M.R.O. 1—77,006—8-6-37.

(1) Number of pages

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 254. Press -Mis.-

517-518.

Dated 25-1- 1864.

Not to be folded or roughly handled

53

Proceedings of the Madras Government, Public Works Department,
25th January 1867.

No. 517. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 19th December 1866, No. 476:—

Read the following letter from the Acting Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th November 1866, No. 550.

1. With reference to the Order of Government, No. 3,516 of the 3rd instant, requiring that "the doors on the left-hand side of the first and second class carri-"ages of all trains in motion should always be left unlocked," I have the honor to quote the following observations of the Traffic Manager:—

"I shall feel obliged if you will enquire whether this order is to be strictly "interpreted, or whether it is only intended that the doors on *one* side should "always be left unlocked.

"I am induced to make this enquiry as the fact of our having but one "platform, and on different sides, at many of the minor and at some of the principal "stations seems to have been lost sight of, and as the order is evidently intended "to meet the convenience of passengers who want to a light quickly on arriving "at a station, instead of waiting for the doors to be unlocked; the object of the "order is likely to be defeated by keeping the left-hand side unlocked, unless a "considerable outlay in the construction of platforms at nearly all stations on the "line is incurred.

"For instance, in the case of the passenger trains between Madras and "Coimbatore and Bangalore, the unlocking of the doors on the left-hand side is not "likely to meet the convenience of passengers travelling by west trains, and "alighting at Gooriattum, Amboor, Vaniambaddy, Jollarpett, all stations on Banga-"lore branch except Bangalore, Samulputty, Morapoor, Sunkerydroog, Errode, "Somanoor and Coimbatore; nor will it meet the convenience of passengers tra-"velling by the east trains, wishing to alight at Avenashy, Salem, Mullapuram, "Tripatoor, Vellore, and Perambore. The same objection will hold good in the "case of the trains running between Coimbatore and Beypoor, and between Arco-"num and Moodanoor on the North-West Line.

"On the other hand, if the order is intended to apply to one side without "reference to the right or left-hand, it involves the locking of one and unlocking "of the other side, at least *eight* times between Madras and Coimbatore; and although "as a rule, two carriages only for first and second class passengers are run on the "fast trains, this locking and unlocking will cause some delay in working.

"With every desire to meet the convenience of the public, there appear "to me very grave doubts whether, in studying the convenience of the few, we are "not increasing the risk of accident to the many, as it will not be denied that "families consisting of children must be much more secure if both doors are locked "than if one is left in such a state as to be easily opened without any very great "exertion of force, and although all reasonable care on the part of the Railway "Company may be at all times exercised, it must not be forgotten that a very "trifling omission might cause a very serious accident.

"My anxiety to maintain the character of the Madras Railway for freedom "from accident to passengers will, I trust, be regarded as some justification for these "observations."

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"My anxiety to maintain the character of the Madras Railway for freedom "from accident to passengers will, I trust, be regarded as some justification for these "observations."

2. I believe Mr. Church has fallen into an error in regarding this order of Government as issued for his guidance, whereas I believe it to be an expression of the opinion entertained by the Governor in Council on the subject to which it refers. If I am wrong, and that it is to be understood as a positive order, you will be kind enough to correct me.

3. It is not to be denied that passengers are occasionally inconvenienced by having the doors of carriages locked, but this ought to be a very small consideration compared with the danger of having doors insufficiently secured, especially when children are travelling.

4. Captain Williams' report, on the accidents on Indian Railways during the year 1865 enumerates eighteen accidents to passengers. who suffered from their own imprudence or misconduct, and he states that " nearly the whole of these accidents " occurred to natives in attempting to get in or out of trains in motion, or from " falling out of trains or off platforms, and so being run over."

5. I dare say you have yourself witnessed the impatience with which European travellers in this country conform to the regulations of the Company, and I fear that if we are deprived of the only means we now have of enforcing the rule that passengers shall not leave or enter a carriage in motion, disastrous results may follow.

From the Agent and Manager Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 18th December 1866, No. 602.

1. Adverting to your letter of the 28th ultimo, No. 524, and to the discussion which took place at the Stores Committee this morning, with regard to the locking of carriage doors, I have the honor to state, that I am of opinion that the arrangements now in force on this Railway are calculated to ensure greater security to the travelling public, than would be the case if the door on either side of carriages were left unlocked.

2. Paragraph 2 of the Circular from the Government of India, dated Simla, the 11th October 1866, No. 20, having reference to accidents on Railways during the year 1865, states that eighteen passengers were killed and injured through their own misconduct or incaution, and it appears to me that the freedom from accident, which this Company has enjoyed, is attributable, in a great measure, to the precautions which have been adopted in locking the doors of all carriages.

