

(1) Number of pages 11(2) Date of repair 8.5.44

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. 507-508

Press
-Mis.

425-26-27

Dated 25-2-1871.

Not to be folded or roughly handled

38

*Proceedings of the Madras Government, Public Works Department,
20th February 1871.*

No. 425. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th January 1871, No. 44.—

REFERRING to G. O., No. 3,072, of the 17th December last, I have the honour to report that on the Madras Railway the practice is to lock the doors of third-class carriages on both sides, and those of first and second class carriages on the right hand side only, when the trains are in motion.

On the Great Southern of India Railway the doors are not locked, but have the same arrangement, as in 1866, of a bar and a catch near the lower part of the door.

2. The Agent of the Madras Railway writes that "the train which met with the accident at the Cheyaur bridge on the morning of the 21st October last was composed of composite and second-class carriages only, and the marvellous escape of the whole of the second-class passengers leads me to think that the present practice of keeping the doors on one side unlocked is preferable in case of accident, to securing the doors on both sides by the means used on the Great Southern of India Railway."

3. One principal advantage of the bar is that it prevents people suddenly getting out of the carriage, for, by the act of looking out, and leaning far out of the window to remove the bar, there is necessarily a certain interval in which the circumstances of the case can be taken into consideration. But I am of opinion that at the Cheyaur bridge anything tending to delay egress from a carriage, would only have added an element of danger, and that, judging by that accident, it is by no means advisable to alter the practice of having one door unlocked.

No. 426. ORDER THEREON, 20th February 1871, No. 507.

RAILWAY, No. 59.

ORDERED that this letter be forwarded to the Government of India with an expression of the opinion of this

Government, that it does not seem expedient to make any change in the arrangements which are in force in this Presidency in respect to the locking of doors of Railway carriages while in motion, beyond directing that the doors of third-class carriages should like those of carriages of the two other classes be left open on one side.

(True Extract.)

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

No. 427. (DOCKET No. 508, dated 20th February 1871.)

COPY of the above forwarded to the Government of India, with reference to their letter, dated 25th November 1870, No. 1,868-R.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Augustin.

CONSULTING ENGINEER'S OFFICE

Railway Department

No 44.

From

Captain H. E. Prendergast R.E.
A. G. Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.
Secretary to Government,

Public Works Department,

Fort Saint George

SIR,

Referring to G. O. No. 3072
of the 17th December last, I have
the honour to report, that on the
Madras Railway the practice is, to
lock the doors of third class carriages
on both sides, and those of first and
second class carriages on the right
hand side only, when the trains are
in motion.

On the Great Southern of
India Railway the doors are not locked.

but have the same arrangement, as in 1866, of a bar and a catch near the lower part of the door.

2. The Agent of the Madras Railway writes that "the train which met with the accident at the Cheygar bridge on the morning of the 21st of October last, was composed of composite and second class carriages only, and the marvellous escape of the whole of the second class passengers, leads me to think that the present practice of keeping the doors on one side unlocked is preferable in case of accident, to securing the doors on both sides by the means used on the Great Southern of India Railway."

3. One principal advantage of the bar is, that it prevents people suddenly getting out of the carriage; for,

by the act of looking out, and leaning far out of the window to remove the bar, there is necessarily a certain interval in which the circumstances of the case can be taken into consideration.

But I am of opinion that, at the Cheygar bridge, anything tending to delay egress from a carriage, would only have added an element of danger: and that judging by that accident, it is by no means advisable to alter the practice of having one door unlocked.

I have the honour to be,
Sir,

Madras
27th January
1871

Your most obedient Servant
Wm. Dendy
Capt. R.E.

