjab.</p> <p>It is evident that this <i>mela</i> does not attract very large numbers from distant stations on the North-Western Railway, the majority of people attending it being drawn from stations comparatively close to Roorkee. It was considered, therefore, that grounds did not exist for the introduction of any further concessions.</p>

NORTH WESTERN RAILWAY—*contd.*

KARACHI COMMITTEE.

Karachi, 16th January, 1940.

Subject and proposal.	How disposed of.
<p>1. That the intermediate class fare from Karachi City to Karachi Cantonment should be reduced to the original fare of one anna.</p>	<p>The chairman explained that when the intermediate class fare between Karachi City and Karachi Cantonment was one anna, i.e., the same as the cost of a platform ticket, the practice had grown up of a large number of persons buying intermediate class tickets instead of platform tickets at the time of the departure of 7 up mail at Karachi City and travelling to Karachi Cantonment station in order to accompany their friends and to see them off at the later station. This caused overcrowding in intermediate class carriages which was a source of serious inconvenience to <i>bona-fide</i> long distance passengers. The intermediate class fare from Karachi City to Karachi Cantonment station was, therefore, enhanced from one to two annas in 1937, not to increase railway earnings but to discourage this practice and avoid inconvenience to <i>bona-fide</i> passengers. The committee accepted the necessity of this measure in the up direction but Mr. Shivji Kothari stated that there did not appear to be any necessity for a similar increase being made in the intermediate class fare from Karachi Cant. to Karachi City station. The chairman agreed that there was not the same overcrowding tendency in the down trains but considering the risk of fraud it had been recommended to him that the booking from Karachi Cantonment to Karachi City should be stopped entirely. There is no desire to develop this traffic, and, therefore, there is no case for reducing the fare.</p>
<p>2. That more accommodation be provided for passengers when the fair at Pir Mohammed Hanif takes place near Jhimpir station on the North-Western Railway.</p>	<p>The chairman explained that two extra bogie third class carriages were attached to 20 down on the 19th November, 1939, from Kotri to Karachi City to accommodate the extra passengers expected to entrain from Jhimpir. The rush was, however, aggravated owing to the unexpected suspension of the bus service between Malir and Karachi City. He assured the committee that the needs of the travelling public attending such fairs receive proper consideration and agreed that the administration will continue to watch that adequate accommodation is provided.</p>
<p>3. That the concessions at present available for Dusserah holidays be allowed for Diwali holidays instead.</p>	<p>The Chairman informed the committee that, as an experimental measure, concession return journey tickets were issued for Diwali holidays in 1934 but did not prove successful. He was prepared, however, to re-examine the question, and with the object of ascertaining which of the two festivals, viz., Dussehra or Diwali, was considered the more important by the Hindus in the Punjab, he had already issued a circular letter to members of the Lahore Advisory Committee for their advice. He noted the unanimous views of the members of the Karachi Advisory Committee that, so far as Sind is concerned, Diwali is considered more important than Dusserah.</p>

NORTH WESTERN RAILWAY—*contd.*KARACHI COMMITTEE—*contd.**Karachi, 16th January, 1940—contd.*

Subject and proposal.	How disposed of.
4. Provision of a telegraph office at Bero Chandia station on the Larkana-Dodapur section.	<p>He agreed to address Chambers of Commerce and other commercial institutions in the Punjab and N.W.F. Provinces to find out whether they were in favour of the issue of Dusserah or Diwali holiday concession tickets.</p> <p>With regard to the suggestion that the railway should maintain a telegraph office at Bero Chandia, the chairman explained that Bero Chandia is to be a flag station on the broad gauge, and as such it is impracticable to allow it to send messages over the only wire that exists, i.e., the train wire. He stated that if the inhabitants consider that there is a real case for the provision of a telegraph office at this station, they should take the matter up with the Telegraph Department.</p>
5. That for all long journeys one sweeper be attached to each train to clean the train, compartment by compartment, irrespective of class, at each stop during the day time. To start with, a beginning may be made with the Sind-Punjab mail and express trains.	<p>The chairman pointed out that the proposal of attaching one sweeper to each train was not practicable as it will not be possible for him to clean all the carriages on the train, particularly in the case of important trains like 7 up and 8 down mails. He explained that the administration had made adequate arrangements for cleaning carriages of all classes of passengers at suitable points. One difficulty with regard to third class and intermediate class carriages is that passengers sometimes resent sweepers coming into the compartment. Apart from this, however, passengers in lower class compartments are generally unwilling to leave the compartment or to shift their luggage to permit a reasonable amount of cleaning being done.</p> <p>The members of the committee agreed that a travelling sweeper or cleaner per train would not meet the case and that the provision of staff for this purpose at particular stations is the better method. The chairman, however, agreed that if Dr. Chellaram Shewaram desired to discuss the question at the next meeting, it would be considered then.</p>
6. That ice blocks supplied for use in upper class compartments during the hot weather may be moulded in such a way that articles such as butter, soda water bottles, etc., may be securely placed on the ice blocks.	<p>The chairman pointed out that in view of the small amount of ice in bulk demanded by the travelling public during the summer season, the expense which will have to be incurred by the manufacturers in re-casting the cans or moulds for this purpose would be considerable and would necessitate an increase in the price of ice. One member suggested that some sort of wire receptacle or any other contrivance for holding fast such articles to the ice blocks might be devised and supplied to such passengers as required it at a small charge in addition to the charges levied for the use of the ice container. The chairman agreed to have this examined.</p>