3. The observations of the Government of India clearly indicate that many of the accidents, which have been recorded, originated in passengers getting on or off trains when in motion, but as not a single accident of this nature has occurred on the Madras Railway, I can but attribute our exemption from such casualties to one cause.

4. While on furlough in Europe, I travelled a great deal on Continental Railways, where I frequently saw a latch or fastening outside carriage doors, as described by you, but I noticed also that this additional means of security did not, in the opinion of foreign authorities, do away with the necessity for locking the doors.

5. As the Traffic Manager strongly recommends our adherence to a system which has worked well for a number of years past, I trust the Government will not call upon me to make any alteration.

1. Forwarded to Government with reference to G. O. dated 3rd November 1866, No. 3,516.

2. I am of opinion that it is inexpedient to insist on having one or both of the doors of the carriages on the Madras Railway unlocked.

3. The windows and upper half of the doors are amply large enough to admit of passengers escaping in case of necessity; and such a case must be of very rare occurrence for, as a general rule, it is safer for passengers to remain in the carriages, after the occurrence of a collision, or when the train may be thrown off the line, than to attempt to leave them.

4. The fact of no accidents to passengers having occurred on the Madras Railway, speaks strongly in favor of the present system, and though it no doubt is productive of some inconvenience to passengers, it can hardly be desirable to sacrifice safety in order to remove an inconvenience, which, after all, is not a serious one.

5. The carriages on the Great Southern of India Railway are not locked, but there is no night traffic on that line, and the latches which are attached to the feet of the doors answer the purpose of locks. But for night traffic the latches would doubtless prove a very uncertain and inefficient substitute, as the fact of their being fastened, or the contrary, would be liable to escape observation.

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

No. 518. ORDER THEREON, 25th January 1867, No. 254.

RAILWAY, No. 35.

1. In their order dated the 3rd of November last, No. 3,516, the Government directed that, upon the lines of the guaranteed Railway Companies in this Presidency, the doors upon the left-hand side of the first and second class carriages in all trains in motion should in future always be left unlocked; but that, for the present, the doors of third class carriages should continue to be locked upon both sides.

2. In the papers now before Government, the Agent and the Traffic Manager of the Madras Railway Company state their reasons for objecting to that order, and request that the Government will re-consider their decision. The Consulting Engineer also states that he considers it inexpedient to insist upon having one or both doors of the carriages unlocked.

3. The objections recorded by the Railway authorities are twofold, first, the difficulty which will practically arise from the fact of there being at many stations only one platform, not always upon the same side of the line; and second, the increased liability to accident which, it is stated, will result from an adherence to the late order of Government.

4. After fully considering all that has been urged upon these points, the Governor in Council is not disposed to attach much weight to the objections in question. It seems to His Excellency that the fact of a station having but one platform, and that on the right-hand side, need not create a difficulty, as upon the arrival of a train the guard, or some station official will then, as he does now, unlock the right-hand door in the event of any passenger wishing to alight from his carriage, and lock it again upon the departure of the train; the doors upon the left-hand side remaining unlocked throughout.

Proceedings of the Madras Government, Public Works Department,
25th January 1867.

5. With regard to the second objection, the Governor in Council cannot recognize any valid grounds for the apprehension that the liability to accident will be increased by carrying out the late order. In the report to which the Agent alludes, Captain Williams states that on the Indian Railways during 1865, eighteen passengers suffered from their own imprudence or misconduct, and that "nearly "the whole of these accidents occurred to natives in attempting to get in or out of "trains in motion or from falling out of trains or off platforms, and so being run "over." Inasmuch as Natives travel almost exclusively by the third class, it is not apparent how this risk would be incurred by keeping unlocked one door in every first and second class carriage.

6. Upon a careful review of the subject, His Excellency in Council is of opinion that it would be unadvisable to alter or to modify the Order of Government quoted in the first paragraph of these Proceedings, and the course prescribed therein will therefore be now adopted upon the lines of the guaranteed Railway Companies in this Presidency.

(Ture Extract.)

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

To the Consulting Engineer for Railways.

Rrd. S. T. Augustin.

No. 476.

Forwarded to Government with reference to G.O. dated the 3rd November 1866 No 3516.

