Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 816 Rly.

DATED 10th June

[Despatch Abstract.]

Complaint of the Collector of Tinnevelly regarding deficiency of 3rd. Class Carriages on the South Indian Railway.— Letter from the agent, South Indian Railway, Submitting explanation regarding the deficiency of 3rd class carriages with reference to the —, Communicated to the Collector of Tinnevelly.

Indexed.

[P. W. Dy. L 750—26-8-99.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1156	Rly	25-10-89				

FURTHER PAPERS.

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

CHIEF SECRETARY
24 JUL 89
GOVERNMENT OF MADRAS

To

His Excellency
The Governor in Council
Madras.

Our Lord,

Permit us, O Lord, the inhabitants of Satur and adjacent villages, Sivakasi &c in the Tinnevelly District, to most respectfully memorialize the following list of grievances which are of daily occurrence in the South Indian Railway, although the Company have framed and circulated rulings and regulations to withstand all oppressions cruelty and injustice in conveying passengers. Notwithstanding these Constitutional Codes of laws, the Railway officers set at naught those rules and do things with a high hand in no way inferior to the despotisms of the absolute monarchy. The Company have ruled that each Compartment should contain eight and eight passengers only; and this fact every railway carriage testifies

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1156	Rys	25-10-89				

orders him to get the passengers out of the train by force. To this threat & and insult of the superior officer, the passengers succumb. Should the passengers who have got tickets inform the Stationmaster that they find no room in any of these Railway Carriages, the Stationmaster, instead of providing new Carriages for them, orders the porter to push them into trucks, and wagons transporting jaggery, dried fish, bones and bricks. When the passengers express their unwillingness to the Stationmaster to be so transported and require from him exchange

To

His Excellency,

The Governor in Council

Madras.

CHIEF SECRETARY
24 JUL 89
GOVERNMENT OF MADRAS

Our Lord,

Permit us, O Lord, the inhabitants of Satur and adjacent villages, Sivakasi &c in the Tinnevelly District respectfully to submit to your Excellency short of the Black Hole enormity, but a whit. The brave Surajahdowlah like Stationmaster forces these unprovocative prisoners of passenger into the beastly den of a waggon an overfilled Compartment and subjects them to the rage of violence, pestilential atmosphere and more drinking this nauseous vapor from amidst the throng, men and women vomit, turn giddy, lose their senses and fall prostrate. Passengers of strong Constitutions leap out at times, at the hazard of their lives and the loss of their fare. Such horrors

horrors occur not in small stations on occasions of festival without the cognisance of the authorities that be, but in big stations, at all times before the European Company Agents and Auditors. When they witness these feats of their subordinates, they do not look leniently at them. and pass off as so many Suraj Doolahs.

We, therefore, humbly pray that the Company Officers should be compelled to abide by their rulings and not to admit more than eight persons in a compartment as stated therein, and should violations of the rules happen, to lend a listening ear & the reports made and make instant reparation acquiescingly.

We beg & subscribe.

Your Excellency's Loyal and Obedient Subjects,

K. Subramanya Iyer
Pleader &
Sub Registrar

P. Ramaswamy Pillai
Head Native Teacher
Veeravanallur

Post Master

A. Amoodynagapuri Pillai

K. Soundrapandian

S. Ramaswamy Pillai

T. Klasia Pumby Pillai

M. Krishna Aiyar

T. Sivanandai Kolundu Pillai

T. Sithanai Iyer

Srinivasadas

Vasudevadas.

Mr. Sunkaranarayana Pillai

S. Sivarama Aiyar Vakil

P. Chellamba Naduhar.

N. Ramakoti Aiyar
C. Gopaul Pillai

Dr. Varkeramiah
Ramadas

Vedakkudal Pon Swamiah

L. Minakshisundaram Pillai

S. Muthuswamy Mudaliar
Tandramahalingam

Subramania Pillai

S. P. Subramonian

Ahmed Rowther

Shroff Salar Jalag

Palenkam Ragavan Chetty

1889.

P. W. DEPARTMENT.

Current No. 7190

From K. A. Krishnaswamie Aiya & other inhabitants of Sabur & adjacent villages Sivakasi &c in Tinnevelly Dt &c

ENCLOS.—

No. ——

Dated ——

Received 3rd Augt. 1889

SUBJECT.

