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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 2063	Press
250-S1.	Mis.
Dated 10. 7	1867.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
10th July 1867.*

No. 250. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 26th June 1867, No. 183 :—

Read the following letter from the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 21st June 1867, No. 215.

1. I have the honour to submit, for the information of His Excellency the Governor in Council, a copy of paragraphs 10 to 14 of a letter No. 393, from the Secretary to this Company, dated London, the 3rd of May, having reference to the Order of Government desiring that the doors upon the left-hand side of first and second class carriages in trains in motion shall in future always be left unlocked.

2. The Directors have very carefully and fully reviewed the whole question, and in paragraph 13 call attention to the unparalleled immunity from accident or injury which their passengers, numbering some eleven millions, have hitherto enjoyed from the first opening of the line, such immunity being, in their opinion, attributable to the precaution which the Railway has adopted for the protection of passengers by locking the doors of all carriages.

3. The Directors also observe that a system leading to such results should not, unless for very cogent reasons, be interfered with, and they should be sorry to take the responsibility of altering it.

4. Every precaution has, as anticipated by the Board, been taken by the Traffic Manager, his staff, and myself, to render the working under the recent order of Government as little dangerous as possible, but I am still strongly of opinion that to render the working of our traffic as satisfactory as hitherto, and to guard against accident, the plan of locking carriage doors should be reverted to.

5. I trust that after the expression of the Board's opinion, His Excellency in Council will be pleased to rescind his recent order, and confide the working of the Railway to its Executive Officers, the persons in the Board's opinion on whom the responsibility of arrangements for the safe conveyance of passengers should properly rest.

Extract of a letter from the Secretary, Madras Railway Company, No. 393, dated the 3rd May 1867.

Paragraph 10. The Board have had before them your correspondence with Government on the subject of locking the doors of passenger carriages in trains in motion, and their final decision, to which in your letter No. 725 you have called our attention, which confirms their previous order of the 3rd of November last, directing that "the doors upon the left-hand side of the first and " second class carriages in trains in motion shall in future always be left unlocked."

11. The Board regret that the Government were not disposed to attach more weight to the objections so strongly urged by the Traffic Manager and yourself against this change, of the inexpediency of which the Government Consulting Engineer had also expressed his decided opinion, and the reasons for which we do not find stated in these papers.

12. In replying to your objections, the Government do not appear to have adverted to one among other effects of the platforms of the Railway being for the most part single, and placed some on one side and some on the other of the line, and the consequent danger of passengers, on a train pulling up at a station with a right-hand platform, opening the unlocked door which will be on the wrong side, and getting down on the line, injuring themselves perhaps, or wandering where they will, beyond the control of the Railway officers. The fact of these platforms being thus alternated, and the many obstacles it presents to the plan of keeping one door always open,

evidently weighed much with former Governments in determining to maintain the system of locking both, when called in question as it has before been; and the present Government has recognized the expediency of the practice in the case of the third class passengers, on the ground of their being natives, and, therefore, likely to suffer from their own imprudence and misconduct. On this principle it appears to us that the old and safe practice ought not to be disturbed in the second class carriages either, the passengers in which were shown by the return forwarded in your letter to the Consulting Engineer of the 12th of February, to be natives to the extent of 83 per cent. of the whole number. Should this be found to be the ordinary composition of the second class traffic, it may be hoped that on your renewed application the Government would not refuse to re-consider the question; taking at the same time into account the description of many more of the passengers of this class, who, though not natives, may not be less open to a charge of imprudence and misconduct.

13. The Board cannot but agree with you that to the practice of locking all doors in trains in motion is in no small degree attributable the extraordinary, perhaps unparalleled, immunity from accident or injury, which our passengers have hitherto enjoyed from the very first opening of the line. We have now been working over it for nearly eleven years, and in that time have carried eleven millions of passengers without injuring one. It does appear to the Board that a system leading to such results should not, unless for very cogent reasons, be interfered with, and they should be sorry to take the responsibility of altering it. The returns of passengers killed and injured on British and Indian Railways in attempting to leave or enter carriages in motion, too clearly indicate the dangers against which the Madras Railway, like many of the Continental lines, has hitherto protected its passengers by locking the carriage doors.

14. The Government, however, having over-ruled your objections to depart from this practice, and insisting on their orders being complied with, you have, while obeying those orders, very properly declined to accept the responsibility of the consequences. The Board feel well assured that no endeavour on the part of yourself and your staff will be wanting to render the working under the new system, if persevered in, as little dangerous as possible, and they trust these endeavours may be attended with success. But they entertain a strong hope that the Government, upon re-consideration of the whole question, will find it expedient to leave matters of this kind to the settlement of the executive of the Railway, who are the persons on whom the responsibility of arrangements for the safe conveyance of its passengers should properly rest.

(True Extract.)

(Signed) R. B. ELWIN,
Agent and Manager.