2. I am of opinion that it is inexpedient to insist on having one or both of the doors of the Carriages on the Madras Railway unlocked -

3. The Windows and upper half of the doors are amply large enough to admit of passengers escaping in Case of necessity; and such a case must be of very rare occurrence. For as a General rule, it is safer for passengers to remain in the Carriages, after the occurrence of a Collision or when the train may be thrown off the line, than to attempt to leave them -

4. The fact of no accidents to Passengers having occurred on the Madras Railway, speaks strongly in favor of the present System, and though it no doubt is productive of some inconvenience to Passengers it can hardly be desirable to sacrifice Safety in Order to remove an inconvenience, which after all is not a Serious One -

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5 The carriages on the Great Southern of India Railway are not locked, but there is no night traffic on that line, and the latches which are attached to the feet of the doors answer the purpose of locks - But for night traffic the latches would doubtless prove a very uncertain and inefficient substitute, as the fact of their being fastened or the contrary would be liable to escape observation -

Madras
19 December
1866

J Anderson Lt Col RE
Consulting Engineer for Railways

To
The Secretary to Government
P. W. D.
Fort St George

No. 530

Madras Railway,
Madras, 14th November 1866.

From
W. P. Smart Esqre.,
Dy. Agent and Manager of the M. R. Co.

To
Lieut. Colonel J. C. Anderson, R.E.
Consulting Engineer for Railways.

Sir,

1. With reference to the orders of Government No. 3076 of the 5th instant, requiring that "the doors on the left hand side of the First and Second Class Carriages of all trains in motion should always be left unlocked". I have the honor to make the following observations of the Traffic Manager.

"I shall feel obliged if you will enquire whether this order is to be strictly interpreted, or whether it is only intended that the doors on one side should always be left unlocked.

"I am induced to make this enquiry on the fact of our having but one Platform, and on different sides, at many of the minor and at some of the principal Stations seems to have been lost sight of, and as the Order is evidently intended to meet the convenience of Passengers who want to alight quickly on arriving at a Station, instead of waiting for the doors to be unlocked; the object of the Order is likely to be defeated by keeping the left-hand side unlocked, unless a considerable outlay in the construction of Platforms at nearly all Stations on the Line is incurred.

"For instance; in the case of the Passenger Trains between Madras and Coimbatore and

Bangalore, the unlocking of the doors on the left hand
side is not likely to meet the convenience of Passengers
travelling by West Trains, and alighting at Goorattum,
Amboor, Veniambaddy, Sollarpett, all Stations on
Bangalore Branch except Bangalore, Samulpully,
Moreyoor, Sunkreydroog, Erode, Somanoor and
Coimbatoor; nor will it meet the convenience of
Passengers travelling by the East Trains, wishing
to alight at Arcanahy, Salem, Mullapuram,
Tripatoor, Vellore and Perambore. The same objection
will hold good in the case of the Trains running
between Coimbatoore and Beypoor, and between
Arconum and Moodamoor on the North West Line.

"On the other hand, if the Order is intended
to apply to one side without reference to the right
or left hand, it involves the locking of one and
unlocking of the other side, at least eight times
between Madras and Coimbatore; and although
as a rule, two Carriages only for First and Second
Class Passengers are run on the fast Trains, this
locking and unlocking will cause some delay
in working.

"With every desire to meet the Convenience of
the Public, there appears to me very grave doubt
whether in studying the convenience of the few, we
are not increasing the risk of accident to the many,
as it will not be denied that Families consisting
of Children must be much more secure if both
doors are locked than if one is left in such a
state as to be easily opened without any very great
exertion of force, and although all reasonable
care on the part of the Railway Company may be
at all times exercised, it must not be forgotten
that

"that a very trifling omission might cause a very
"serious accident.

"My anxiety to maintain the character of the
"Madras Railway for freedom from accident to
"Passengers will, I trust, be regarded as a some
"justification for these observations."

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error in regarding this order of Government as issued
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having doors insufficiently secured, especially
when Children are travelling.

4. Captain Williams' report on the accidents
on Indian Railways during the year 1865 enumerates
18 accidents to passengers who suffered from their
own imprudence or misconduct and he states that
"nearly the whole of these accidents occurred to natives
"in attempting to get in or out of trains in motion,
"or from falling out of trains or off platforms,
"and so being run over."

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the impatience with which European travellers
in this Country conform to the regulations of the
Company and I fear that if we are deprived
of the only means we now have of enforcing the
rule that passengers shall not leave or enter

or

a carriage in motion, disastrous results may follow.

I have the honor to be,
Sir,
Your most Obedient Servant.

W. B. Ewart

Ag. Agent and Manager.

X. C6

P 1871/65

No. 602

11

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, December 18th 1866.

