M.R.O. 1—77,006—8-6-37.

(1) Number of pages 44

(2) Date of repair 29-8-40

(3) Initials of the Referencer G

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1855 A	Press / Mis.
272-275	272-275
Dated 29-10-	1874.

23/24

Not to be folded or roughly handled

Read the following papers:—

No. 272. To His Excellency the GOVERNOR in COUNCIL,
Fort St. George.

May it please your Lordship,—We, the inhabitants of Sawmy Naidoo's Street, Chintadrepettah, beg to represent the extreme inconvenience and danger we are exposed to by the circumstance of two lines having been constructed in our street, which is not broad enough to permit at one time more than two carriages to pass abreast.

2. This street connects Chintadrepettah with the Mount Road, and is a short cut to the latter from Vepery and other places. It contains the houses of many of the respectable residents of this suburb, who are owners of carriages, which must pass upon the granite and iron of which the tramway is composed. Immense mischief is done to the wheels of our carriages, particularly to their tires which not only wear away fast but become loose and fall off. We would have objected strongly to the construction of the tramway in our street at the very commencement had we any notice of their intended operations. Until the excavations were actually commenced we were in utter ignorance that our street would be thus occupied entirely by the tramway.

3. There is another point of view from which, if your Lordship looks, you will clearly see the danger and inconvenience of which we complain. Now, remembering that there is no room for inhabitants' carriages to stand beyond the ground covered with the tramway, suppose there are two tramway carriages running in the same or different directions in this street as they often do, where are the private carriages to take shelter. They must either be run over or turn back and proceed as fast as possible until they could find a lane to turn off. At nights the danger is more imminent and likely to give rise to many accidents, not only among carriages, but foot-passengers also. During the short time that the tramway has been opened to the public and even before it there have been nearly half-a-dozen accidents, of which one was attended with the loss of human life. Carts were upset and carriages damaged, but the owners being ignorant as to how to act, have not come forward to prefer charges against the Company. There is not at all enough of light in these tramway carriages, and the lamp that is lighted inside seems to be kept there for the benefit of the passengers inside the carriages, and not at all to serve as a warning to carriages driving on the road. According to the well-known maxim of law, he who keeps a dangerous thing in his possession must use the greatest care because he is amenable to law for very slight negligence. Carts coming from the interior laden with firewood, straw, &c., for sale at Madras have to stay at our houses to unload their contents. Now, in consequence of this tramway these carts do not come to our street, and we are obliged to go in search of them and are put to great trouble in consequence.

4. We, therefore, pray that your Excellency will take this humble memorial into your favorable and mature consideration, and pass such orders as your Lordship may consider most proper under the circumstances of the case.

5. We, the memorialists, as in duty bound, shall ever pray.

Chintadrepettah,
28*th August* 1874.

(Signed) B. Ramasawmy Naidoo,
and others.

No. 273. To the Right Hon. the GOVERNOR in COUNCIL,
Fort St. George.

Mahazarnamah from the inhabitants of Madras, residing in China Bazaar Street, Black Town, Madras.

Humbly Showeth,—That the petitioners most humbly beg to bring to the notice of Government a deplorable occurrence of the death of a male child aged four years, by the run of a tramway carriage over the body of the said child, in the morning, at half-past 8 o'clock on the 7th instant, close to Byragee Mattam in a thickly-populated part of the street* where cross streets pass and where the carriage should have passed with less speed. Had this been the case there would have been less opportunity for occurrences of the kind.

* Footpath is not provided for in the said street.

2. This sad event as well as the previous one at Triplicane stirs the public mind as forebodings of such future unlucky events, unless measures are adopted at once to prevent, as far as practicable, the recurrence of such calamitous accidents.