NORTH WESTERN RAILWAY—*concl'd.*KARACHI COMMITTEE—*concl'd.**Karachi, 16th January, 1940—concl'd.*

Subject and proposal.	How disposed of.
<p>7. This meeting requests the General Manager to make arrangements for the effective supervision of watering and lighting arrangements at the stations at train times.</p>	<p>The chairman explained that orders have been issued to ensure that temporary watermen engaged for the hot weather are utilized exclusively for supplying water to passengers during the halt of passenger trains. In the case of permanent watermen, it is necessary to make some use of them for other legitimate railway work, e.g., loading and unloading packages. At the same time, it is considered that arrangements in the cold weather are adequate. This was generally accepted.</p> <p>With regard to lighting arrangements, the chairman admitted that the lighting at some wayside stations appeared to be on the dim side, particularly when compared with the lighting at stations where electricity is available. He stated that there appeared to be no reasonable way of any great improvement at wayside stations, but that one solution might be exterior lighting on trains. The present time, however, with the necessity of restricting expenditure, is not an opportune one for the introduction of external lighting. It was suggested that perhaps at stations where oil lamps are used, the orders with regard to numbers of lamps to be lit and the time of lighting are not strictly followed. The chairman stated that he would have the Divisional Superintendents repeat the instructions and arrange to make checks to see that they are complied with.</p>
<p>8. That more benches for passengers be provided at the Larkana station platform in view of the fact that that platform will be used also for Larkana-Jacobabad line passengers.</p>	<p>The chairman informed the committee that the provision of four extra benches has been included in the revised estimate for future arrangements at Larkana and that the work will be carried out after the estimate has been sanctioned.</p>
<p>9. That the platform shed on the Larkana station be extended in view of the fact that it will be used for more passengers on account of the broad-gauge branch line working on the same platform.</p>	<p>The chairman informed the committee that, having had this matter examined further, he does not consider that the additional booking office and waiting hall are justified. Diwan Lalchand Navalrai stated that if these features are not to be provided, then the overbridge serves no purpose.</p>
<p>That a third class passenger hall may be provided at Larkana station near the new booking office which is to be built on the eastern side of the line towards the city.</p>	<p>Certain members asked the chairman to reconsider this case and he stated that he would include this matter in the other subjects to be considered at his inspection of Larkana on the 18th January, 1940.</p>

ROHILKUND AND KUMAON RAILWAY.

Izatnagar, 26th January, 1940.

Subject and proposal.	How disposed of.
1. Provision of adequate light and water on the branch lines of the R. & K. Railway <i>via</i> Mailani.	The president explained that a reasonable number of lights and buckets had been supplied to all stations and extra watermen were posted at the more important stations in hot weather. On the suggestion of the mover the president agreed to a special man being deputed to make surprise checks occasionally to detect whether the existing orders in this respect were being carried out or not.
2. Introduction of milage coupon books for first, second, and intermediate class commercial travellers.	The president pointed out the difficulties in introducing the coupon books whereupon it was agreed that the introduction of the coupon books was not justified on this small railway.
3. Issue of orders to drivers to avoid unnecessary whistling and blowing off of steam between 11 P.M. and 6 A.M.	The president informed the members that necessary instructions had been issued to the drivers.