Praying that the S. I. R. Co officers shd be compelled to abide by their rulings & not to admit more than 8 persons in a compartment as stated therein & should violations of the rules happen, to lend a listening ear to the reports made & make instant reparation acquiescingly.

DISPOSAL.

No. 3531/C Dated 3rd August

(2d) H.E.S.
30 July.
Refered to the Consg. Engr. for Railways for report.

(sd) C. J. Smith Col. R.E.
Jt. Secy. to Govt P.W.D.
Ry: Branch.

REGISTERED No. 302

No 3531 C d/ 3rd August 1889

Referred to the Consulting Engineer for Railways for Report.

C. J. Smith Colonel.
Jt Secy: to Govt P. W. D.
Railway Branch.

No. 1274

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 7th October 1889.

From

The Agent,
SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

In returning herewith the petition received with Your letter of the 5th August last, I have to state that as the Complaints Contained therein were of so general a character it was thought desirable to Communicate with some of the Signatories in order to obtain details and special cases which could be enquired into.

The following is a Summary made by the District Traffic Superintendent Madura of the replies Received

"1. Mr Krishnasawmi Iyer, are of such a general character and as he particularly excuses all Subordinates & places all the blame on the Policy of the Company I offer no remarks".

"2. Mr O. Subbaramania Pillay States that he and his Children were obliged to Stand all the way in a Carriage from Manijachi to Tinnevelly on account of the overcrowded State of the Train. I find that on the train he says he travelled by on the 17th May last there were 5 third class Carriages Capable of Seating 160 passengers and the number actually in the train was 162".

"3. Mr G. Srinivasa Iyer refers only to the Festival Traffic at which time there is always a Crowd and by permission of the Government Covered goods trucks are used".

"5. Mr N. Veerasawmi Naidu refers also to Fruit Traffic".

No 693

No. 1274

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 7th October 1889.

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x No 693

"6. Mr. Swaadiparapagam Pillay gives date of 27th April but this was during the time of return Chittrai Feast passengers."

"7. Mr. S. Thiruvalaikolandoo Pillay states that on 15th August he found 12 or 14 people put into one Compartment at Manipachi but I find there were only 84 passengers in the Train and the accommodation was for 160. On his return on the 18th he again observed much crowding. There were six third class vehicles giving accommodation for 192 passengers and there were 219 booked and as the Assistant Revenue Inspector himself states passengers were compelled to travel by Trucks. So that as far as the vehicles are concerned they were not overcrowded."

Regarding these replies I wish to remark that at least times it would not be possible with our present stock of Carriages to work without causing much delay all the passenger traffic in passenger vehicles, and therefore Covered trucks (but no Cattle wagons) have been used; these trucks have always been cleaned out before being attached to trains, but it is not possible in some cases to remove all trace of the traffic for which they have been previously used.

Government Sanction has recently been accorded to an increase of 50 Carriages to our stock, but even with these, as I have already reported, we shall not be able to do away altogether at feast times with the use of Covered trucks, unless passengers are Content to wait until train loads of Carriages can be worked back for them.

On feast occasions 40 passengers (against 32 on ordinary trips) are allotted to each ordinary third class Carriage. This number is exceeded in some Compartments of the Carriages on a train, but I do not believe that the Station Staff Compel passengers to travel in a Compartment which has already its allotted number. I know from personal experience on several occasions it has been with the greatest difficulty that passengers have been induced by the Station Staff to alight from such Compartments. Some people will not wait for another train but force themselves into the first Compartment they have a chance of entering. Railway employees Convicted of Compelling a passenger to enter a Carriage Containing the maximum number it is intended to Carry are, under Act 16 of 1879 liable to a fine of Rs 100. No prosecution has ever been brought by a passenger under this section of the Act against any of the Company's servants.

The Staff shall be again reminded of the orders which have been issued regarding the Comfort and Convenience of passengers and all in our power shall be done to secure obedience thereto.

I am
Sir.
Your most obedt. Servant
William H Betts
Agent.

Gsd

"6. Mr Swaadipradapam Pillay gives date of 27th April but this was during the time of return Chittrai Feast passengers."

