M.R.O. 1—77,000—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Reference_____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3296 Press / Mis.

264-05

Dated 11 10 1899.

Not to be folded or roughly handled

No. 204. Read the following Circular from the Officiating Secretary to the Government of India, Public Works Department, (Railway,) to the Governments of Madras, Bombay, and Bengal, and Chief Commissioner of Oudh, dated Simla, 31st August 1869, No. 21:—

I AM directed to forward a copy of the papers noted in the margin, on the subject of standard dimensions for Indian Railways in connection with an accident on the Punjab Railway, in which an Assistant Guard walking along the footboards of the carriages of a passenger train was caught by the end of a ticket platform and thrown under the carriages; and to request the submission of an early report showing the actual heights of platforms, and the width of carriage steps on the Railways in Madras with an expression of opinion, after communication with the Railway Authorities, as to whether any special precautions are thought necessary to guard against such accidents as this, and to prevent danger at ticket platforms in particular.

From Punjab, No. 167 P, dated 15th April 1869.
To ,, ,, 480 R, ,, 5th May ,,
From ,, ,, 218 P, ,, 17th ,, ,,
To ,, ,, 616 R, ,, 28th ,, ,,
From ,, ,, 351 P—214 D, dated 2nd August 1869, and enclosure, including sketch.

From Lieutenant L. CONWAY-GORDON, R.E., for Under-Secretary to the Government of the Punjab, in the Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 15th April 1869, No. 167 P.

I AM directed to inquire whether any more recent orders have been issued on the subject of "standard dimensions" than those conveyed in Despatch No. 8 of 5th March 1850 from the Honorable Court of Directors, to His Excellency the Governor-General in Council, published at page 41 of the Madras Railway Orders.

This office is in possession of a note by Major R. Strachey, No. 898, dated 1st April 1860, on this subject, but is not aware whether any orders of Government even issued thereon.

From the Government of India, Public Works Department, to the Joint-Secretary to the Government of the Punjab, in the Public Works Department, Railway Branch, dated 5th May 1869, No. 480 R.

I AM directed to acknowledge the receipt of your letter, No. 167 P, dated the 15th April 1869, and, in reply, to state that no orders have been issued on the subject of "standard dimensions" more recent than those conveyed in Despatch No. 8 of 5th March 1850 from the late Court of Directors.

From Lieutenant-Colonel H. DRUMMOND, R.E., Joint-Secretary to the Government of the Punjab, in the Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 17th May 1869, No. 218 P.

IN continuation of this office No. 167 P, dated 15th April 1869, and with reference to Public Works Department No. 480 R, dated 5th May 1869, on the subject of "standard dimensions," I am directed to communicate, for the information of the Government of India, the following circumstances in connection with an accident which occurred on the Punjab Railway on the 5th September 1868, whereby a native breakman lost his life, and with regard to which, the inquiry contained in No. 167 P was made.

2. A breakman named Golab Khan went out as Assistant Guard with the 5.30 P.M. train from Lahore of the 5th September 1868, and when the train was nearing the old ticket platform, about

a mile from the Lahore Station, but because there was a foot of 2 inches that was open, and got outside with the intention of walking along the foot-boards, and so reach the train reached the ticket platform, the end of which caught the footboard and threw him under the carriages. The height of the ticket platform from the level of the rails is 2' 6", and on reference being made to the Executive Engineer, Lahore, regarding the height of ticket platforms on the East Indian Railway, he writes that the platforms there are concerned, is practically the same as that on the Punjab Railway. The ticket platform referred to by the Agent reports, has been pulled down.

3. The condition under which platforms should be considered safe, may be stated to be built to such a height as will, in the event of the footboard of any part of a train in motion, and if the body of a carriage be placed at the distance permitted by the "standard dimensions," it would be impossible for a man to stand on the footboard while a train is passing a platform of such height.

4. The platforms, therefore, appear to be sufficiently safe, if the door be done away with altogether, or that the height of platforms, previously constructed, should be raised.