3. The western portion of the China Bazaar Street from the Patcheappah's School down to the Elephant Gate is not at all a suitable road for the use of the tramway carriages for several reasons. Want of sufficient width to allow foot-passengers and ordinary vehicles to clear way before the gigantic tramway omnibus and thick population are the principal ones. There are more than twelve streets and lanes crossing the street in question from the points named. There is a municipal water-fountain within a yard and a-quarter from the tramway line, whither a large number of females, girls and boys of under age and men (deaf and dumb) frequently resort, crossing the tramway line to draw water, the only good source for fresh water available there now. Moreover, frequent crossing the line by the street residents is indispensable as very few houses have got wells, and they are obliged to resort to the existing wells adjacent to the line to fetch water. These carriages are often found to run at an interval of fifteen minutes, and so with great speed without regard to the safety of the foot passers by. Personal inspection of the spot in question will convince the Government of the truth of the statement herein made.

4. The Tramway Company are bound, both morally and legally, to do all for the safety of life of the public in prosecuting their trade. It is beyond doubt that the number of such accidents cannot be reduced to nullity, but it can be made very limited by adopting proper measures as are calculated to confer some tangible benefit on the public at large with reference to accidents resulting from the tramway carriage running among other things. The only measure which suggests itself and fit to be adopted without delay and difficulty for the present, as a remedy against accidents, is to employ one or two fo[illegible]anners at some distance before the carriage, as is usually done with other carriages, particularly in the streets thickly peopled, such as the Black Town Streets, Chintadrepettah, Triplicane, &c., through which the tramway carriages run oftener.

5. Moreover the tramway carriage should be provided with proper lights particularly in dark nights. The present number of lanterns is quite insuf-

ficient. The greatest inconvenience as well as fear is felt by the residents of that part of China Bazaar Street, the scene of the present occurrence, more especially as the residents in course of their ordinary business are under great necessity of frequently crossing the line which is put in front of their houses and places of business, &c. Every minute of delay in the suggested amendment of the present mode of procedure is fraught with danger of men being crushed under the tramway carriages in either direction.

6. This mahazarnamah is submitted on the principle that "prevention is better than cure."

As in duty bound petitioners shall ever pray.

Madras, (Signed) P. M. GEEYER NAIDOO,
15th September 1874. and others.

Referred to the Commissioner of Police for report in communication with the President of the Municipal Commission.

Ootacamund, (Signed) J. STURROCK,
18th September 1874. *Acting Under Secy. to Govt.*

No. 274. From Lieutenant-Colonel W. O. SWANSTON, Acting Commissioner of Police, to the Hon. D. F. CARMICHAEL, Acting Chief Secretary to Government, Fort St. George, dated Madras, 3rd October 1874, No. 67.

I have the honor, in returning the two petitions—one from certain inhabitants of the China Bazaar Street, and the other from certain inhabitants of Sawmy Naidoo's Street, Chintadrepettah—to make the following report.

2. In the first petition the writers bring to notice two deaths caused by the tram car running over in one instance a child, in another, a boy.

3. With regard to the first one—the death of the child in Choolay—the following are the circumstances:—About 9 A.M. on 7th September 1874, a tramway car was being driven from Town to Choolay; as it neared Biragee Mantapum, a narrow part of the bazaar road, a little child, some *three* or *four* years of age, ran out of a side lane into the tram line, and before the brake could be applied, the child was knocked down and ran over. No blame seems to attach to the driver or brakeman; the same accident might have happened from a common horse conveyance passing down the street. The second death alluded to is that of a boy in Triplicane, and happened in this way. The terminus of the tramway in the Triplicane direction is at the end of Triplicane High Road, and there, when not being used, the cars stand on a single line. On 10th August 1874, at about 11 A.M., one of the cars was being dragged by some men and boys down the single line on to the double line, when one of the boys pulling the pole of the car slipped and fell, and before the car could be stopped, it passed over and killed him. We may, therefore, dismiss the second accident.

