Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 528-29. Ry

DATED 17th April

[Despatch Abstract.]

Fitting of 3rd class stock with vertical iron bars separating the compartments – Endorsement of the Consulting Engineer for Railways submitting the opinions of the Agents, Madras and South Indian Railways regarding the – Ordered to be forwarded to the Government of India.

[P. W. Ry. 760—25-2-99.]

Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

READ—the following papers :—

From W. S. BETTS, Esq., Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated Negapatam, 23rd November 1882, No. 1000.

Per your No. 369 of the 13th April 1880, you communicated to me a copy of an order of the Government of India in the Public Works Department (Railway), Nos. 1424—31 R.

2. Paragraph IV of that order reads as follows :—"A sufficient number of iron frames for dividing third-class carriage compartments should be provided on each line of Railway, the number being based on past demands; and their original cost should, in all cases, be borne by the local Government concerned, and not by the Railway."

3. The Traffic Manager reports he has no record of past demands on this Railway for reserved accommodation for Military prisoners and lunatics. Such accommodation has been furnished upon the production of warrants from the Military Department, but these warrants were, after they had been complied with, forwarded to the Government Treasury as cash orders.

4. Will you please inform me what number of iron frames Government wish to have provided on the South Indian Railway, and also let me know which department will pay the cost of providing the frame.

From Colonel T. E. TENNANT, Inspector-General of Jails, to the Consulting Engineer for Railways, Madras, dated Trivandrum, 23rd December 1882, No. 349.

In reply to your letter, No. 929, dated 16th December 1882, I have the honor to state that I am unable to furnish you with the information you require regarding Military prisoners and lunatics travelling on the South Indian Railway, as the Prison Department has nothing to do with the carriage of these persons. The Superintendent of the Lunatic Asylum at Madras might probably be able to furnish you with the information regarding insanes, and the Military Department regarding Military prisoners.

2. In regard to Civil convicts, those sentenced to long terms are generally transferred in batches (varying from six to forty prisoners in each batch) from District to Central Jails. Convicts from the District Jails at Tinnevelly, Madura, and Tanjore are sent by the South Indian Railway to the Central Jail of their circle at Trichinopoly, and those from the District Jails at Cuddalore and Chingleput either to Vellore or to the Penitentiary at Madras according to where accommodation is available.

3. Convict lunatics are transferred occasionally from the jails to the Asylum at Madras, but the party seldom exceeds three in number, and unless the lunatics are violent or dangerous, reserved compartments would not be required.

4. In reply to paragraph 3 of your letter, No. 885, dated 30th November last, I have the honor to state that I have no funds at my disposal from which the cost of providing iron frames for the purpose of segregation can be met.

From W. S. BETTS, Esq., Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated Negapatam, 15th June 1883, No. 411.

Your letter, No. 28, of the 17th January last. I forward herewith a tracing showing the kind of moveable frame which the Locomotive Superintendent proposes to make at an estimated cost of Rs. 70 each.

2. The only stations on this Company's line from which Military insanes and prisoners are likely to be sent are Madras, Trichinopoly, and Erode; and I should think that two sets of frames would be sufficient for each of those stations.

No. 160.

Endorsement on the above three papers.

Submitted to Government.

2. In Proceedings of Government, No. 420 R., dated 7th May 1879, was embodied an order of the Government of India directing that a sufficient number of iron frames for dividing third-class carriage compartments for the safe carriage of prisoners should be provided on each line of Railway, the original cost in all cases being borne by the local Government, not by the Railway.

3. The Agent, South Indian Railway, estimates that six such frames will suffice, and that their cost will amount to Rs. 70 each or Rs. 420 in all.

4. In letter, No. 349, dated 23rd December 1882, from the Inspector-General of Jails, it is stated that there are no funds at his disposal to meet the cost of the iron frames.

5. It is suggested that provision be made in the current year to meet the outlay on these frames, in order that the instructions of the Government of India, in respect of the carriage of prisoners by rail, may be carried out.

(Signed) C. J. SMITH, Lieut.-Col., R.E.,
for *Consulting Engineer for Railways.*

No. 1162 C.

Transferred to the Judicial Department for disposal.

(By order.)

(Signed) C. J. SMITH, Lieut.-Col., R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

MADRAS,
21*st June* 1883.

