

(1) Number of pages 4(2) Date of repair 4. 1. 68

(3) Initials of the Referencer \_\_\_\_\_

**MADRAS RECORD OFFICE.****Government of Madras.***Public works* **DEPARTMENT.**

|                |                 |
|----------------|-----------------|
| G.O. No. 105   | Press           |
| 218-219        | <del>Mis.</del> |
| Dated 10 - 1 - | 18 68.          |

**Not to be folded or roughly handled**

*Proceedings of the Madras Government, Public Works Department,  
10th January 1866.*

No. 218. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 15th December 1865, No. 617 :—

Read the following Memorandum from the Agent and Manager of the Madras Railway Company, dated Madras, 14th December 1865, No. 873.

Forwarding, for the information of Colonel Anderson, copy of a letter from the Locomotive Superintendent, No. 256, dated the 9th instant, having reference to the construction of Sleeping Carriages.

From the Locomotive Superintendent, to the Agent and Manager, dated Perambore Works, 9th December 1865, No. 256.

*Sleeping Carriages.*

1. With reference to your letter No. 217 of 20th ultimo, I beg to annex for your information extracts from a letter addressed by me to the Traffic Manager.
2. One first class Carriage will be ready in a few days, and others can be got ready within a fortnight of their being sent into these shops.
3. This will be the most inexpensive way of trying the experiment, and if the system is not found to answer, the carriages can be re-converted; the alterations in any case will cost a small sum of money, and my own opinion is that Sleeping Carriages thus made will answer very well.

*Extract.*

“ I think the best thing to do to try the experiment of Sleeping berths will be to fit up some of our existing three compartment first class Carriages with upper berths.

“ I will take out the present backs and fit up others, which will form a back in the day or a berth at night.

“ This will be the quickest way of meeting the general wish for sleeping accommodation, and if found to answer, new carriages still better adapted for the purpose can be constructed ; and if found not to answer, these carriages can easily be re-converted to their original state.

“ The centre compartment might be reserved for the use of ladies only, and the end compartments for the use of gentlemen, so that each carriage will afford sleeping accommodation for four ladies and eight gentlemen.”

1. In Order of the 15th March last, No. 168, sanction was given to construct four Sleeping Carriages, each on a separate design.

2. It is now proposed by the Locomotive Superintendent to fit up some of the first class Carriages in use, so as to adapt them for Sleeping Carriages, affording accommodation in each carriage for four ladies and eight gentlemen.

3. I quite agree with the Railway authorities in considering that it is the most inexpensive way of trying the experiment of Sleeping Carriages, and would recommend it for the approval of Government.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,  
*Consulting Engineer for Railways.*

No. 219. ORDER THEREON, 10th January 1866, No. 105.

RAILWAY, No. 21.

Approved.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,  
*Secretary to Government.*

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

210, 105

Approved—

W.D.

W.D.

Forth & Leith  
10th Jan 1866

W.D.

By the Consulting Engineer  
for Railways & the Dundee.

See p. 11 & 12