4. As to the first, although a little child running suddenly from a bye-lane into a street, where ordinary conveyances are passing along rapidly, has a great chance of being run over, still with ordinary care the driver of such conveyance can generally pull up before any fatal accident occurs; this of course is not possible with the tramway cars, and I cannot help thinking that in laying down the line

for the tramway, sufficient care has not been had either for the comfort or safety of the general public. I have been along the line from its terminus in Vepery High Road to the terminus at Royapooram, and I find that from its starting point in Vepery to opposite Patcheappah's School it is a single line, here it joins the line from Triplicane which is a double line.

5. All along the Vepery High Road to the People's Park the road is very narrow; sometimes the rails run along one side of the street within *three* or *four* feet of the doors of the houses, sometimes on the other side; this they are obliged to do, as the street is too narrow for the rails to be laid in the centre of the street. From the end of Vepery High Road where it comes to the People's Park, round by the Elephant Bridge, as far as China Bazaar Street, there is ample room. China Bazaar Street again is very narrow. I give a few measurements near the spot where the child was run over. From the door of deceased's house up the lane to the tram line thirty-four feet eight inches. From line to door of house in the narrowest part of the road, nine feet; this is close to where the child was killed. From the fountain alluded to in the petition to the rails of the line, six feet. From the postal pillar near Mint Street to the rail of the line, ten feet five inches. The width of the narrowest part of China Bazaar Street is only seventeen feet six inches. The width between the rails on the line is three feet eight inches, but the carriages are seven feet three inches, so that there is very little room to spare, and opposite the fountain before alluded to, it is not possible for any conveyance to pass on the side of the road when the tram car is passing, so that all conveyances proceeding on that road near the fountain are obliged to pull up when they see a car coming and wait till it passes.

6. With regard to the second petition from residents of Chintadrepettah. They object, first, to the whole of the street known as "Sawmy Naidoo's Street" being taken up by the rails of the tramway, and state that they suffer great damage in the wear and tear of the wheels of their conveyances.

Secondly.—They complain of the danger and inconvenience supposing that two tram cars are going along the street at the same time.

Thirdly.—That there is not enough lights outside the cars. I have been along this line also from Royapooram to the end of Triplicane High Road, it is a double line all the way, except a couple of hundred yards at the terminus in Triplicane.

7. With regard to the first cause of complaint, *viz.*, that the whole of Sawmy Naidoo's Street is taken up by the rails, I beg to attach a rough sketch I have had made, showing the road from the iron bridge to the end of Sawmy Naidoo's Street, from which it will be seen that petitioners have a very fair cause of complaint. The following figures will speak for themselves:—

	Ft.	In.
From side-drain to rail	3	7
Width between rails...	3	8
Do. do. two lines of rail	6	2
Do. do. rails of second line	3	8
From rail to drain	3	6
Total width of street ...	20	7
Width of the pavement of stones on which two sets of rails are laid at five feet eight inches	11	4
Actual road left to the public	9	3

It is not possible to go along this street in a wheeled conveyance without running on the tramway for the greater part of the way, and I can easily fancy that the wheels and springs of carriages would not be improved by so doing.

8. With reference to the second complaint, it of course is evident that if ever it does happen that two tramway cars meet great inconvenience would be caused to any other conveyance.

9. Thirdly, with regard to the want of light. I have examined the cars and I find that some of them carry one light hung on the roof in the front over the driver's head, and that in others, where there is no bracket to place the lamp on the roof, the driver or guard holds a lamp in his hand or attaches it to the offside of the splash-board.

10. I beg, in conclusion, to offer the following remarks and recommendations:—

First.—That all the tramway cars at night, and I am given to understand that they run generally up to 10 P.M., and sometimes up to twelve midnight, shall be provided with (3) three good lights—one a red one to be placed on the roof over the driver's head, and two white ones, one on each side in the usual place.

Secondly.—That both night and day two horsekeepers shall always run in front of the cars at a distance of, say, *fifteen* yards to see the road is clear and to give notice that the car is coming.

Thirdly.—That the second line of rails be at once removed wherever it may be now laid down as being a great cause of danger and injury to the public and not at all necessary.