From

R. B. Ewart Esqr.,

Agent and Manager. M. R. C.

To

Lieutenant Colonel J. C. Anderson, RE

Consulting Engineer for Railways.

SIR,

Adverting to your letter of the 28th ultimo, No 5214, and to the discussion which took place at the Board Committee this morning, with regard to the locking of Carriage Doors, I have the honor to state, that I am of opinion, that the arrangements now in force on this Railway are calculated to ensure greater security to the travelling public, than would be the case if the door on either side of Carriages were left unlocked.

2. Paragraph 2 of the Circular from the Government of India dated Simla, the 11th October 1866, No 20, having reference to Accidents on Railways during the Year 1865, states that eighteen Passengers were killed and injured through their own misconduct or incaution, and it appears to me that the freedom from Accident which this Company has enjoyed is attributable in a great measure to the precautions which have been adopted in locking the doors of all Carriages

3. The observations of the Government of India clearly indicate that many of the accidents which have been recorded originated in passengers getting on or off trains when in motion, but as not a single accident of this nature has occurred on the Madras Railway, I cannot but attribute our exemption from such casualties to one cause -

4. While on Furlough in Europe I travelled a great deal on Continental Railways where I frequently saw a latch or fastening outside carriage doors as described by you, but I noticed also that this additional means of security did not in the opinion of foreign Authorities, do away with the necessity for locking the doors.

5. As the Traffic Manager strongly recommends our adherence to a System which has worked well for a number of years past, I trust the Government will not call upon me to make any alteration.

I have the honor to be,
Sir
Your most obedt Servant,
Wm. J. Thorton
Agent and Manager

Encl

10/14

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

JDR 5177/66

Dated December 18th 1866

Recd. —— — 19

No. 602

Submitting his opinion with regarding to the locking of Carriage Doors.

Ro. 3rd November 1866 No 4-75

P W 1866 Depte

(2). 1866 No 5177

RAILWAY DEPARTMENT.

From

The Consg. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 17th } 26 Oct 1866.
Received 20 }

No. 476-

Enclosures, No. 2 -

Observations on letters from the Agent & Manager of the Be. R. Coy submitting his opinion with regard to the locking of Carriage Doors.

No 517

R. C. 11th January 1867 No 18

32 Jany 1867 R-Ts

No 254 - 25 January 67

Memorandum -
For orders -

I concur entirely in the general scheme of the 1st & 3rd class carriages should be locked & I advise that such rule should be enforced. The left hand door of the 1st & 2nd class carriages be left open. N.

17 (1)

The necessity for locking the doors of passenger carriages attached to trains in motion has been repeatedly discussed between the Consulting Engineer & the Railway Authorities in this Presidency. It has been uniformly upheld by the latter, for various reasons. They argued that if one or both doors were left unlocked the Company might be defrauded by passengers over-riding, & then slipping out unnoticed, or by their travelling in a higher class Carriage than that for which they had paid their fare, and, leaving & getting out of the Carriage bottom showing their tickets, passing themselves off as having travelled in the lower class. They also urged that to keep open only one door in each Carriage would be

comparatively useless, as many Stations are provided with but one platform, not always on the same side of the Line. It was also asserted that an increased liability to accident would result from unlocking one or both of the doors.

The question was first brought formally before this Govt. in a dispatch from the Secretary of State to the Govt. of Bombay which was communicated by the Govt. of India to this Govt. for an expression of their opinion on the subject. In this dispatch the Sec: of State, while acknowledging that it must at present be regarded as the least of two evils to keep locked the doors of third class Carriages, expressed great doubt as to the necessity for locking the doors of first & second class Carriages.

The subject was referred

* U.S. G. March. 66.

* 24. April. 66.

G.O. 15. May. 66.
U. 1557.

* In letter 2002.
25. June. 66.

* 3. October - 66.

for the opinions of the Consulting Engineer & the Railway Authorities, & in forwarding those opinions to the Govt. of India, this Govt. stated that they considered it necessary to lock both doors in third class carriages, but that those on the left hand side in first & second class Carriages should be left unlocked.

In reviewing the opinions of the various Governments & Railway Authorities throughout India, the Govt. of India observed that the balance of opinion was in favour of locking the doors of first & second class Carriages upon one side only — but they left it to each Govt. concerned to determine the practice on the Railways under their control in respect of all classes of Carriages.

Upon this, this Govt. directed that in third Class carriages both doors

should continue to be locked, but that in first & second class carriages the doors upon the off hand side should always be left unlocked.