From the Government of India, Public Works Department, to the Joint Secretary to the Government of the Punjab, in the Public Works Department, Railway Branch, dated 26th May 1869, No. 616 R.

With reference to your letter, No. 218 P. of the 17th May 1869, on the subject of standard dimensions in connection with an accident on the Punjab Railway, in which an Assistant Guard walking along the footboards of the carriages of a passenger train was caught by the end of a ticket platform and precipitated under the carriages, I am directed to request you will explain how the accident could have occurred, if the "minimum clear distance of platform wall from rail" fixed in 1856 at 2' 6" was adhered to.

2. I am also to request you will state what the extreme width is of the steps of horse-boxes and other vehicles on the Punjab Lines.

From Lieutenant-Colonel H. DRUMMOND, R.E., Joint Secretary to the Government of the Punjab, in the Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 2nd August 1869, No. 251 P.—219 D.

In continuation of this office No. 422, dated 20th July 1869, and in further reply to Public Works Department letter, No. 616 R, dated 26th May 1869, on the subject of standard dimensions in connection with an accident to an Assistant Guard on the Punjab Railway, I am directed to forward, for the information of the Supreme Government, copy of a letter, dated 24th July 1869, from the Chief Engineer, Punjab and Delhi Railways, to the address of the Agent, together with a tracing showing the position of third class carriages and of maximum moving dimensions generally with regard to platforms on the Punjab and Delhi Railways.

Memorandum from the Chief Engineer, Punjab and Delhi Railways, to the Agent of the Punjab and Delhi Railways, dated 24th July 1869, No. 158 P.—219 D.

As requested in Agent's No. 1,270, dated 14th ultimo, has the honour to forward tracing showing position of third class carriage and of maximum dimensions generally with regard to platforms on these Railways.

In reply to the explanation called for as to how it was possible that a Guard walking along the foot-board of a passenger train in motion could have struck against the end of the ticket platform, the minimum clear distance of 2' 6" of platform wall from edge of rail having been adhered to, observes that it would be by no means difficult for a man to be thus knocked off even by an ordinary three-feet passenger station platform, at least undersigned would himself be unwilling to attempt

Proceedings of the Madras Government, Public Works Department,
11th October 1869.

to pass the end of a platform while standing on the lower step of a carriage without the exercise of the very greatest caution.

As an explanation of the varying heights of station platforms, it may be stated that light passenger buildings were built as bungalows, and on adapting them for stations, it was found requisite to keep the platforms low.

(Signed) J. HARRISON, Esq.,
Chief Engr. Punjab and Delhi Railways.

No. 205. ORDER THEREON, 11th October 1869, No. 2,276.

RAILWAY, No. 29.

COMMUNICATED to the Consulting Engineer for Railways who will furnish the report called for, and, in communication with the Railway Authorities, submit his opinion as to whether any special precautions are necessary to guard against accidents of the nature referred to, and to prevent danger at ticket platforms in particular.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways, with a sketch, to be returned.

Exd. E. C. Shunker.

Public Works Department

No. 3276

Proceedings of the Madras Government.

Under date the 11th Oct. 1869

Read the following.

From. The Offg. Secretary to
the Government of India

No. E. No. 2 of 31st August 1869.

Communicated to
the Jong Engineer for Railways who will furnish the
Report called for, and in
Communication with the
Railway Authorities, submit
his opinion as to whether
any special precautions
are necessary to guard
against accidents of the
nature referred to, and
to prevent danger at ticket
platforms in particular.

To Engr. for
Railways

Dept. 1869.

Rec 4107

Govt. of India.

PUBLIC WORKS.

To

The Consulting Engineer
for Railways

Dated

Rec'd 11th Oct 1869. No. 3276.

Nos 206 - 208

Railway Circulars

Forwarding from the Public Works Department a copy of papers on the subject of Standard dimensions for Indian Railways in connection with an accident on the Punjaub Railway, and requesting the early submission of a report showing the actual heights of platforms and the widths of Carriage doors on Railways in India and Burmah and stating whether enclosed with instructions.