1. Submitted to Government with reference to G. O. No. 254, dated 25th January 1867, No. 478, dated 19th February 1867, and No. 570, dated 26th February 1867.

2. It will be observed that although the Board of Directors concur in the opinion expressed by the Agent and Manager of the expediency of locking all doors in trains in motion, they desire a re-consideration of the question chiefly as regards its bearing on second class passengers, who, in their opinion, are to be considered in nearly the same category as the third class.

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

No. 251.

ORDER THEREON, 10th July 1867, No. 2,063.

RAILWAY, No. 19.

1. In the extract from their Secretary's letter, printed with the foregoing correspondence, and which has been forwarded by the Agent and Manager of the Madras Railway Company for the

purpose of being laid before Government, the Board of Directors express their regret that the Government should have seen fit, in spite of the objections raised by the local Railway authorities, to confirm their previous order which directs that the doors upon the left-hand side of the first and second class carriages in trains in motion should always be left unlocked. The Directors adduce some further arguments in support of the former practice of locking both doors of all carriages; and, pointing out that a large proportion of the passengers in second class are natives, they express a hope that the Government will not refuse to re-consider the question, and to direct that the "old and safe practice" be reverted to, especially as regards carriages of the second class.

2. After carefully re-considering the question, and allowing due weight to all that has from time to time been urged against the existing practice, the Government are still of opinion that neither the difficulties which it has been said would arise from the fact of there being at some stations only one platform, nor the alleged increased liability to accident, are sufficient to out-weigh the grave and obvious objections against locking up on both sides the doors of all passenger carriages.

3. The previous orders on this subject will accordingly continue in force for the present.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

5 -

Extract of a letter from the Secretary, Madras Railway Company, No. 393 dated the 3rd May 1867.

Para 10. The Board have had before them your correspondence with Government on the subject of locking the doors of passenger carriages in trains in motion, and their final decision, to which in your letter 725 you have called our attention, which confirms their previous order of the 3rd of November last, directing that the doors upon the left-hand side of the 1st and 2nd class carriages in trains in motion shall in future "always be left unlocked."

11. The Board regret that the Government were not disposed to attach more weight to the objections so strongly urged by the Traffic Manager and yourself against this change, of the inexpediency of which the Government Consulting Engineer had also expressed his decided opinion, and the reasons for which we do not find stated in these papers.

12. In replying to your objections the Government do not appear to have adverted to one among other effects of the platforms of the Railway being for the most part single, and placed some on one side and some on the other of the line, and the consequent danger of passengers, on a train pulling up at a station with a right-hand platform, opening the unlocked door which will be on the wrong side, and getting down on the line, injuring themselves perhaps or wandering where they will, beyond the control of the Railway Officers. The fact of these platforms being thus alternated, and the many obstacles it presents to the plan of keeping one door always open evidently weighed much with former Governments

in determining to maintain the system of locking both, when called in question as it has before been; and the present Government has recognised the expediency of the practice in the case of the third-class passengers, on the ground of their being natives, and therefore likely to suffer from their own imprudence and misconduct. On this principle it appears to us that the old and safe practice ought not to be disturbed in the second-class carriages either, the passengers in which were shown by the return forwarded in your letter to the Consulting Engineer of the 12th of February to be natives to the extent of 88 per cent of the whole number. Should this be found to be the ordinary composition of the second-class traffic, it may be hoped that on your renewed application the Government would not refuse to reconsider the question; taking at the same time into account the description of many more of the passengers of this class, who, though not natives, may not be less open to a charge of imprudence and misconduct.

13. The Board cannot but agree with you that the practice of locking all doors in trains in motion is in no small degree attributable to the extraordinary, perhaps unparalleled, immunity from accidents or injury, which our passengers have hitherto enjoyed from the very first opening of the line. We have now been working over it for nearly 11 years, and in that time have carried 11 millions of passengers without injuring one. It does appear to the Board that a system leading to such results should not, unless for very cogent reasons, be interfered with, and they should be very loath to take the responsibility of altering it. The returns of

passengers killed and injured on British and Indian Railways in attempting to leave or enter carriages in motion, too clearly indicate the dangers against which the Madras railway, like many of the continental lines, has hitherto protected its passengers by locking the carriage doors.

14. The Government however having overruled your objections to depart from this practice, and insisting on their orders being complied with, you have, while obeying those orders, very properly declined to accept the responsibility of the consequences. The Board feel well assured that no endeavour on the part of yourself and your staff will be wanting to render the working under the new system, if persevered in, as little dangerous as possible, and they trust these endeavours may be attended with success. But they entertain a strong hope that the Government, upon reconsideration of the whole question, will find it expedient to leave matters of this kind to the settlement of the executive of the railway, who are the persons on whom the responsibility of arrangements for the safe conveyance of its passengers should properly rest.

(True Extract)
W. J. Smith
Agent and Manager.

Comptroller

Madras, *June 21st* 1867.

From

D. B. Ellis Esq.

Agent and Manager of the M.R.C.