Acting Cons: Engineer for
Railways

No 507 P. Works Departt
 Proceedings of the Madras Government.
 Under date the 20 Feb 1871

Read the following
 From The Consulting Engineer
 for Railways } Resister No 46 of 27th Jan 1871

Ordered that this
 letter be forwarded to the
 Govt. of India with an
 expression of the opinion
 of this Govt. that it
 does not seem expedient
 to make any change in
 the arrangements which
 are in force in this
 Presidency in respect
 to the locking of doors
 of Railway carriages
 while in motion,
 beyond directing that
 the doors of third class
 carriages

M. A. L.
 A. A.

27th Jan 1871
 M. A. L.
 Railway Department.

From
 The Consulting Engineer
 for Railways,
 No. 426

To
 The Secretary to Government,
 P. W. Department,
 Fort St. George

Dated 27th }
 Received 30 } January 1871.
 No. 44-

Respecting the
 practice observed in
 regard to locking the
 carriage doors when
 in motion on the Madras
 and Ceylon Rly. Co's
 lines. No. 507 of 20th Feb 1871.

Op 425
 23rd Feb 1871

carriages should like
those of carriages of the
two other classes ^{upper}
open on one side.

Docket No. 508 dated

Copy of the above
forwarded to the Govt.
of India with reference
to their letter dated 25
Nov/70 No. 1868 P.

[Signature]

272
To the Secy for Ry.
Desp 21/2/71

Desp 21/2/71

Public Works Department
Proceedings of the Madras Government
Read the following

From: The Consulting Engineer
for Railways } 18.6.82.44.82/13 January 1871

I would unlock the doors
on side of the 3rd class
carriages. This is better than
having them open on both
sides. It is better than
the unlocking of one door
only. It is better than
the unlocking of both doors
only.

I think the best door to
the 3rd class carriages
should be the one which
can be locked. The
best doors of 1st & 2nd
class carriages are
the unlocked. I
think the best door to
the 3rd class, the one which

Ordered that this
letter be forwarded to the
Government of India
with an expression of the
opinion of this Government
that it does not seem
expedient to make any
change in the arrange-
ments which are in
force in this Presidency
in respect to the locking
of doors of Railway Car-
riages while in motion.

Docket

Docket No. 10 dated

Copy of the above forwarded to the Govt. of India with reference to their letter dated 25 Nov 70 No. 1868 R.

and that the Govt. of India should be informed of the facts of the case and the result of the inquiry. The Govt. of India should also be informed of the result of the inquiry into the matter of the accident at the Chyaur. The Govt. of India should also be informed of the result of the inquiry into the matter of the accident at the Chyaur. The Govt. of India should also be informed of the result of the inquiry into the matter of the accident at the Chyaur.

63rd Feb 71 A.G.
C. S. July 18/71 A.G.

(10)
Constant accidents if either door is left unlocked - they will get in & out while the train is in motion & panics very often occur. In case of such accidents as at the Chyaur they can easily climb over, jumping from a train is certain death in 999 cases out of 1000. Doors are in locked in England chiefly from fear of fire & explosion. The class of people who travel 1st & 2nd class being chiefly the British. The 3rd class doors are unlocked.

No. 15 May 1866 No 388-389
" 25 June " 592-594
" 3rd Nov " 74-75
" 17 Dec 71 " 388-389

Further Pro No 1004 Df 5-4-71

Docket

Forwarding with the marks, letter from the Inspector for Rys reporting the practice observed in the Madras & S of S Rys in respect to the locking of the doors of Carriages in motion.

Op 426

Govt. of 1871 Madras.

PUBLIC WORKS.

To The Ag. Consulting Eng^r
for Railways.
and

To The Secretary to the
Govt of India

Dated

Recd

Exd

G O 20 Feb 71, N. 5079508.

Nos. 425-426 & 427

Railway Carriages - Replying
Orders in the letter from the
Eng^r for Rys. Regarding
the practice observed in
the Madras & G S of I Rys.
in respect to the locking
of ~~car~~ doors of Railway
Carriages in motion.

63 Feb 71 CA-5
C. 8 July 1871 CA-112