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On last occasions 40 passengers (against 32 on ordinary trips) are allotted to each ordinary third class Carriage. This number is exceeded in some Compartments of the Carriages on a train, but I do not believe that the Station Staff Compel passengers to travel in a Compartment which has already its allotted number. I know from personal experience on several occasions it has been with the greatest difficulty that passengers have been induced by the Station Staff to alight from such Compartments. Some people will not wait for another train but force themselves into the first Compartment that they have a chance of entering. Railway employees Convicted of Compelling a passenger to enter a Carriage Containing the maximum number it is intended to Carry are, under Act 14 of 1879 liable to a fine of Rs 100. No prosecution has ever been brought by a passenger under this section of the Act against any of this Companys Servants.

The Staff shall be again reminded of the orders which have been issued regarding the Comfort and Convenience of passengers and all in our power shall be done to secure obedience thereto.

I am
Sir.
Your most obedt Servant

William H Bell

Agent.

G.S.A

REGISTER
No 1105
FILE
No

Encl No 1

P. W 9525
89

From
The Agent,
South Indian Railway,
Trichinopoly,

To
The Consulting Engineer for
Railways,
Madras.

Dated 7. 10 1889
Received 9. 10 1889

No. 1274

Enclosure. 1

Re Complaint against overcrowding in Railway carriages.

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,

Madras, 10th October 1889.

Letter from the Agent, South Indian Railway, No. 1274, dated 7th October 1889, re-complaint against overcrowding in Railway carriages, by the inhabitants of Satur and adjacent villages in the Tinnevelly district.

No. 392

Submitted _____ to _____ Government with reference to its endorsement No 3531 C dated 3d August 1889 (herewith returned).

Sidney Smith

Major R.E.,

for Consg: Engr for Rys.

From Dir. M. E. Stotter C.S.I.

For orders.-

C. J. Smith Colonel R.E.

Jt. Secy: to Govt. P.W.D. Ry: Branch

The urgent letter seems to amount to an admission that Khurja is overcrowding, a fact which can hardly be doubted. When there are nearly as many passengers in the same space, to say nothing of luggage, there must be overcrowding in the strictest sense of the word. It is unfortunate that the passengers cannot be distributed exactly
The stock in hand is ample & the orders for stock reduced. What more can be done.

Acc
18 Oct.

H.W. 17.X.87
R.G. again 21.X.87
R.22/-

B Form No. 3.

No. 1156 R & 25th Oct/89.

Ack 22 Oct. 22.10.89

The petitioners will be informed that additional third class carriages are being supplied to the South Indian Railway and that the Agent has again repeated orders to the Subordinate Staff against compelling a passenger to enter a carriage already having the full number of seats occupied.—

C.S.
18.10.89
B

24/10/89

To K. M. Krishnaswamy Aiyar
Pleader
& others inhabitants
of Salur, Srivikuntam
Tinnevelly District
Complaint for Rs 6/11

From THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

No. 392

Dated 10th
Received 10th } October 1889.

No. of Enclosures. 2

Subject.

Submitting correspondence regarding complaints against overcrowding in South Indian Railway carriages, by the inhabitants of Salur & places in the Tinnevelly District.

Ack.

B No. 1156 R & 25th Oct/89.

No 76.

Tinnevelly Collr's Office.
Dated 29th March 1890.

From
J. H. A. Tremenheere Esqre
Acting Collector of Tinnevelly.

To
The Consulting Engineer for
Railways to Government,
Madras.

Sir,

I have the honour to inform you that I have constantly noticed a deficiency of 3rd class accommodation on the up local train from Maniyachi. This morning for instance, there were only five carriages, and the rest of the 3rd class passengers were put into five luggage-vans. This seems to me a matter seriously affecting the comfort of the public, which should be brought to your notice.

2. I am informed that the deficiency is usual at the time of festivals, and when the Ceylon Steamer arrives at Tuticorin. Thus the time of pressure can be calculated

as indeed may be seen from the fact that the empty luggage vans appeared to have been attached to the train in anticipation of a large number of passengers.

