

(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. 3529	Press Mis.
82-83	
Dated 4. 11	18/09.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
4th November 1869.*

No. 32. Read the following circular from the Officiating Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 14th September 1869, No. 24 :—

In continuation of Public Works Department, Nos. 670—4 R, dated the 7th June 1869, I am directed to forward for information further papers, as per margin, on the subject of communication between passengers and the Guard or Driver of a Railway train in motion.

From the Secretary to the Government to the North-Western Provinces, Public Works Department, to the Officiating Secretary to the Government of India, Public Works Department, dated 1st September 1869, No. 124 R—C.

I AM directed to submit, for the consideration of the Government of India, copy of a letter* from Mr. Williams, Commissioner of the Meerut division, on the subject of means of

* No. 330, dated 3rd July 1869.

communication between passengers and the Guard or Driver of a Railway train.

2. From the volume of Proceedings of the Bengal Government in the Railway Department for the month of June last, His Honour the Lieutenant-Governor observes that the matter has been recently under the attention of the Government of India, and that the East Indian Railway Company have only consented to the use of a rope so placed that it may be pulled up with a hooked stick by any passenger who might find occasion to use it.

3. There can be no doubt that this contrivance would be of little or no practical use in consequence of passengers being unaware of the existence of the rope, unless a placard were fixed up in each carriage making it known; and, if this were done, the arrangement would admit of, and probably induce to, the perpetration of the abuses of the convenience which it has always been urged by Railway Companies would be the result of affording it.

4. Mr. Williams' plan seems to His Honour the Lieutenant-Governor to be simple and easy to apply and work, while the proposed way of effecting the desired communication by means of handles in the carriages, which can only be reached by breaking a paper placard, would perhaps afford as good a precaution as could be devised against the wanton or unnecessary use of the apparatus. This point of the plan I am to particularly commend to the attention of the Government of India.

5. I am also to take the opportunity of informing the Government of India that it is within the knowledge of His Honour that the carriages of trains in transit on the East Indian Railway, and he believes of the Delhi and Punjab Railway also, are frequently locked on both sides, contrary to bye-laws of both Companies. Few even of the European passengers are aware of the existence of such a bye-law, and I am to suggest that it would be expedient that placards should be put up in each carriage stating that the Company's servants are prohibited to lock the doors on one side of a carriage without unlocking those on the other side, just as the Company's officers have been careful to post up warnings to passengers not to indulge in a dangerous practice which was found to be common.

From F. WILLIAMS, Esq., c. s. i., Commissioner of the Meerut division, to the Secretary to the Government of the North-Western Provinces, dated 3rd July 1869, No. 330.

In continuation of my letter, No. 235, dated the 17th of May, reporting the narrow escape of a train from fire, I beg to suggest some inexpensive arrangements for enabling passengers to communicate with the Guard and the Engine Driver: if on trial one should prove to answer, perhaps the Railway Companies might be induced to adopt it.

*Proceedings of the Madras Government, Public Works Department,
4th November 1869.*

2. The Guard can communicate now with the Driver by a small rope led from the break-van to the engine through spiral rings attached to the carriages.
3. The rope could just as easily be led through, and disengaged from, a detached spiral ring, suspended by pieces of rope leading into each compartment of each carriage over small sheaves set in sheave-like holes in the panneling of the carriage close to the corner framings, the ropes ending with tassels just inside the sheaves as shown in the accompanying sketch.
4. On a passenger inside pulling down the tassel the detached ring, and, with it, the alarm rope would be raised, and then an alarm in the engine and in the break-van would be moved, or a strain would be brought on the apparatus, by which the attention of the Engine Driver or Guard is now attracted.
5. The detached ring could be kept in position ready to act, and the operation of raising the alarm rope could be facilitated by guides and anti-junction rollers on each side of the ring as shown in the sketch.
6. The tassels would be in the corners of the compartments quite out of the way but close at hand, and there would be very little chance of the arrangement being accidentally disturbed.
7. The attention of passengers might be attracted to the tassel and its use by a paper notice pasted over it to the pannel on each side in such a way that the tassel could not be moved without breaking the paper. This would lead to the detection of any passenger who disturbed the alarm without good cause.
8. The notice might be to the following effect:—In case of urgent danger, break the paper and pull down the tassel. Rupees 50 fine for giving alarm without sufficient cause, for the infliction of which fine a new bye-law might be made.
9. One alarm rope would be sufficient in third class and open second class carriages, but there should be one in each compartment of other carriages. On the occasion just reported, the above rope might have been in the compartment in which the fire broke out, and the passengers in the adjoining compartment might have been suffocated without being able to give any alarm.
10. All that would be requisite to make this arrangement efficient would be that the Guard should see that the length of the main alarm rope was adjusted to the length of the train, and that there should be no slack which could be drawn up by the passenger without affecting the alarm.
11. There is an objection, namely, that a passenger could pull the alarm rope up outside the carriage, or a person in the next compartment might do so without breaking the paper.* This might be guarded against by enclosing the small alarm rope in a pipe of sufficient size to allow the ring and bight of the main alarm rope to travel inside it.
12. A simpler plan would be to have the main alarm rope run along the roofs of the carriages between the lamps and the ventilators, having a guide and a roller on the edge of each end of each carriage, the main alarm rope being rove through them and spiral detached rings, two between each set of carriages, with pendants from the rings leading under sheaves fixed in the panels of ends of each carriage just above the seat, the pendant ending in a tassel close to the sheave, or instead of a tassel there could be a ring let into the pannel over which the notice could be posted.
13. A passenger in the end compartment could, by pulling the tassel or ring, pull down the main alarm rope, and thus communicate with Guard and Driver; but this would have effect only in the end compartments: a person in the centre compartment may or may not make others in the end compartment hear and give the alarm, or there might be no one in the end compartments to do so.
14. The most perfect plan would be to have the main alarm rope carried along the roof of the carriage as in Plan No. 2, and to have a hole in the roof of each compartment with a cover, which could be lifted to set the rope and closed to keep out rain.

