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. 36-37 Press Mis.

70-72

Dated 5- 1 1870.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 5th January 1870.

No. 70. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 3rd December 1869, No. 397.—

In compliance with the instructions conveyed in the Order of Government, dated the 11th October 1869, No. 3,276, I have the honour to report that, with the exception of those at terminal stations, the actual heights above rail level of the passenger platforms on the railways in this Presidency vary from two feet to three feet nine inches. At the termini the maximum height is four feet.

2. The general height of goods platforms is four feet, the maximum being four feet three inches.

3. There are very few ticket platforms on the Madras lines, and with the exception of that at the Madras terminus, the height of which is three feet nine inches, the maximum height does not exceed three feet four inches.

4. The distance of all the above-mentioned platforms is two feet six inches from the line of rails.

5 Besides them, fuel platforms must also be taken into consideration. These are in general wooden structures, which have been erected at the principal fuel stations for convenience in feeding engines with firewood. In height they vary from four feet to nine feet four inches above rail level; and they have been placed at distances from the line of rail varying from two feet to four feet nine inches.

6. The maximum outside measurement of the carriage foot-boards in this Presidency is nine feet nine inches. They project one foot ten and a half inches beyond the rails.

7. The Agents of the Madras and the Great Southern of India Railway Companies are of opinion that the position of none of the platforms on their lines can be called dangerous; and that no special precautionary measures are necessary, beyond the ordinary careful look-out that a guard is enjoined to keep when moving along the outside of a train in motion.

8. In dealing with this question it is well to look to the rules which the experience acquired on English Railways has laid down. The Standing Orders* of the Board of Trade require that no standing work of any kind should be nearer to the side of the widest carriage in use than two feet four inches at any point between the level of two feet six inches above the rails and the level of the upper parts of the highest carriage doors.

* Communicated with G. O, No 3,123, 27th September 1869, B, paragraph 15

9. To apply this rule to Indian Railways, allowance must be made for the larger dimensions of the Indian rolling stock; and this would, in my opinion, permit the level of two feet six inches on English lines to be raised in this country to three feet nine inches. Subject to this modification the rule should, I think, be made absolute.

10. Looking at the question from this point, I concur with the Railway authorities in considering that, so far as the passenger and ticket platforms are concerned, no special precautions are necessary to prevent danger.

11 The case of fuel platforms is different. These have all been carried to a considerably greater height than what I have assumed as the maximum—three feet nine inches, and out of seventeen on the two lines of Railway, only in the case of three has the prescribed distance of two feet four inches been maintained between them and the side of the widest carriage in use. As an instance, I will mention the fuel platform at Cuddapah, which rises to a height of seven feet one inch, and which is distant only two feet from the rail. This leaves a space of about ten inches between the platform and the door of a carriage, and if a log of wood chanced to protrude a few inches beyond the edge of the platform, the space would be considerably less. I have informed the Agents of the Madras and the Great Southern of India Railways that, even taking into consideration the slow pace at which fuel platforms are ordinarily passed by trains, the chance of an accident is not, in my opinion, by any means slight; and I have suggested the advisability of allowing no fuel platforms to remain within a distance of two feet four inches from the side of the widest carriage, or three feet six inches from the rails.

No. 71. ORDER THEREON, 5th January 1870, No. 36.

RAILWAY, No. 10.

ORDERED that this letter be forwarded to the Government of India:—

(Here enter No. 37, dated 5th January 1870)

(True Extract)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *5th January* 1870

No. 72.

No. 37.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT

RAILWAY, No. 11.

SIR,—With reference to your letter of the 31st August 1869, No 21, I am directed herewith to forward a letter from the Consulting Engineer for Railways in which that Officer furnishes the information required by the Government of India regarding the heights of passenger, goods, and ticket platforms, and the width of carriage foot-boards on the Railways in this Presidency.

2 It will be observed that the Railway authorities are of opinion that, as none of the platforms on their lines are so placed as to be dangerous, no special precautionary measures are necessary for the prevention of accidents. In this view, however, the Consulting Engineer concurs so far only as regards passenger and ticket platforms Major Shaw Stewart considers that, in assimilation with the rule on English Railways, a clear space of two feet four inches should be left between platforms of three feet nine inches in height and the level of the upper portions of the highest carriage doors, and as that distance is maintained in the case of only three out of the seventeen platforms which, varying from four feet to nine feet four inches above the level of the rails, have been erected at the principal fuel stations, he has drawn the attention of the Railway Agents to the subject; and I am to state that, in the opinion of His Excellency in Council, nothing further seems called for on the Railways in this Presidency for the prevention of accidents of the nature of that referred to by the Government of India beyond the exercise of the usual precautions.

I have the honour to be,
Sir,
Your most obedient servant,

Colonel, R E.,
Secretary to Government.

Exd. S. T. Augustin.

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 397-

From

Major J. W. McShaw Stewart R.C.E.
Consulting Engineer for Railways,

To

Colonel C. A. Orr R.C.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

In compliance with the instructions conveyed in the order of Government dated the 11th October 1869, No. 3276, I have the honor to report that, with the exception of those at terminal stations, the actual heights above rail level of the passenger platforms on the Railways in this Presidency vary from 2 feet to 3 feet 9 inches. At the termini the maximum height is 4 feet.

2 The general height of goods platforms is 4 feet: the maximum being 4 feet 2 inches.

3 There are very few ~~platforms~~ platforms on the Madras lines: and with the exception of that at the Madras terminus, the height of which is 3 feet 9 inches, the maximum height does not exceed 3 feet 4 inches.