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SOUTH INDIAN RAILWAY.

Trichinopoly, 27th January, 1940.

Subject and proposal.	How disposed of.
1. To run a fast passenger train by day on the Podanur-Dindigul section.	The committee desired that arrangements should be made for the passengers to reach Palni before 11 A.M. The chairman pointed out that this suggestion would be kept in view after the remodelling of Pollachi yard had been completed.
2. To provide a through carriage from Olavakkot to Dhanushkodi.	The chairman pointed out that the running of a through carriage between Olavakkot and Dhanushkodi was hardly justified in view of the shunting involved at Dindigul, Madura and Manamadurai and added that a through carriage was already running from Podanur to Dhanushkodi on Nos. 545 and 1 and in the reverse direction on Nos. 2 and 546.
3. To run a train from Olavakkot to Pollachi so as to connect with No. 545.	It was pointed out to the committee that there was no through traffic to justify the additional train asked for apart from the fact that the proposal involved night running. The proposal was not therefore accepted.
4. To reintroduce the train which used to arrive at Pudukkottai from Dhanushkodi at 02-00 hours prior to the 1st October, 1939.	The committee was told that the matter was under investigation.
5. To run additional trains so as to provide connexions to Nos. 931 and 932 Cochin express trains between Calicut and Shoranur to the following timings :— Calicut dep. 17-00 (at express speed and express fares being charged). Shoranur arr. 19-10. Shoranur dep. 7-35. Calicut arr. 9-30.	Prior to the 1st November, 1939, trains were run between Shoranur and Calicut to connect with Cochin expresses but for want of justification these trains had to be cancelled between Tirur and Shoranur. The chairman stated that he could not see any necessity to reintroduce the same.
6. To speed up the Malabar express so that the train from Madras Central may reach Mangalore at about 1 P.M. and in the reverse direction the express may leave Mangalore at 13 hours instead of at 9-40 hours as at present.	The proposal could not be given effect to without reducing or curtailing the present stops. An earlier starting of the train from Madras was not also possible as it would interfere with the existing postal arrangements.
7. To attach three through carriages (two third class and one upper class) to No. 5 Trivandrum express up to Trichinopoly junction and thence to No. 65 for the convenience of passengers.	It was explained to the committee at length why it was not possible to give effect to the suggestion. The proposer, however, desired that at least one through upper class carriage might be provided on Nos. 25 and 65. The chairman agreed to examine the question further.

SOUTH INDIAN RAILWAY—*contd.**Trichinopoly, 27th January, 1940—contd.*

Subject and proposal.	How disposed of.
8. To effect some improvements to the wagons used for the transport of tea.	<p>The committee was informed that with a view to preventing rain water entering through the crevices of the door, all wagons had been provided with weather strips. The wagons were overhauled in the central workshops once in three years and were tested for water-tightness by passing them through a water testing plant. As it was possible however, for wagons to become leaky in joints, etc., in the course of their service on the line, all the train examining staff had instructions to examine and certify for leakage proof wagons of whose water-tightness the Traffic Department felt doubtful.</p> <p>The committee agreed that the existing arrangements were satisfactory.</p>
9. To provide throw over catches to the doors of women's carriages to prevent the entry of intruders.	<p>A sample of the safety catch provided in the newly turned out third class women compartments was shown to the committee which was informed that this catch would be provided in all the new coaches that were to be turned out in future and that arrangements would be made for fitting the same in due course, in the existing carriages.</p>
10. To locate as far as possible, the waiting rooms of third class women passengers on the platform at stations.	<p>The chairman agreed to consider, at the instance of the committee the provision of separate waiting accommodation for women adjacent to the station master's room at Palni and Olavakkot, as a trial measure.</p>
11. To arrange for the cleaning of the waiting rooms for third class women passengers after the departure of each train.	<p>It was pointed out to the committee that the waiting rooms of third class women passengers were cleaned after the departure of each train where full-time sweepers were employed. At other stations the waiting rooms were cleaned more than once when part time sweepers were present. The committee agreed that the present arrangements were satisfactory.</p>
12. To fit up 4 babies' cradles to each compartment for females in some convenient place.	<p>Various suggestions were put forward by the committee and the chairman agreed to look into the matter.</p>
13. To arrange for the cleaning of the carriages for females as a matter of routine, at certain junction stations by women scavengers.	<p>The chairman informed the committee that there was no justification for the appointment of separate women scavengers as the amount of work they would have to do in the trains at stations would be inadequate for whole-time employment. It was also pointed out that standing orders were already in existence that all carriages and lavatories therein, should be cleaned and the arrangement had been working satisfactorily.</p>