I have the honour to be,
Sir,
your most obedt. servant,
(Signed) J. H. A. Tremenheere
Asst Collector

(True copy)

J. P. Medford
for Collector

No I
Enclosure in a letter
from the Collector of
Tinnevelly dy 26.4.90
No 360

Pub Cus 1269
1

Copy of a communication from the Agent, South Indian Railway to the Consulting Engineer for Railways, Madras, No. 511 dated 14th April 1890.

Your No. 397 of the 5th instant - Mr. Tremenheere calls attention to the limited third class carriage accommodation on the "up" local train of the 29th ultimo from Kaniyachi. The train he refers to is the down train. Mr. Tremenheere is no doubt unaware of the orders of the Government of India regarding the application of the words "up" and "down" to the train service.

On the date in question Tiruvadur feast traffic was being worked. We have not a sufficient stock of carriages to carry therein at feast times all the third class passenger traffic which presents itself, and in consequence covered trucks have to be used. Even with the last addition to the carriage stock which Government sanctioned we shall not be able as I pointed out at the time entirely to dispense with the use of covered trucks for the conveyance

of passengers during the continuance of the larger feasts.

Consulting Engineer's office,
Madras. No. 760
Dated 17th April 1890

Forwarded to the Collector of Tinnevelly for information, with reference to his No. 76 dated 29th March '90.

(Signed) Sidney Smith. - Major R.E.
Off Consg. Engr. for Railways.

(True copy)

J.J. Medford
for Collector

No II

Enclosure in a letter from the Collector of Tinnevelly D/26-4-90 No 360.

Pub Ltr 1269
2

Cir. 1269

No. 360

Tinnevelly Collector's office
dated 26 April 1890.

From

J. H. A. Tremenheere Esqre.
Acting Collector of Tinnevelly

To

The Chief Secretary to Government
Madras.

Sir,

I have the honour to forward the enclosed copies of correspondence for the information of Government. It concerns the South Indian Railway carrying 3rd class passengers in covered trucks like cattle, instead of in carriages like humane beings.

2. On the occasion spoken of, there were three 3rd class carriages and 3 trucks, all of which were full. The agent explains that the company have not enough 3rd class carriages. That is the very ground of my complaint. A railway that provides constantly insufficient accommodation should, it appears to me, be called upon to remedy the defect. At the least, a less charge should be made for conveyance in a metal-covered, seatless truck, where you can only

get a breath of air by standing up.
The heat in May must be appalling.

I have the honour to be,

Sir,

Your most obedt. Servt,

J. P. Medford

For C. Hector

6/

Dec 31st 1842

P. W. Dept. 4/91.

Public Cw. 1269

Department.

1890

TINNEVELLY Collector's OFFICE

From

The Collector

Tinnevelly

To

The Chief Secretary to

Government

Fort St. George.

Dated 26th April 1890

Received 29 APR 1890

No. 360

Enclosure 2

Subject

Submitting for the orders of Govt. Copies of correspondence regarding the South Indian Railway carrying 3rd Class passengers in Covered trucks instead of in Carriages.

Endorsed

1st May 1890

Transferred to the Public Works (Railway) Department.

Fredk. Shiel

Chief Secy.

W.P.

29/4

RECEIVED TO GOVERNMENT * 1 MAY 90 * P.W. DEPARTMENT, MADRAS.

Recd. 2-5-90

Issued 3-5-90

Ry. Aug. 1214 R dy 6-11-89

" " " 821 R dy 3-8-89

" " " 650-57 R dy 15-8-88

" " " 916 R dy 8-11-88

" " " 681 R dy 17-9-89

" D - 1156 R dy 25-10-89

Memo No. 3531 C dy 3-8-89

Ry. Aug. 679 R dy 16-9-89.

R

0/575

P.W.S.2.V.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

8th May 1890

READ the following:—

Endorsement from the Chief Secretary dated 1st May 1890 transferring a letter from the Actg. Collector of Tinnevelly in which is brought to notice the deficiency of 3rd Class carriages on the South Indian Railway in conveying passengers who are obliged to travel in covered trucks for want of accommodation.

FOR ORDERS.

