Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 816 Ry.

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. Ry.
750—26-9-99.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1156	Ry.	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 recurrence 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 these 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	Ry.	25-10-89				

orders him to get the passenger 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 Station-master that they find no room in any of these Railway Carriages, the Stationmaster, instead of providing new carriages for them, orders the porters to push them into trucks, and wagons transporting jaggery, dried fish, bones and brutes. When the passengers express their unwillingness to the stationmaster to be so transported and require from him

exchange

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
their sufferings
short of the Black Hole enormity
not a whit. The grave Surajah Dowlah like the Stationmaster forces these unprovocative prisoners of passenger into the beastly den of a wagon and overfilled Compartment and subject 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 Constitution 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 stir not, look benignly at them and pass off as so many Suraj Dowlahs.

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 to the reports made and make instant reparation acquiescingly.

We beg to subscribe,
Your Excellency's Loyal and
Obedient Subjects,

S.K. Krishnaswami Ayyar
Vakil
C. Soobramania Pillay
Pleader
[illegible]
Sub Registrar
[illegible]
1st Grade Pleader
[illegible]
Postmaster

A. Arodynayagum Pillai
K. Soundrapandian
S. Ramasawmy Pillai
T.S. Alagiathumby Pillai
M. Krishna Aiyar
S. Tirumalai Kolundu Pillai
V. Subramani Iya
Srinivasa Row
Wasudeva Row
M. Sunkaranarayana Pillai
S. Sitarama Ayar Vakil
P. Chitambara Mudaliar
N. Kamakshi Ayyar
C. Gopaul Pillai
S. Venkataramaiyer
Rama Row
[illegible]
L. Minakshisundaram Pillai
S. Muthuswamy Mudaliar
Wundramahalingam
Subramania Pillai
S. P. Subramaniam
C. Kundaba Row
Shroff Sattur Taluq
Chenkamraghava Chetty

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

சுப்பிரமணியபிள்ளை

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

ஸ்ரீ சாமி அய்யங்கார்

[illegible]

சாங்கப்பன்செட்டி

[illegible]

[illegible]

பாலகிருஷ்ணநாயுடு

முத்தையமுதலியார்

சண்முகம்பிள்ளை

சொக்கலிங்கம்பிள்ளை

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Shanthakaramayer,

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible]

[illegible]

[illegible]

[illegible]

புலவாடகௌண்டா

[illegible]

பழனிகௌண்டா

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] (3)

[illegible]

[illegible]

ரங்கநாதப்பிள்ளை

முத்துசாமிநாயக்கர்

வெங்கிடாசலம்பிள்ளை

[illegible]

குப்பசாமியாபிள்ளை

[illegible]

[illegible]

சுப்பண்ண

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Grootthoor e Klau tbile

[illegible]

[illegible]

[illegible]

[illegible]

வெங்கிடாசலம்பிள்ளை

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[illegible]

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Astebullam aija

[illegible]

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[illegible]

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[illegible]

[illegible]

[illegible]

வெங்கிடாசலம்பிள்ளை

[illegible]

கால்பகுலிவதாய்பு

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

வெங்கிடாசலம்

[illegible]

[illegible]

சீடகூத்து

[illegible]

கோபாலபிள்ளை

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

சங்கரதப்புபிள்ளை

முத்துசாமிநாயக்கர்

வெங்கிடாசலம்பிள்ளை

[illegible]

குப்பாசாமியாபிள்ளை

[illegible]

[illegible]

சுப்பபனை

[illegible]

[illegible]

[illegible]

[illegible]

Moothoo Kaunthile

[illegible]

வெங்கிடாசலம்பிள்ளை

[illegible]

Kolchellam aija

[illegible]

வெங்கிடாசலம்பிள்ளை

காலப்பசுநில்நாய்க்

[illegible]

வெங்கிட A ராம [illegible]

[illegible]

K. Mohideen Kader Sahib

[illegible]

[illegible]

[illegible]

Krishna Row

Potchapully collapatti

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

சுப்பிரமணிய அய்யர்

[illegible]

[illegible]

ஸ்ரீனிவாசஐயர்

[illegible]

[illegible]

V. Vencatarama Iyer

Ci 29/7/9.
R 31/7/9

REGISTER
No. 302

E-2

9525/89

3-8-89

No. 3531 C d/3rd August 1889

H.E.S.
30 July

Referred to the Consulting Engineer for Railways for report.

Enclos No 9525/89

C J Smith Col R.E.
Jt Secy: to Govt P.W.D.
Railway Branch

1889.

P. W. DEPARTMENT.

Current No. 7190

From K. A. Krishnaswami Aiyar & other inhabitants of Satur & adjacent villages, Sivakasi &c in Tinnevelly Dt

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 1889

(Sd) H.E.S.
30 July.

Referred to the Consg. Engr. for Railways for report.

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

3/8

No. 12/4

South Indian Railway,
AGENT'S OFFICE,
TRICHINOPOLY, 7th October 1889.

From

The Agent,
SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

× No. 693

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 Maniyachi 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. Sreenivasa 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 P. Veerasawmi Naidu refers also to Feast Traffic".

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. × No. 693

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"3. Mr G. Sreenivasa 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 P. Veerasawmi Naidu refers also to Feast Traffic".