ORDER—dated 2nd July 1883, No. 1742, Judicial.

The cost of the frames will be met from Savings under Provincial.

(True Extract.)

C. G. MASTER,
Chief Secretary.

To the Public Works Department,
Railway Branch, with plan.
„ Inspector-General of Jails.
„ Accountant-General.

Exd. J. Henricus.

B

No. 722 R & 4 July 1883.

Comd'r the Chief Engineer
for Rys:

Lo of C. Jt.

Govt. of [1883] Madras.

JUDICIAL.

Issued

Recd. Encl.

G.O., 2nd July 1883, No. 1742.

JULY.

Conveyance of Prisoners by Rail.

Directing that the cost of providing iron frames for dividing third-class carriage compartments for the safe carriage of prisoners on the South Indian Railway be met from Savings under Provincial.

Comd'r Chief Engr for Rys: with tracing
Exer. Ry Accts
Exer. Pr. Accts

Bdij 19-7-83
with Order

Extract from a letter No. 318, dated 4th December 1889, from Sir A. M. Rendel and Son, to the Board of Directors, East Indian Railway Company.

* * * * * * * *

7. There is another question raised in these papers to which we think it well to direct the attention of the Board.

8. Mr. Bramall at the end of this report, dated 28th October 1889, to Mr. Carter on the accident observes as follows:—"This is unfortunately the second serious accident of the kind with which I have had experience, and in both I have observed the same thing, *viz.*, that the iron rods with which we separate compartments not only increased the difficulty of rescuing persons from wrecked carriages, but also inflict death and serious injury, and I think they should be done away with."

9. In this opinion we most strongly concur. We shall be surprised if a report from the doctors who took charge of the sufferers did not shew that these bars had most seriously increased the consequences of the accident.

10. If the Board will look at the model of the third class carriage in their possession, they will note that its compartments are separated by rows of vertical iron bars forming "grilles." It being necessary for the purposes of ventilation that the carriages should be open from end to end, and it having been found that theft and ill-usage were very rife and very difficult to detect when bad characters could roam over a whole carriage, these grilles were introduced for the purposes of police. Sir A. Rendel always held that the remedy was very much worse than the disease. They have never been put into metre-gauge carriages built under his superintendence. He has only supplied them in broad-gauge stock, when the East Indian practice has been asked for, and the sooner they are removed from all carriages which have them, in our opinion the better.

Government of India, Central Printing Office.—No. 1616 P. W. D.—13-2-90—100.

P. W. Dept.
3568/90.

All communications should be addressed to the Secretary.

No. 0201 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic

S.S. 19. 2. 90

To

The Joint Secretary to the Government of Madras.
Railway Branch.
Public Works Department.

Calcutta, the 7th February 1890.

Sir

I am directed to forward an extract paragraphs 7 to 10 from a letter No. 318, dated the 4th December 1889, addressed to the Board of Directors, East Indian Railway, by their Consulting Engineer, and to request that the Government of India may be favoured with a report as to what Railways under your control have 3rd class stock fitted with vertical iron bars separating the compartments and what opinions are held regarding partitions of this description by the Agents or Managers of such Railways.

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

M. W. Mackenzie
Major R.E.
Under-Secretary.

× 15 Copies.

Document accompanying Extract referred to

REGISTERED
No. 136
FILE
No.

C/ No. 998 Cdy 24 Feby. 90

Ref. 20-2-90.
Encl.s (=148 C of Encl.)

Referred to the
Consulting Engineer for
Railways for report.

C. A. Smith Coll. R.E,
Joint Secy. to Govt. P.W.D.
Ry. Branch.

Encl. 24-2-90 OR 24-2-90.

P.W.D. No. 1678. Encl 3
3365/90

(No. II.) 5,000—14-11-85.

No. 250

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 5th March 1890

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

SIR,

Adverting to your endorsement No. 2 letter from the Under Secretary to the Government of India dated Calcutta 7th February 1890 I have the honour to inform you that none of the 3rd class stock on this Railway is fitted with vertical iron bars separating the compartments. The compartments in 3rd class carriages on this Railway are separated by wooden lattice work.