The complaint referred by the Collector of Tinnevelly against the South Indian Railway Company appears to be met by the orders passed in G. O. 679 R dated 16th September 1889, as the Agent states that owing to the Tirivalur Feast the Company's stock of 3rd Class carriages was unable to meet the requirements of the passenger traffic.

2. A somewhat similar complaint was made by the inhabitants of Salur and the petitioners were informed in G. O. No. 1156 R dated 25th October 1889 "that additional third class carriages are being supplied"; but the Agent now states that even with the last-

last addition, viz 13 carriages, to the S. I. R. third class stock, sanctioned in G.O. No. 1214 R, dated 6th November 1889, the Company will not be able to entirely dispense with the use of covered trucks for the conveyance of passengers during the continuance of the larger feasts.-

3. It is proposed to send Mr. Tremenhere a copy of G.O. No. 679 R, dated 16th September 1889.-

Rue Drake-Brockman

Lt Colonel R.E

Ag: Jt Secy: to Govt: P.W. Deptt:

I don't think this is sufficient. The GO in question would account for the use of trucks for the feast traffic, but here — for a feast in Tanjore — carriages which have been used for ordinary traffic were apparently diverted from it. This I think is unjustifiable. The feast passengers may be required to undergo some discomfort, but it ought not to be passed on to the ordinary traffic.

Have the carriages referred to in G.O 3 Aug. 89 been yet supplied?

Add. 5/5 again 5.6. Ulo
Ad. 5/5 R 10.5.90 C Henry

FOR ORDERS.

With reference to the Honorable member's remarks, the accompanying letter from the Agent S.I.R. No 726 of 23rd May is submitted.

In this he explains that the usual number of carriages in No 28 train, a local from Tuticorin to Madura, was 6, but that on the day in question, one was taken off to complete the load of the mail train from Tuticorin to Madras by which steamer passengers usually travel. The train therefore consisted of 5 - 3rd Class carriages, supplemented by 4 covered goods wagons, in order to accommodate the large number of travellers on that day.

The Agent adds that preference will be given to "ordinary" over "feast" traffic.

13 out of the 25 carriages sanctioned in G.O. No 821 R of 3rd Aug. 89 have been completed & passed for traffic.

Copy of the Agent's letter now submitted together with G.O. 679 R might be sent to the Collector of Tinnevelly. Telegram to Madras Secl to Govt P.W.D. D. No 153

3-6-90

No 726

South Indian Railway,
AGENT'S OFFICE,

TRICHINOPOLY, 23rd May 1890.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No 496 of the 13th instant. There were five third class carriages on No 28 train of 29th March last. The usual number of third class carriages worked on that train for ordinary traffic is six. One third class carriage was taken off No 28 train (which is a local train) in order to make up the maximum load for the following train, No 31, which is a through train and by which the larger number of steamer passengers usually travel. There are four Converted Covered goods vehicles attached to No 28 train occupied by a portion of the Steamer passengers.

Preference to "ordinary" over "feast" traffic as a general rule, has been given in supplying carriage accommodation, and I will issue instructions for this point to continue to be carefully considered.

Thirteen of the new third class carriages were handed over to the Traffic Department on the 19th instant. This is the first batch received.

I am, Sir
Your most obedient Servant,
William Betts.
Agent.

REGISTER
No. 675
FILE
No.

From

The Agent,
South Indian Railway,
Trichinopoly.

To

The Consulting Engineer for
Railways,
Madras.

Dated 23rd May 1890.
Received 24th May 1890.
No. 726 C.
Enclosure.

Mem. 5/5 R 10-5-90

3-6-90

Wdl. Asst. Secy. to Govt. P.W.D. No. 753

B

No. 816 R

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 10th June 1890

READ the following

Endorsement from the Public Depty. } dated 1st May 90

Letter from the Agent S. I. Railway } dated 23rd May 90 No. 726

The foregoing letter from the Agent S. I. Railway together with G. O. No. 679 R dated 16th September 1887 will be communicated to the Collector of Tinnevelly with reference to his letter to the Chief Secretary to Govt. No. 360 dated 26th April 90.

Recd 7th June 90
W. for R

P 14/6

To
The Commissioner for Rys.
&
Collector of Tinnevelly

B

No. 816 R dy 10th June/90.

1776
181

592 15/10.