M.R.O. 1—17,006—8-6-37.

(1) Number of pages 10

(2) Date of repair 1-3-43

(3) Initials of the Reference

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3576 Press Mis.

74-25

Dated 3-11- 1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 3rd November 1866.

No. 74. Read the following Circular from the Secretary to the Government of India, Public Works Department, (Railway), to the Secretary to the Government of Madras, Public Works Department, (Railway), dated Simla, 3rd October 1866, No. 17 :—

With Public Works Department Resolution No. 383-6R. of the 24th April 1866, an extract of a Despatch from the Secretary of State for India, to the Government of Bombay, was communicated, and opinions were invited on the advisability and necessity of locking the doors of Passenger Carriages of Trains in motion. I am now directed to forward an abstract of the replies which have been received, and in observing that the balance of opinion is in favor of locking the doors of first and second class Passenger Carriages on one side only, to state that while the Government of India adopt that opinion, they consider that it may properly be left to each Government concerned to determine the practice on the Railways under their control as respects all classes of carriages.

Abstract of Replies received to the Resolution of the Government of India, in the Public Works Department, No. 383-6 of the 24th April 1866, as to the locking of the doors of Passenger Carriages of Trains in motion.

Railways or Governments.	Doors locked on one or both sides. Classes. 1	2	3	Remarks.
East Indian Railway	1	1	1	
Eastern Bengal Railway	No reply.			
Calcutta and South-Eastern Railway ...	Do.			
Bengal Government	1	1	1	
Madras Railway	2	2	2	The doors are secured by a bar and catch, which can be opened easily in the first and second class, but with difficulty in the third.
Great Southern of India	0	0	0	
Madras Government	1	1	2	
Great Indian Peninsula	2	2	2	
Bombay, Baroda, and Central India ...	1	2	2	
Sindh	No reply.			
Bombay Government	1	2	2	
Punjab Government and Railway Agent ...	1	1	2	If the sides of the third class carriages were closed in on this line as on some others, would not lock doors on both sides, as in event of accident passengers could not liberate themselves.

No. 75. ORDER THEREON, 3rd November 1866, No. 3,516.

RAILWAY, No. 5.

Adverting to the above Circular from the Government of India, and to the correspondence printed with the Order of th is Government dated the 25th June last, No. 2,001, the Governor in

Proceedings of the Madras Government, Public Works Department, 3rd November 1866.

Council is of opinion that the doors upon the left hand side of the first and second class carriages in all trains in motion should always be left unlocked; but that, upon several grounds, it is at present desirable to keep the doors of third class carriages locked upon both sides. Care should be taken that there be no impediments, such as are described by the Agent of the Great Southern Railway in his letter of the 7th June last, No. 2,051, to interfere with the free escape of passengers over the sides and doors of the last-named class of carriages, should an accident occur. These views of the Government will be communicated by the Consulting Engineer to the Agents of the Guaranteed Railway Companies in this Presidency, for adoption.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

the Consulting Engineer for Railways.

S. T. Augustin.

Circular No. 17 Railway.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway.

To

The Secy. to the Govt. of Madras
P.W. Dept. (Railway)

SIMLA, *the 3rd October* 1866.

SIR,

WITH Public Works Department Resolution Nos. 383-6R. of the 24th April 1866, an extract of a Despatch from the Secretary of State for India, to the Government of Bombay, was communicated, and opinions were invited on the advisability and necessity of locking the doors of Passenger Carriages of Trains in motion. I am now directed to forward an abstract of the replies which have been received, and in observing that the balance of opinion is in favour of locking the doors of 1st and 2nd Class Passenger Carriages on one side only, to state that while the Government of India adopt that opinion, they consider that it may properly be left to each Government concerned to determine the practice on the Railways under their control as respects all classes of carriages.

I have the honor to be,

SIR,

Your most obedient Servant,

Lieut.-Col., R. A.,
Secretary to the Government of India.

Abstract of replies received to the Resolution of the Government of India in the Public Works Department, Nos. 383-6 of the 24th April 1866, as to the locking of the doors of Passenger Carriages of Trains in motion.

Railways or Governments.	Doors locked on one or both sides. Classes. 1.	2.	3.	Remarks
East Indian Railway	1	1	1	
Eastern Bengal Railway	No reply.			
Calcutta and South-Eastern Railway ...	Do.			
Bengal Government	1	1	1	
Madras Railway	2	2	2	
Great Southern of India	0	0	0	The doors are secured by a bar and catch which can be opened easily in the 1st and 2nd Class, but with difficulty in the 3rd.
Madras Government	1	1	2	
Great Indian Peninsula	2	2	2	
Bombay, Baroda and Central India ...	1	2	2	
Sindh	No reply.			
Bombay Government	1	2	2	
Punjab Government and Railway Agent	1	1	2	If the sides of the 3rd Class Carriages were closed in on this line as on some others, would not lock doors on both sides, as in event of accident passengers could not liberate themselves.

dent; upon which
it is at present desirable
to keep the doors of third

15" Aug / 66 — N° 1554
25 Dec'd — " — 2001-2002

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Railway.

To

The Secy. to Govt of Madras.

CIRCULAR No. 17 Railway.

Dated 3rd October 1866.

Received 18 Oct 1866.

Locking the doors of Passenger Carriages of Trains in motion.

No 74-

e/N 3576-2 Do Dated 1866.

e/N 3576 Railway 71

Public Works Department

Proceedings of the Madras Government

Under date the 3rd Oct 1866

Read the following

From

The Government of India

Pub. Works Depart. (No. 17 dated 3rd October 1866.)

Adverting to the above Circular from the Govt of India, and to the correspondence printed with the order of this Govt dated the 25th June last, No. 2001, the Gov. in Council is of opinion that the doors upon the left hand side of the first & second class carriages in all trains in motion should always be left unlocked: but that, upon several grounds, it is at present desirable to keep the doors of third

(care should be taken that there be no impediments such as are described by the Agent of the S.E. Southern Railway in his letter of the 7th June last. N°2051, to interfere with the free escape of passengers over the sides & doors of the last-named class of carriages, should an accident occur.)

class carriages locked upon both sides. It would be well to make provision for the free escape of passengers, should an emergency occur, over the sides & doors of the last-named ~~named~~ class of carriages.

(These views of the Govt. will be communicated by the Consulting Engineer to the Agents of the associated Railway Companies in this Residency, for adoption. —

W.

Vol. E for Regd

Dept. 5th November

P. W. 866 Despatch

Pro. of Govt for 1865.

577

No 3516

Pro. of the Madras Govt

Dt 3d November 65.

Rec'd 15th/66

Kurrachee Pro. No 847 Dt 20-12-71

Circular from the
Govt of India on the subject
of locking of doors of Passenger
Carriages of Trains in mo-
tion, Communicated, with
certain instructions, to the
Comp. Engineer.

No 74 to 75