Fourthly.—That double lines be prohibited in future especially over bridges.

11. With regard to these double lines I am unable to see why there is any necessity for them; neither in England nor America are they considered necessary; on all lines that I know of, there are at certain places sidings laid down. Matters are so arranged that the cars shall arrive about the same time. At these sidings the car that first arrives at one of these sidings goes into it and waits there till the car from the opposite direction arrives and passes. Why can this not be done here?

No. 275. ORDER THEREON, 29th October 1874, No. 1855-A.

From the above report by the Commissioner of Police regarding the working of the Madras Tramway, it is evident that the public safety is seriously endangered by the present arrangements.

2. The Commissioner's final recommendations are shortly—

(1) that at night all tramway cars should be provided with three good lights;

(2) that both night and day two horsekeepers should run in front of the cars, at fifteen yards distance, to give warning to people on the road;

(3) that wherever a second line of rails has been laid down, it should at once be removed as a great cause of danger; and

(4) that double lines should be prohibited in future especially over bridges, sidings only being provided so that cars may pass each other.

3. The first two proposals of the Commissioner of Police are probably matters of Police regulation, and the Commissioner should at once take the

necessary steps for their introduction. Government are of opinion, however, that it will suffice if one horsekeeper runs in front of the cars in the manner proposed. The President of the Municipal Commission will report fully on the question of the existing double lines. The Government will defer dealing with the third and fourth of the recommendations of the Commissioner of Police until the President's reply has been received.

(True Extract.)

D. F. CARMICHAEL,
Acting Chief Secretary.

To the President of the Municipal Commission, Madras.
,, Commissioner of Police, Madras.
,, Public Works Department.

Exd. J. Wright.

Govt. of {1874 Madras.

FINANCIAL.

To

THE PRESIDENT OF THE
MUNICIPAL COMMISSION,
Madras,
&c., &c.,

Dated October, 29th.

Read.

G.O., 29th October 1874, *No.* 1855-*A.*

OCTOBER.
Nos. 272–275.

Madras Tramway.—Orders passed on the report of the Commissioner of Police, in view to ensure greater safety to the public in the working of the tramway, and the President of the Municipal Commission, Madras, directed to report fully on the question of the existing double lines.

4-9

To

The Right Honorable the

Governor in Council

Fort Saint George

Mazurnamah from the inhabitants of Madras residing in China Bazaar Street, Black Town Madras

Humbly Sheweth.

That the Petitioners most humbly beg to bring to the notice of Government a deplorable occurrence of the death of a male child aged 4 years by the run of a Tramway Carriage over the body of the said child in the morning at half past 8 o'Clock on the 7th instant close to Byagee Mattam in a thickly populated part of the street* where cross streets pass and where the carriage should have passed with less speed. Had this been the case there would have been less opportunity for occurrences of the kind.

His sad event as well as the previous one at Triplicane stirs the public mind as forebodings of such future unlucky

* Foot path is not provided for in the said Street.

unlucky events, unless measures are adopted at once to prevent as far as practicable the recurrence of such calamitous accidents

The western portion of the China Bazaar street from the Patcheppahs School down to the Elephant Gate is not at all a suitable road for the use of the Tramway Carriages for several reasons. Want of sufficient width to allow foot passengers and ordinary vehicles to clear way before the gigantic Tramway Omnibus and thick population are the principal ones. There are more than 12 Streets and lanes crossing the street in question from the points named. There is a Municipal water fountain within a yard and quarter from the Tramway Line, whither large numbers of females, girls and boys of underage & men (deaf and dumb) frequently resort crossing the Tramway Line to draw water the only good source for fresh water available there now. Moreover frequent crossing the line by the street Residents is indispensable as very few Houses have got wells and they are obliged to resort to

to the existing wells adjacent to the line to fetch water. These Carriages are often found to run at an interval of 15 minutes and so with great speed without regard to the safety of the foot Passers by personal inspection of the spot in question will convince the Government of the truth of the statement herein made.