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

"7. Mr S. Thirumalaikolandoo Pillay states that on 15th
"August he found 12 or 14 people put into one Compartment
"at Manijachi 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 feast 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 Converted 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 experien on several occasions it has been with the greatest difficulty that passengers have been induced by the Station Staff to alight from such Compartmen Some people will not wait for another train bu force themselves into the first Compartment they have a chance of entering. Railway employes convicted of Compelling a passenger to enter a Carriage Containing the maximum number it is intended to Carry are, under Act IV of 1879 liable to a fine of Rs 100. No prosecution has eve been brought by a passenger under this section of the Act against any of this 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 S. Betts

Agent.

G.S.A.

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

"7. Mr. S. Thirumalaikolandoo Pillay states that on 15th August he found 12 or 14 people put into one Compartment at Maniyachi 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 feast 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 converted 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 experie on several occasions it has been with the greatest difficulty that passengers have been induced by the Station Staff to alight from such Compartmen Some people will not wait for another train but force themselves into the first compartment they have a chance of entering. Railway employés con-victed of compelling a passenger to enter a Carri-age containing the maximum number it is intended to carry are, under Act No 4 of 1879 liable to a fine of Rs 100. No prosecution has eve been brought by a passenger under this sec-tion of the Act against any of this 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 S. Betts

Agent.

GSA

REGISTER
No. 1105
FILE
No.

Enclo 1

P.W 95-25
89

From
The Agent,
South Indian Railway,
Trichinopoly;

To
The Consulting Engineer for
Railways,
Madras.

Dated 7th Octr 1889.
Received 9th do No. 1274
Enclosure. 1

To Govt 9/10

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 3rd August 1889 (herewith returned).

Sidney Smith
Major R.E.,
for Consg: Engr. for Rys.

~~Hon'ble Mr. H. E. Stokes C.S.I.~~

For orders.

C. S. Smith Colonel R.E.

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

The Agent's letter seems to me to amount to an admission that there is overcrowding, a fact which can hardly be doubted. When there are nearly as many passengers as there are places, to say nothing of more, there must be overcrowding in some compartments. It is impossible that the passengers can be distributed exactly.
The Stock is being increased & the orders to the staff reiterated. What more [illegible] can be done.

[illegible]
18 Oct.

H.W. 17.x.89

R 19

Again 21.x.89

R 22/x

B Form No. 3.

No. 1156 R of 25th Oct/89.

Hd 22 Oct. C.A.S. 22.10.9

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

C.A.S.
18.10.9

R

D 24/10/89

To
K. M. Krishnaswamy Ayyar
Pleader
& other inhabitants
of Satur, Sivakasi &c
Tinnevelly District

Cons. Engr for Rys.

6/11

From
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

RW. C10 9525

No. 392

Dated 10th
Received 10th } October 1889.

No. of Enclosures. 2

Subject.

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

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

No. 76.

Tinnevelly Coll'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 trains 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
Ag. Collector

(True copy)

J P Bedford
For Collector

16

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

Pub Cur 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 Maniyachi. 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 Tiruvalur 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.
Dy Consg. Engr. for Railways.

(True copy)

JMedford
For Collector

JW Exd 26

No II

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

Pub Cir 1269/2

No. 360 Cir. 1269 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 human 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. servant,
JBedford
For Collector

P.W. Cho. 4194.

Dd 1st May 1890

Transferred to the Public Works (Railway) Department.

Fredrick Price
Chief Secy.

A.P.
29/4

TO GOVERNMENT
E 1 MAY 90
P.W. DEPARTMENT, MADRAS.

Recd. 2. V. 90 E. 3.
" 5-5-90

G.O. Ano 1214 R d 6.11.89
" " " 821 R d 3.8.89
" " " 656.57 R d 15.8.88
" " " 916 R d 5.11.88
" " " 681 R d 17.9.87
" D - 1156 R d 25.10.89
Memo No. 8531 C d 3.8.88
G.O. Ano 679 R d 16.9.87.

R

0
575
[illegible]

Cw. 1269

Public **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 }

UNDER SECRETARY
29 APL 90
PUBLIC ETC. DEPT.

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.

Enclosed

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 Ag: 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 1887, as the Agent states that owing to the Tiruvalur 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 Satur 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. Tremenheere a copy of G.O. No. 679-R, dated 16th. September 1887.—

Lt Colonel R.E.

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

I don't think this is sufficient. The G.O. in question would account for the use of trucks for the feast traffic, but here — for a feast ~~at~~ in Tanjore — carriages which should 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 Augt 89 been yet supplied?

O.S. 5/5 again H.a. 5.6.
H.a. 8/5 R 10.5.90

U.O.
G Kerry

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 on 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 Augt. 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 [illegible].

3.6.90

G. Seeley Smith
Major R.E.
Under Secy. to Govt. P.W.D. R.B.

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 good 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.

26

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 " No. 726
Enclosure.

papers

3.6.90

under Secy Govt. P.W.D.

No. 816 R

B

Public Works Department,
Railway Branch.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 10th June /90

Read the following

Endorsement from the Public Deptt. } H.E. No. of 1st May 90

Letter from the Agent S. I. Railway } " " 726 of 23rd May 90

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 26 April 90.

P 14/6

To
The Cons. Engr. for Rys.
" Collector of Tinnevelly

B.

No. 816 R d/ 10th June/90.

776/18

392C 15/10.