This order is now objected to by the Officers of the Madras Railway. The Traffic Manager urges the difficulty which will arise from the fact of there being at many stations only one platform, 1st always on the same side of the line, — and the Agent states his opinion that an adherence to the order would increase the liability to accident.

The objection taken by the Traffic Manager seems to have little or no weight. ~~It is therefore that~~ If a door is to be left open, it should be always on one and the same side of the carriage, that passengers may know to which side to go in the event of an accident. The difficulty about platforms could easily be overcome.

Vide letter from Con: Engineer. 15 June 66. V. 259

21

"Upon the arrival of a train at a station with only one platform, the Guard, or some station Official, could at the same time, close now, unlock the right hand door in the event of any passenger wishing to alight from his carriage, & lock it again on the departure of the train from the station the doors upon the left hand side remaining unlocked throughout."

With regard to the Agents' objection, that increased liability to accident which he thinks will result from carrying out the late order of Govt, it does not seem to be well founded. Captain Williams, in the report to which the Agent alludes, states that nearly all of the accidents to persons on Indian Railways during 1865 occurred to natives in attempting to get into or out of trains in motion. Inasmuch as natives travel almost exclusively

by the third class, this risk would not be incurred by unlocking a door in every first & second class carriage. So far as Europeans are concerned, it should be remembered that the universal custom in England is to leave the ~~door~~ left hand door in every carriage unlocked, and this custom has nowhere been adduced as being among the Causes of accidents. There does not seem to be any reason why it should be more liable to cause danger in India than in England. The average of educated Europeans in India is certainly as high as in England. And the average of education among passengers of the first & second classes in India is certainly as high as among passengers of all classes in England.

Colonel Anderson states that the windows of the carriages are amply large enough to admit of passengers escaping in cases of necessity, but this is somewhat doubtful.

M.

3777

(15)

Circular

Dr. Orders

Ans

Public Works Department

25

No. 254

Proceedings of the Madras Government

Under date the 25th Jany/67

Read the following

From the Consg: Engineer

for Railways— (A. R. No. 4760/19 "Decr/17)

In their order

dated the 3rd of November

last No. 3516, the Govern-

ment directed, that, upon

the lines of the guaranteed

Railway Companies in

this Presidency, the doors

upon the left hand side

of the first and second

class Carriages in all

trains in motion should

in future always be

left unlocked; but

that

R. C. 11th Jany/67. Dr. 18th
" 23rd Jany 1867 Dr. 7th

that, for the present, the doors of third class carriages should continue to be locked upon both sides.

2. In the papers now before Government, the Agent and the Traffic Manager of the Madras Railway Company state their reasons for objecting to that order, and request that the Government will re-consider their decision. The Consulting Engineer also states that he considers it inexpedient to insist upon having

having one or both doors of the carriages unlocked.

3. The objections recorded by the Railway Authorities are twofold, - first, the difficulty which will practically arise from the fact of there being at many stations only one platform, not always upon the same side of the line, - and second, the increased liability to accident which, it is stated, will result from an adherence to the late order of Government.

4. After

4. After fully considering all that has been urged upon these points, the Governor in Council is not disposed to attach much weight to the objections in question. It seems to His Excellency that the fact of a station having but one platform, and that on the right hand side, need not create a difficulty, as upon the arrival of a train the guard, or some station official will then, as he does now,

unlock

unlock the right hand door in the event of any passenger wishing to alight from his carriage, and lock it again upon the departure of the train; the doors upon the left hand side remaining unlocked throughout.

5. With regard to the second objection, the Governor in Council cannot recognize any valid grounds for the apprehension that the liability to accident will be increased by carrying out the Lake order. In the report

to

to which the Agent alludes, Captain Williams states that on the Indian Railways during 1865, 18 passengers suffered from their own imprudence or misconduct, and that "nearly "the whole of these accidents occurred to natives "in attempting to get "in or out of trains in "motion or from falling "out of trains or off "platforms, and to "being run over". Inasmuch as natives travel almost exclusively by the third class, it is not apparent how this risk would

would be incurred by keeping unlocked one door in every first and second class carriage.

6. Upon a careful review of the subject, His Excellency in Council is of opinion that it would be unadvisable to alter or to modify the orders of Government quoted in the first paragraph of these proceedings, and the course prescribed therein will therefore be now adopted upon the lines of the Guaranteed Railway

Companies

Pub: Works 1867 Department

Pro: of Govt. for January

No. 254

Pro: of the Madras Govt.

Dt. 28th January 1867

The objections raised by the Railway Authorities to Locking of doors of Passengers Carriages of Trains in motion only on one side, over-ruled.

No. 517 - 518