The Tramway Company are bound both morally and legally to do all for the safety of life of the Public in prosecuting their trade. It is beyond doubt that the number of such accidents cannot be reduced to nullity but it can be made very limited by adopting proper measures as are calculated to confer some tangible benefit on the Public at large with reference to accidents resulting from the Tramway Carriage running among other things. The only measure which suggests itself and fit to be adopted without delay and difficulty for the present as a remedy against accidents is to employ one or two forerunners at some distance before the carriage as is usually done with

I think a good suggestion

with other carriages particularly in the Streets thickly peopled such as the Black Town Streets, Chintadrepettah, Triplicane &c through which the Tramway Carriages run oftener.

Moreover the Tramway Carriage should be provided with proper lights particularly in dark nights. The present number of Lanterns is quite insufficient. The greatest inconvenience as well as fear is felt by the Residents of that part of China Bazaar Street the scene of the present occurrence more specially as the residents in course of their ordinary business are under great necessity of frequently crossing the line which is put in front of their Houses and places of business &c., every minute of delay in the suggested amendment of the present mode of procedure is fraught with danger of men being crushed under the Tramway Carriages in either direction.

His Mazurnamah is submitted on the principle that "prevention is better than cure".

&c.

As duly bound petitioners shall ever pray

Madras
China Bazaar Street
Byrages Mattam
15th September 1874.

P. Ma. Govinda Naidoo
Narrayanaswamy Naidu
L. Sunthagee Rao
B. Rungaraya Chetty
A. Krishnamma
Ramasamy M
Gunnaya Rao

L. Authenara in Naidoo
Ramanadhan Naidoo
Pethanaraloo Moodly
Narasimhulu Naidoo
P. Cheruchoo Naidoo
Apparoopilly
Parthasarathy
Stolaraya Chetty
M. Krishnasawmy Naidu
P. Ramasamy Mudaly
Ramanjulu Naidoo
dt. Ramayyalu Naidoo

M. Venkatrayulu Naidoo
A. Lutchmonsing
T. Ruthanna Naidoo
L. Parthasarathy Naidoo
P. Ramaraya
Ramanujulu Naidoo
Narasimhachary
F. Diniza Charry.

பூவராகன்
சிவசுப்பிரமணியன்
M. Rajamkaidvs
C. Muthaswamy Chetty.
C. Rajagopaul Kan
[illegible]

Commissioner's Office,
MADRAS POLICE,
3rd October 1874.

POLICE,
MADRAS.

Mr Arbuckle
To report on the
case that appears
within his limits
D. Edwardes Esq
Asst
22.9.74

Insp. Peon
To report on
the case stated
occurred within
his limits
D. Edwardes
25.9.74

Blacken B
be applied, the
child

Government of Madras.

Proc: 29 October 1874.

Financial DEPARTMENT.

Petition No. 2575 of 1874.

From P. M. Goeyn Naidoo
Northian adaiony Naidoo
& others

Occupation. inhabitants of China Buzaar Street

Village. Byrapettah Mattam

Talook.

District. Madras

Dated 15th Oct 74

Received 21st & 28th Sept 1874

Enclosures.

ABSTRACT.

Drawing to notice that a child of 4 yrs of age was killed near Byrapettah Mattam being run over by a Tramway car—

Referred

This a similar occurrence of a fatal accident have caused much alarm in the minds of the people. State that the western portion of the China Bazaar Street between Patcheppah's School & the Elephant Gate is not suited for the running of these cars for reasons given that the light provided in them is insufficient & that their speed is very great. Under these circumstances, beg to suggest that orders may be issued for the employment of one or two forerunners to warn the people of the approach of these cars.

No. 273

Note

Tramway Lines.

The stones on the sides of the line are on an average 1 foot wide. The space between the lines is 3 ft. 8 in.

Blackenstr.

Sturmerstr.

Marmorgasse

Chinesischer Keller

Tullarak Platz

Brücke No 1.