SOUTH INDIAN RAILWAY—*contd.**Trichinopoly, 27th January, 1940—contd.*

Subject and proposal.	How disposed of.
<p>14. To cover the platforms of stations on the Villupuram-Trichinopoly chord line, the Tenkasi-Virudhunagar section and the Salem-Vriddhachalam section with soft earth and have it rolled, as the sharp gravel is most hurtful to bare feet, especially on hot summer days.</p>	<p>The soft earth absorbs more heat than gravel and renders the platform hotter during summer. During the rains it renders the platform slippery. The committee were informed that what was required was the rolling of the platform as soon as it became necessary owing to wear and tear or the rains and that instructions would be issued for this to be done.</p>
<p>15. To widen the platform at Coimbatore and to pave it with concrete slabs instead of the existing narrow slabs at the edge of the platforms and loose earth for the remaining portion.</p>	<p>The chairman informed the committee that the actual width of the platform was $13\frac{1}{2}$ ft. $1\frac{1}{2}$ in. from the exterior face of the buildings on the island platform to the edge of the platform curbs and that the station buildings were in different blocks kept well away from one another so as to facilitate easy movement of passengers. As regards the paving of the platform it was stated that the gravelling had been done initially so as to allow for consolidation of the earth filling and that it was proposed to provide granolithic cement concrete flooring for the gravelled portion after the earth filling had satisfactorily settled. The chairman agreed to look into the matter further.</p>
<p>16. To issue season tickets for bicycles to enable "Go-as-you-please" ticket holders to take their cycles with them wherever they go.</p>	<p>It was pointed out to the committee that the South Indian Railway system did not lend itself to be divided into two zones, as suggested, owing to the fact that the principal places of attraction lay on the metre gauge. Further the length of the system was too small to be so divided. The matter was therefore dropped.</p>
<p>17. To divide the South Indian Railway system into at least two zones for the purpose of "Go-as-you-please" tickets.</p>	
<p>18. To extend the issue of third class week-end return tickets to important stations situated at a distance of over 100 miles, for example, Calicut-Coimbatore. Trichy junction-Calicut. Calicut-Salem. Madura-Dhanushkodi. Kumbakonam-Madura. Pudukkottai-Dhanushkodi. Mangalore-Calicut. Trichy junction-Tinnevely. Erode-Tirupattur. Madura-Shencottah, etc. the period of availability and other conditions being the same as those now in force between Calicut and Ernakulam, Calicut-Madras and Trichy junction—Trivandrum.</p>	<p>The chairman stated that at the present moment the working expenses were on the increase and that the proposal could not be accepted.</p>

SOUTH INDIAN RAILWAY—concl'd.

Trichinopoly, 27th January, 1940—concl'd.

Subject and proposal.	How disposed of.
19. To effect improvements to the water supply at Podanur junction.	It was represented by the committee that the tea supplied in the European refreshment room at Podanur junction had a most unpleasant taste and was quite undrinkable, due probably to excessive chlorination. The committee were informed that arrangements had been made to supply filtered unchlorinated water for making tea only.
20. To provide a trainhalt at Kalthuritty.	The provision of this halt could not be considered owing to the present war conditions.
21. To co-operate in the anti-malarial work at Tenmalai.	The chairman explained to the committee the action taken by the administration to combat the mosquito evil within the railway limits and regretted his inability to participate in the anti-malarial measures carried out by other organizations beyond railway limits.
22. To shift the trial station at Kudlu to a site further north of the existing site.	The committee suggested and the chairman agreed to examine the question of moving the location to mile B. 525/22 if and when the halt was converted into a flag station.
23. To consider the question of closing the unremunerative branch lines—Tiruppattur-Krishnagiri and Morappur-Hosur Railways.	Some members were in favour of the proposal and some against the closing of the lines. Finally the chairman requested such of those members who were of opinion that these lines should not be closed, to furnish in writing their views within 10 days and if their views were not received by that time it would be taken that they were in favour of closing the lines.

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