

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 - Order to be forwarded
to the Government of India.

FURTHER PAPERS.							
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

From W. S. BETTS, Esq., Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated Negapatam, 25rd November 1882, No. 1000.

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."

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.

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.

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,
21st 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 B & 1/4 July 1883.

Comd to the Eng. Engineer
for Rys.

/Sd/ G. J. S.

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.

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.

All communications
should be addressed to
the Secretary.

No. 0201 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY *Traffic*

2. 4. 90
19.

*P. W. Secy
3568/90.*

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 compart-
ments 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

W. B. Mackenzie

Major R.E.

Under-Secretary

** 15 copies.*

*Documents accompanying
Extract referred to*

REGISTERED
No. 136
FILE

C/ No. 998 C d/ 24 Feb. 1900
100 24 Feb. 1900
100 24 Feb. 1900

Inc 3
P.W. C. No. 1678
3368/90

Referred to the
Consulting Engineer for
Railways for report.

Recd. 20-2-90.
Inc 1. (+ 14 S.C. of Inc 1.)

C. Smith coll. R.S.,
Joint Secy. to Govt. P.W.D.
By Branch.

25 Feb 1900
25 Feb 1900

21-2-90 R24-2-90

(No. 11.)
No. 250

5,000-14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 5 March 1890

From

Chief Agent and Manager.

To

The Consulting Engineer for Railways.

SIR,

Adverting to your endorse-
ment to a letter from the Under Secretary
to the Government of India dated
Calcutta 7 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
Yours Most Obedient
W. Hamilton
Chief Agent & Manager

REGISTER
No 136

REGISTER
No 2/3
FILE
No

PW Price
3568/90

starting now 3rd class
carriage compartments are
separated in this
Railway 3rd class carriage

Dated 3rd March 1890
Recd. 6/4

No. 250

From
MADRAS RAILWAY.
The Agent and Manager.
To
The Consulting Engineer
for Railways.

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 250 of the 28th ultimo. The
Locomotive Superintendent has reported to me
as follows, will you please enable me to
reply to his 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 2nd
"July 1883.
p. m. D.
y. b. No 722R
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 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."

"I intended fitting our new 3rd class carriages with these wooden lattice 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; not 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,

Yours most obedient servant
William Stoth



P.W. Sect.
3568/90.

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 5th 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 a reference to its letter No. 201 R.I. 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

From

The Agent,

South Indian Railway,

Trichinopoly.

THE CONSULTING ENGINEER FOR

RAILWAYS,

Madras.

31 March 1890.
Agent.
No. 490
ENCLOSURE.

Submitted to Govt.
with enclosure
12/4

fitted with vertical iron bars,
which are removable, for the
accommodation of the mili-
tary prisoners.

4. The Locomotive Super-
intendent advocates 3^d 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.

By: Capt. Cugr: for Railways.

Wms

Form No. 3.

No. 528 R of 17 April 1890.

sub 15th April Ordered to be for-

warded to the Govt. of India

with reference to its letter

No. 0201 R.T. dated 7th Feb.

April 1890.

H.E. No 529 R of 17 April 1890

Forwarded

Encd

14.4.90 W
pnr

Manuscript despatched to India on 17.4.90

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 250.

Dated

Received

11th } April 1890
12 }

No. of ENCLOSURES. 3.4.

No. 528-29 R of 17 April 90

Subject.

Submitting for trans-
mission 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 Com-
partments.

A.R

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

H.M.
24/5

DAR

No reply has been
received - TAD
13. VIII. 91

o sec 19/4
12.4.90 14.4.90 R 15.4.90