Bronn Ufer

Bronn River.

No. 67

823

Commissioner's Office,
Madras Police,
3rd October 1874.

From

The COMMISSIONER of POLICE,
MADRAS.

To

The CHIEF SECRETARY to GOVERNMENT,
FORT SAINT GEORGE.

Sir,

I have the honor in returning the two petitions, one from certain Inhabitants of the China Bazaar Street and the other from certain Inhabitants of Sawmy Naidoo Street Chintadrepettah, to make the following report.

In the first petition the writers bring to notice two deaths caused by this tram car running over in one instance a child, in another, a boy.

With regard to the first or the death of the Pilot in Choolay, the following are the circumstances. About 9 P.M. on 9th September 1874, a tramway car was being driven from Town to Choolay, as it neared Birages Mantapum a narrow part of the bazaar road, a little child some 3 or 4 years of age, ran out of a side lane into the tram line, and before the brake could be applied, the

child

child was knocked down and ran over. No blame seems to attach to the driver or brakesman the same accident might have happened. from a common horse conveyance passing down the street. The second death alluded to, is that of a boy in Tripliçane and happened in this way. The terminus of the tramway in the Tripliçane direction is at the end of Tripliçane high road, and there, when not being used, the cars stand on a single line. On 10th August 1874 at about 11 A.M. one of the cars was being dragged by some men and boys down the single line on to the double line, when one of the boys pulling the pole of the car slipped and fell, and before the car could be stopped, it passed over and killed him. We may therefore dismiss the second accident.

As to the first although a little child running suddenly from a bye lane into a street where ordinary conveyances are passing along rapidly has a great chance of being run over, still with ordinary care the driver of such conveyance can generally

find

25

pull up before any fatal accident occurs, this of course is not possible with the tramway cars, and I cannot help thinking that in laying down the line for the tramway sufficient care has not been had either for the comfort or safety of the general public. I have been along the line from its terminus in Vepery high road to the terminus at Royapooram, and I find that from its starting point in Vepery to opposite Patcheappah's school, it is a single line, here it joins the line from Tripliçane which is a double line.

All along the Vepery high road to the Peoples Park, the road is very narrow; sometimes the rails run along one side of the street within 3 or 4 feet of the doors of the houses, sometimes on the other side, this they are obliged to do, as the street is too narrow. For the rails to be laid in the centre of the street. From the end of Vepery high road.

where

where it comes to the People's park, round by the Elephant bridge, as far as China bazaar street, there is ample room- China bazaar Street again is very narrow. I give a few measurements near the spot where the child was run over. From the door of deceased's house up the lane, to the tram line 34 Ft. 8 in.- From line to door of house in the narrowest part of the road, 9 feet. this is close to where child was killed. From the Fountain alluded to in the petition to the rails of the line 6 feet. From the postal pillar near Mint street to the rail of the line 10 Ft. 5 inches. The width of the narrowest part of China bazaar street is only 17 feet 6 inches. The width between the rails on the line is 3 feet. 8 inches, but the carriages are 7 feet. 3 inches so that there is very little room to spare, and opposite the Fountain before alluded to,

to, it is not possible for any conveyance to pass on the side of the road. when the tram car is passing, so that all conveyances proceeding on that road. near the Fountain are obliged to pull up when they see a Car coming and wait till it passes.

With regard to the second petition from Residents of Chintadrepettah. They object first to the whole of the street known as "Savvy Naidoo's street" being taken up by the rails of the tramway and state that they suffer great damage. in the wear and tear of the wheels of their conveyances.

Secondly- They complain of the danger and inconvenience supposing that two tram cars are going along the street at the same time.

Thirdly- that there is not enough lights outside the cars.

I have been along this line also. From Royapooram to the end.