I have the honour to be
Sir
Your most Obedient
Servant
W. Hamilton
Dy. Agent & Manager

REGISTER
No. 186

REGISTER
No. 213
FILE
No.

P.W. Rec'd
3568/90

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 3rd March 1890

Rec'd. 5/4/3

No. 255

Stating how 3rd class carriages are fitted with moveable bars for the accommodation of Military Prisoners

No 455

South Indian Railway,
AGENT'S OFFICE,
TRICHINOPOLY, 31st March 1890

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your No. 255 of the 28th ultimo. The Locomotive Superintendent has reported to me as follows, will you please enable me to reply to this inquiry regarding the new Stock which is now being built.

"I beg to inform you that the "only Carriages which are fitted with vertical "iron bars are 6 Third class Carriages Nos. 16, "41, 111, 152, 157 and 164 which have an end "Compartment provided with moveable iron "bars for the accommodation of military "prisoners.

"This arrangement was introduced "in accordance with G.O. No. 1742 of the 2d July 1883.

P.W.D. G.O. No. 722 R. 14-7-83

"We have twenty nine of our 3rd "class carriages fitted with light wooden trellis "work dividing the Compartments which is a "Common practice on most of the lines in this "Country and is intended to allow the passengers

a

REGISTER
No. 1427
FILE
No.

"a little more privacy than they would have if the carriages were open from end to end and it also prevents passengers interfering with one another and roaming about the Carriage and I have always understood such divisions are much appreciated by the travelling public.

P.W. Dept 3568/90.

"I intended fitting our new 3rd class Carriages with these wooden trellis work divisions of Compartments and shall be glad to know if Government would rather that they should be left out and the carriages made open from end to end."

We have never had an accident on the South Indian Railway in which a passenger carriage has been smashed up; nor one in which the iron bars have been broken. I cannot therefore, from experience, certify to the undesirability of continuing to use them. I am of opinion however that the experience Mr. Bramall has had should guide Government in arriving at a decision on this subject.

I am,
Sir,
Your most obedient Servant
Williamson
Agent.

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated 31 March 1890.
Received 2.4.90
No. 1427
Enclosure.

Submit to Govt with reference to letter from Agent, S.I.R. No. 455 dated 31/3/90

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,
Madras, 11th April 1890.

Letter from the Agent and Manager, Madras Railway No. 250, dated 6th March 1890.
Letter from the Agent, South Indian Railway No. 455, dated 31st March 1890.

No. 250

Submitted _____ to _____ Government, for transmission to the Government of India with reference to its letter No. 0201 R.J. dated 7th February 1890, referred to in the P.W.D. No. 998C, dated 24th February 1890 (herewith returned).

2. On the Madras Railway, none of the 3rd class carriages are fitted with vertical iron bars separating the compartments, wooden lattice work being used for the purpose.

3. On the South Indian Railway an end compartment in six 3rd class carriages is fitted

fitted with vertical iron bars, which are removeable, for the accommodation of the Military prisoners.

4. The Locomotive Superintendent advocates 3d class carriages being fitted with light wooden trellis work dividing the Compartments and enquires the wishes of Government in regard to the new third class carriages now under construction.

Sidney Smith
Major R.E.
Dy: Cons: Engs: for Railways.

Mus

B From the Sec. to the G.G. in C.S.

Form No. 3.

No. 528 R dy 17th April 1890.

Secl 15 apl Ordered to be for-

warded to the Govt. of India

with reference to its letter

No. 0201 R.T. dated 7th Febru-

ary 1890.

H.E. No 529 R dy 17th April 1890

Forwarded

Rhedy
14.4.90 W
pwR

Manuscript despd to India on 17.4.90

P.W.C. No. 3568

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 250

Dated 11th
Received 12 } April 1890

No. of Enclosures. 3.4.

B No. 528-29 R dy 17 April 90

Subject.

Submitting for transmission to the Government of India opinions of the Agents of the Madras and South Indian Railways re- the fitting of 3rd class stock with vertical iron bars separating the compartments.

A.R

Will you kindly let me know if any reply was received from India Govt Prop.. 528-29 R dy 17.4.90.

W.L.
21/8

D A R
No reply has been received -
T.A.D
13. VIII. 91

R

C 3RE 19/4. N. 14. 4. 4° 25/4
12.4.90 R 15.4.90