* Note.—Any one might hook up the main alarm rope with a hooked stick.

*Proceedings of the Madras Government, Public Works Department,
4th November 1869.*

15. Under the cover on each end* of each hole should be a guide and a roller to keep the alarm rope in position and to prevent friction, and in each side of each hole a spring to support a spiral ring with a short pendent rope attached to it leading through a tube of sufficient diameter to permit of the spiral ring and the bight of the alarm rope being drawn down through the tube, the pendent ending with a tassel or ring just below the inner roof of the carriage so as to be reached by a passenger, but out of the way of being touched accidentally.
16. The cover being lifted, the alarm rope should be fitted on the rollers in the end guide and through the spiral ring supported by springs in each compartment and the cover re-placed.
17. Then, in case of danger from fire or violence, a passenger in any compartment could seize and pull down the ring or tassel of the pendent, the spiral ring would slip off the springs and bring with it the bight of the alarm rope which the passenger might pull, if the first tug was not attended to, till the Guard or Driver, or both, were aroused.
18. When once the passenger had pulled the spiral ring off the springs he could not re-place it, and the state of the apparatus would show in which compartment the alarm rope had been pulled, but the spiral ring could be pulled up again from the top and set in position again on the springs. The notice might be pasted over the mouth of the tube, or where it would be more easily seen or read.
19. In both these plans the operation of attaching and disengaging the alarm rope, to take off or put in carriages, would be performed by a man running along the roof more easily than it now is, and the rope could not be reached except by the apparatus.
20. The alarm rope should be a strong but pliable wire-rope or chain to make it safe from fire, and should, of course, be adjusted to the length of the chain, and should be carried on crutches with rollers over the tenders so as to be clear above when wood or coal were being taken in or out.
21. It is hoped that the accompanying rough drawings will supply any deficiencies in the above descriptions.

No. 83. ORDER THEREON, 4th November 1869, No. 3,529.

RAILWAY, No. 9.

COMMUNICATED to the Consulting Engineer for Railways in continuation of G. O., No. 2,130, dated 1st July 1869.

(True Extract.)

Colonel, R. E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Edw. A. S. Rodgers.

Cort. of 1869, Madras.

PUBLIC WORKS

To

THE CONSULTING ENGINEER FOR

RAILWAYS

Dated November, 1869.

Recd.

G. O. No. 82-83, Nov. 1869.

NOVEMBER

Nos. 82-83

Communication (Railway) - Circular from the Government of India forwarding further papers on the subject of communication between passengers and the Guard Driver of a Railway train in motion, communicated to the officer concerned.

CIRCULAR No. 24 RAILWAY.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.
RAILWAY.

To

*His Highness the Maharaja of Mysore
Railway Department.*

SIMLA, SEPTEMBER 14, 1869.

SIR,

In continuation of Public Works Department Nos. 670-4 R, dated the 7th June 1869, I am directed to forward for information, further papers, as per margin, on the subject of communication between passengers and the guard or driver of a Railway train in motion.

I have the honour to be,

SIR,

Your most obedient Servant,

(Signed) R. STRACHEY, Colonel, R. E.,
Offg. Secy. to the Govt. of India.

W. E. Strachey
Asstt. Secy. to the Govt. of India.

P.W. 1869 *Sept*
No 4246

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

To

CIRCULAR No. 24 RAILWAY.

Dated SIMLA, September 11, 1869.

Received *Oct -*

Encl.

Forwards further papers on the subject of communication between passengers and the guard or driver of a Railway Train in motion.

P. W. D. Press—22 9-69—120.

N. 3529-6-1869/4.

With no order

Ch 4246

Govt. of Madras.

PUBLIC WORKS.

*The Consulting Engrs.
for Railways.*

Dated

Recd

O. 4-1869 1st No. 3529

Nos. 82-83

Communication (Railway) ~~Letter~~
Circular
from the Govt of India forwarding further papers on the subject of communication between passengers & the guard or driver of a Railway train in motion.
Comd to the offrs concerned—

On hand for Railways

Communicated to the Consulting Engineer for Railways on 21st Oct 1869.

3529-6-1869

*Chief Engineer
4-1869*

[Signature]

1869 No. 24