27

end of Tripliecane high road, it is a double line all the way, except a couple of hundred yards at the terminus in Tripliecane

With regard to the first cause of complaint, Viz. that the whole of Sawmy Naidoos street is taken up by the rails, I beg to attach a rough sketch I have had made, shewing the road from the Iron Bridge to the end of Sawmy Naidoo's Street, from which it will be seen that Petitioners have a very fair cause of complaint- The following figures will speak for themselves.

	Ft.	In.
From Side drain to rail --	3.	7.
Width between rails ----	3.	8.
Do -- between two lines of rail ------	6.	2.
Width between rails of second line ----	3	8.
From rail to drain ----	3	6.
Total width of street	Ft. 20.	7.
Width of the pavement of stones on which two sets of rails are laid a 6 Ft. 8 In. ----------	11	4
Actual road left to the Public	9	3

It is not possible to go along this street in a wheeled conveyance without running on the tramway for the greater part of the way, and I can easily fancy that the wheels and springs of carriages would not be improved by so doing

With reference to the second complaint, it of course is evident that if ever it does happen that two tramway cars meet great inconvenience would be caused to any other conveyance.

Thirdly - with regard to the want of light. I have examined the cars and I find that some of them carry one light hung on the roof in the front over the driver's head, and that in others where there is no bracket to place the lamp on the roof, the driver or guard holds a lamp in his hand or attaches it to the off side of the splash board. I

I beg in conclusion to offer the following remarks and recommendations.

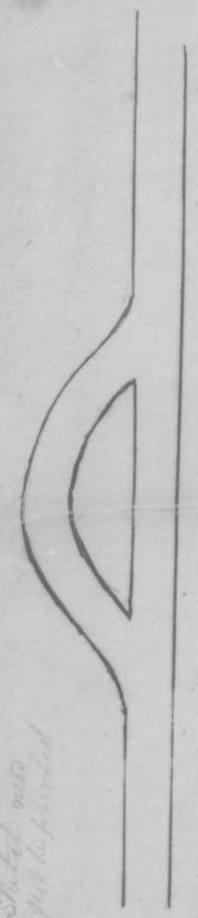
1st That all the tramway cars at night and I am given to understand that they run generally up to 10 P.M. and sometimes up to 12 midnight shall be provided with (3) three good lights, one a red one to be placed on the roof over the drivers head, and two white ones. one on each side in the usual place.

Secondly- That both night and day, two horsekeepers shall always run in front of the cars at a distance of say 15 yards. to see the road is clear and, to give notice that the car is coming

Thirdly- That the second line of rails be at once removed wherever it may be now laid down as being a great cause of danger and injury to the

the public and not at all necessary

Fourthly- That double lines be prohibited in future especially over bridges- With regard to these double lines I am unable to see why there is any necessity for them, neither in England nor America are they considered necessary, on all lines that I know of, there are at certain places sidings laid down. as per sketch in the margin, Matters are so arranged that the cars shall arrive about the same time at these sidings, the Car that first arrives at one of these sidings goes into it and waits there till the Car from the opposite direction arrives and passes. Why can this not be done here.



J.

I have the honor to be Sir

Your most Obt. Servt.

W. Harris Esq.

Actg. Commissioner of Police

Petition Department.

Proceedings of the Madras Government -

Read the following petitions.-

From B. Ramasawmy Naidu, and other inhabitants of Chintadripettah, Madras, dated 28th August 1874 -

From P. K. Geeyen Naidu, and other inhabitants of Black Town, Madras, dated 15th September 1874.

Read also report on the above from the Commissioner of Police, Madras, dated 3rd October 1874, No. 67 —

Order thereon. 29th October 1874.
No. 1855 A.

From the above report from the Commissioner of Police regarding the working of the Madras Tramway, it is evident that the public safety is seriously endangered by the present arrangements. The

Petition
Tramway
Rec'd 29th October 1874
From
The Commissioner of Police,
Madras.

No. 67

Dated 3rd October 1874.
Received 6th October 1874.
Rec'd 12
Enclosures. 2

Returns with report on petition from the inhabitants of Black Town and Chintadripet Town as to the working of the Tramways.