4 The distance of all the above-mentioned platforms is 2 feet 6 inches from the line of rails.

5 Besides them, fuel platforms must also be taken into consideration. These are in general wooden structures, which have

been erected at the principal fuel stations for convenience in feeding engines with firewood. In height they vary from 4 feet to 9 feet 4 inches above rail level; and they have been placed at distances from the line of rail varying from 2 feet to 4 feet 9 inches.

6 The maximum outside measurement of the carriage footboards in this Presidency is 9 feet 9 inches. They project 1 foot 10½ inches beyond the rails.

7 The Agents of the Madras and the Great Southern of India Railway Companies are of opinion that the position of none

none of the platforms on their lines can be called dangerous; and that no special precautionary measures are necessary, beyond the ordinary careful look-out that a guard is enjoined to keep when moving along the outside of a train in motion.

8 In dealing with this question it is well to look to the Rules which the experience acquired on English Railways has laid down. The Standing Orders of the Board of Trade require that no standing work of any kind should be nearer to the side of the widest carriage in use than 2 feet 4 inches at any point

point between the level of 2 feet 6 inches above the rails and the level of the upper parts of the highest carriage doors.

9 In applying this rule to Indian Railways, allowance must be made for the larger dimensions of the Indian Rolling stock) and this would in my opinion permit the level of 2 feet 6 inches in English lines to be raised in this country to 3 feet 9 inches. Subject to this modification the rule should I think be made absolute.

10 Looking at the question

* Communicated with G.B. No 3123, 27th September 1869, B page 15

question from this point, I connect with the Railway Authorities in considering that so far as the passenger and ticket platforms are concerned, no special precautions are necessary to prevent danger.

11. The case of fuel platforms is different. These have all been raised to a considerably greater height than what I have assumed as the maximum, 3 feet 9 inches; and out of seventeen on the two lines of Railway only in the case of three has the prescribed distance of 2 feet 4 inches been maintained between them and the side of the nearest carriage in use. As an instance I will mention the fuel platform at Kuddapah, which rises to a height of 7 feet 1 inch and which is distant only 2 feet from the rail. This leaves a space of about 10 inches between the platform and the door of a carriage, and if a log of wood chanced to protrude a few inches beyond the edge of the platform the space would be considerably less. I have informed the Agents of the Madras and the Great Southern of India Railways that, even taking into consideration the slow pace at which fuel platforms are ordinarily passed by trains, the chance of

of an accident is not in my opinion by any means slight; and I have suggested the advisability of allowing no fixed platforms to remain within a clearance of 2 feet 4 inches from the side of the widest carriage, or 3 feet 6 inches from the rails.

I have the honors to be
Sir,
Your most obedt Servt
Illegible
Asst: Engr: for Railways

Madras
3rd December
1869

No. 396 of 1869.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
Public Works Department,
Fort Saint George

Dated 2nd December 1869
Received 4th December 1869

No. 3975-Railways.

Reporting the replies
of Station Masters
to Circular Letter
No. 1111 dated 18th
November 1869.

Railway Department.

Public Works Department

No. 86.

Proceedings of the Madras Go

Under date the

Read the follow

From The Consulting Engineer for Railways, E. No. 3970/32 December

Ordered that thi
letter be forwarded to
the Government of
India

To

The Secretary to the
Government of India
Public Works Department

Sir,

With reference to
your letter of the 31st
August 1869, No. 21 Dam
directed herewith to for
a letter from the
Consulting Engineer for
Railways in which that
Officer

Officer furnishes the
information required
by the Government of
India regarding the
heights of passenger,
[illegible] platforms and the width
of carriage footboards
on the Railways in
this Province.

2. It will be observed
that the Railway Au-
thorities after abstraction
that all none of the plat-
forms on their lines
are over placed as to the
dangerous, non special

provisions are considered
In this view, however,
the Consulting Engineer
considers that platforms
regarded as over-level
[illegible] platforms
Major Stewart considers
that, in assimilation with
the Scale in English Rail
ways, a level space of
2 feet 4 inches should
be left between platforms
of 3 feet of inches
height and the level of
the upper portions of the
high platforms 2 feet
and as that clearance is
maintained in the
case of only 17 out of the
17 platforms which
carrying from 4 feet to
9 feet 4 inches above the

level of the rails, have
been received at the
principal official stations
on the line, and with
[illegible] he has
charged the attention of
the Railway Agents to
the subject; and I am
to state that, in the
opinion of His Excellency
in Council the time
for further Returns called
for in the Railways
in this Presidency
for the prevention of
accidents on the Railways
of that referred to by
the Govt of India,

beyond the exercise
of the usual precautions.

Copy

Despe 6/1870 with Copy
of Govt 3 of 1870.

Cue 5063

Govt. of (1869) Madras.

PUBLIC WORKS

From The Consulting Engineer for Railways

Dated

Read

G 05 Jan 70 No 36837

Nos. 10-11872

Platforms (Ry) Ordering orders on the letter from the Engineer furnishing the information called for regarding the heights of platforms and the width of Carriage foot boards on the Railways in the Madras Ry

Platforms (Ry) Letter from the Engineer furnishing the information called for regarding the heights of platforms & the width of Carriage foot boards on the Railways in the Madras Ry, forwarded with Govt of India with Remarks -

C. 81 Dec 1869 - R. 11 Dec