To

Lieutenant Colonel A. C. Anderson, R.E.

Consulting Engineer for Railways.

SIR,

I have the honor to submit for the information of this Railway the enclosed to Council, a copy of paragraph 10th of a letter *21st* from the Secretary to the Company, dated London, the 3rd of May, bearing reference to the Order of Government desiring that the doors upon the left hand side of First and Second class carriages in trains in motion, shall in future always be kept unlocked.

2. The Directors have very carefully and fully reviewed the whole question, and in paragraph 13 call attention to the supposed security from accident or injury, which their passengers numbering some eleven millions, have hitherto enjoyed from the first opening of the line, such security being in their opinion attributable to the precautions which the Railway has adopted for the protection of passengers by locking the doors of all carriages.

The

3 The Directors also observe, that a
system leading to such results, should not
unless for very cogent reasons be interfered
with, and they should be very loathe to take the
responsibility of altering it.

4 Every precaution has, as anticipated
by the Board, been taken by the Traffic
Manager, his staff and myself, to render the
working under the present order of Government
as little dangerous as possible; but I am
still strongly of opinion, that to render the
working of our traffic as satisfactory as
possible, and to guard against accident, the
flow of loading Carriages down should be
restricted to.

5 I trust, that after the expression
of the Board's opinion, Mr. Gellway is
satisfied will be pleased to resume his present
order, and consider the working of the working
to its respective office, the persons in the
Board's opinion on whom the responsibility
of arrangements for the safe conveyance of
passengers should properly rest.

I have the honor to be,
Sir,
Your most obedient servant,
Wm. J. Gellway
Agent and Manager

22nd

No. 183.

Submitted to Government
with reference to G. O. No. 254 dated 25th
January 1867 No. 478 dated 19th February 1867
and No. 570 dated 26th February 1867.

2. It will be observed that
although the Board of Directors concur
in the opinion expressed by the Agent
and Manager of the expediency of locking
all doors in trains in motion, they desire
a reconsideration of the question chiefly as to
regards its bearing on Second Class Passen-
-gers, who, in their opinion are to be consi-
-dered in nearly the same category as the
third class.

Madras.
26th June
1867

J. A. Adams Esq. Secy to Govt.
Cons. Eng^r for Railways

To The Secretary to Govt
W. Deptt
Fort Saint George

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

28/2/67

Dated 21st June 1867
Recd. 24th

No. 215.

Submitting Copy of above
to C. M. of the Board
to the 28th 1867, containing an
affirmation of the Board's
opinion on the subject of
the locking of coaches doors
and stating that the
Executive Engineer, with
after consultation,
desires the order be made
thereon.

Public Works Department.

c/o 2063

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 10th July 1867.

Read the following

From The Consulting Engineer for Railways.

(Here enter No. 183 dated 26th June 1867)

N. W. 1867
1867. *2401*
RAILWAY DEPARTMENT.

From
The Consgr. Engineer for Railways,
To
The Secretary to Government,
P. W. Dept.

Dated 26th June 1867.
Received 28th June 1867.

No. 183.
Enclosures, No. 2

Obs: on Agent and
Manager's letter 215 of 21st
June 1867. on the subject of
the locking of doors of
passenger carriages in
trains in motion.

c/o 2063-10th July 1867

250

c. 32 July 1867 A 52

In the extract
from their Secretary's letter
printed with the foregoing
correspondence, and which
has been forwarded by the
Agent and Manager of the
Madras Railway Company
for the purpose of being
laid before Government,
the Board of Directors express
their regret that the Govt.
should have seen fit, in
spite of the objections raised
by the local ^{authorities,} railway, to
confirm their previous order,
which directs that the doors
upon the left hand side
of

of the first and second class carriages in trains in motion should always be left unlocked. The Directors adduce some further arguments in support of the former practice of locking both doors of all carriages; and, pointing out that a large proportion of the passengers in second class are natives, they express a hope that the Govt will not refuse to reconsider the question, and to direct that the "old and safe practice" be reverted to, especially as regards carriages of the second class.

After carefully reconsidering the question, and allowing due weight to all that has from time to time been urged against the existing practice, the Govt. are still of opinion that neither the difficulties which it has been said would arise

arise from the fact of there being at some stations only one platform, nor the alleged increased liability to accident, are sufficient to outweigh the grave and obvious objections against locking upon both sides the doors of all passenger carriages.

The previous orders on this subject will accordingly continue in force for the present.

To the Secy. Engineer
for Railways.

Sept. 11/67

[Signature]

10/11. 4. 67

1351 007
P. W. 1867: Department,
Proc. of Govt. for July
No. 2063

PROCEEDINGS OF GOVERNMENT. *Sharon*

Dated

10th July 1867

Informing the
Consulting Engineer for
Railways that the orders
directing that the Doors of
Second class Carriages of
Trains in motion should be
locked on the right-hand
side only will continue in
force for the present.

L. 250-251

e. 3 July 1867 25m