To
The Chief Secretary
to Government,
Fort Saint George.

No. 1855 A.

No. 2414 —

The Commissioner's final recommendations are shortly:-

(1) That at night all tramway cars should be provided with three pond lights.

(2) That both night and day two horsekeepers should run in front of the cars at 15 yards distance to give warning to people on the road.

(3) That wherever a second line of rails has been laid down, it should at once be removed as a great cause of danger.

(4) That double lines should be prohibited in future especially on bridges - sidings only being provided so that cars may pass each other.

The

3/3d October 1874

~~would be out of the question~~ present arrangement.
In Commissioner

37

The accompanying report from the Commissioner of Police on the Madras tramway is submitted for orders.

His final recommendations are shortly

1) That at night all tramway cars should be provided with three pond lights.

2) That both night and day two horsekeepers should run in front of the cars at 15 yards distance to give warning to people on the road.

3) That wherever a second line of rails has been laid down it should at once be removed as a great cause of danger.

4) That double lines should be prohibited in future especially on bridges - sidings only being provided so that cars may pass each other.

The final articles of agreement between the Municipal Commissioner and the Tramway Company are

of our regard for the safety of [illegible]

ed. for the coming in the Gal Office, and from the proceedings of the Commissioners ~~of~~ incorporated with G.O. of 15th August 1872 it appears that the Commissioners were of opinion that the introduction of the Tramway did not require the sanction of Gal, as the Law vested the roads in the Commissioners. - Sanction was subsequently obtained for the use of the Gal Bridges - and finally on the Company engaging to widen them hereafter if necessary.

The first two proposals of the Commissioner of Police are mere matters of Police Regulation and can be adopted at once of the Gal see fit. Perhaps one horse keeper in front would be enough however.

The ~~third~~ proposal to raise all double lines wherever laid cars may pass each other -

The

should at once take the necessary steps for their introduction, with the ~~modification~~ Gal are of opinion however that it will suffice if one horse keeper runs in front of the cars in the manner proposed

The Municipal Commissioners will report on the circumstances under which the double line has been put down

The Corporation of Melbourne ~~will~~ object to the introduction of double lines

down would be a serious step to take and from para 3 of the draft head of agreement it is presumed that the double lines have been put down with the approval of the Commissioners.

The President might be called on to report on this point and to forward a copy of the agreement actually entered into by the Commissioners.

It is submitted that orders may be at once issued prohibiting more than single lines with sidings and passing places in future, each passing place being visible from the one on each side of it.

JL
17/10

of Our regard for the safety of [illegible]

The first two pro-
posals of the Commissioner
of Police are mere matters
of Police Regulation, and
the Commissioner should
at once take the necessary
steps for their introduction.
Govt. are of opinion, however,
that it will suffice if
one horsekeeper runs
in front of the cars in
the manner proposed.
The President of the
Municipal Commission
will report fully on the
question of the
~~circumstances under~~
~~which~~ existing double
lines. ~~have been put down.~~
The Govt will defer dealing
with the third and fourth of
the recommendations of the
Commissioner of Police until
the President's reply has been
received

J.L
27/10

The Hon. W.C. Madras
Comr of Police Madras
P.W. Department

Dep 6
18 Rep

Note

If the Municipality have
committed themselves it will
be necessary to take the opinion
of the Govt Advocate General
as to whether the use of double
lines can be prevented under
Section 50 of the Police Act
which makes it penal to
drive a vehicle in a manner
so rash or negligent as to indicate a want
of due regard for the safety of others.

J.L

the

Govt. of {1874} Madras.

Pub.

To

The President
M.C. Madras -

N° 272 Pg

G. O. 29th Octr, 1874, No. 1855A

Nos. 272-275.

Madras Tramway - Orders passed on the report of the Commissioner of Police, in view to ensure greater safety to the public in the working of the Tramway. and the President of the Municipal Commission Madras directed to report fully on the question of the existing double lines -