

Public Works ¹⁸⁹⁵ (1900) Department.

RAILWAY BRANCH.

G.O., No. 515 Ry

DATED 9th August

Inclusion of 434 R of 28/6/95.

[Despatch Abstract.]

Goods Wagons—Letter to the Government of India forwarding a note by the Government Inspector on the carrying capacity of the South Indian Railways when used for the carriage of passengers.

BACK PAPERS.

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

FURTHER PAPERS.

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

SERIAL
No. 2

No. 570 R.T.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

TO
THE DIRECTOR-GENERAL OF RAILWAYS.

Simla, 17th October 1894.

SIR,

I am directed to acknowledge the receipt of your memorandum No. 323 T, dated the 26th July 1894, and of the correspondence therewith forwarded, regarding the use of goods wagons for the carriage of passengers during times of pressure arising from pilgrim traffic and other similar unavoidable causes.

2. In reply, I am to say that it is recognized by the Government of India that, undesirable as it is to resort at any time to the use of wagon stock for the carriage of passengers, railway administrations cannot ordinarily be expected to maintain a sufficiently large reserve of coaching stock, over and above ordinary requirements, to meet the exceptional demands of pilgrim traffic during melas, etc., especially as such stock would inevitably stand idle and realise no revenue for the greater part of the year. The numerous complaints, however, which have, from time to time, been made in regard to the discomforts and dangers experienced by passengers carried in goods wagons, appear to the Government of India to point to the urgent need that exists for the introduction of suitable rules to regulate generally the use of goods wagons for passenger traffic.

3. The Government of India, I am to say, consider that the rules should, in addition to other necessary details, provide—

- (a) that the use of other than coaching stock for passenger traffic is to be strictly limited to cases of absolute necessity;
- (b) that covered wooden wagons which are capable of being ventilated and which are so fitted as to secure the safety of the passengers are to be used in preference to iron wagons, and that the use of open trucks is to be entirely forbidden;
- (c) that a carefully selected and experienced train staff must be employed with all trains to which goods vehicles carrying passengers are attached; and

(d) that, for the information and guidance of all whom it may concern, the number of passengers to be accommodated in each type of wagon which is likely to be used for passenger traffic, must be conspicuously painted on the inside of the wagons and that the number so exhibited must on no account be exceeded.

4. As regards paragraph 3 (d) above, I am to point out that goods vehicles, when used for the conveyance of passengers, fall under the provisions of section 63 of the Indian Railways Act, 1890, and that, consequently, the maximum number of passengers to be accommodated in each vehicle so used is subject to the approval of the Governor General in Council.

In this connection, I am to remind you that the minimum accommodation to be allowed to each passenger in third class carriages is, under the orders contained in the Government of India circular No. XI Railway, dated the 10th July 1886, a floor area of 35 square feet and a capacity of 25 cubic feet, and I am to say that the same accommodation may reasonably be regarded as necessary for each passenger carried, during the winter months in goods wagons which can be properly ventilated, while an additional allowance should be made in such wagons during the hot weather and at all times of the year in wagons not so ventilated.

5. I am accordingly to request that, in consultation with the Managers of the state railways under your control, and, if necessary, with the Committee of Locomotive and Carriage and Wagon Superintendents, you will formulate a set of rules in the light of the foregoing remarks for the consideration and approval of the Government of India.

I have the honour to be,

SIR,

Your most obedient servant,

F. B. HEBBERT;

Under Secretary..

Documents accompanying.

Nil.

No. 571 R. T., dated the 17th October 1894.

Copy forwarded to the Local Governments and Administrations, and to the

The Governments of Madras, Bombay, and Bengal.
The Chief Commissioners of Burma and Assam.
The Resident at Hyderabad.
The Agent to the Governor-General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam.

officers noted in the margin, for information, with the request that the Government of India may be furnished with a similar set of rules from the railway administrations under their control for approval under the provisions of the Act quoted.

By order,

F. B. Hebbert

Under Secretary.

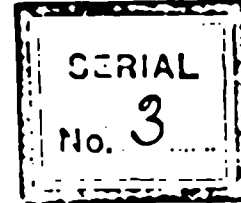
Sal

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

57-1-95

P. W. CURRENT No. 8382

Recd: 5-11-94



P. W. Current No. 8382

Govt. of India Resolution
No. 571 R.T. of 17 Oct 1894

No. 3459
6-11-94

Copy forwarded
to the Agents, Messrs.
South Indian & Ceylon
Railways for submission
of draft rules for approval

File
5/11 ER

Reminders

No. 3459 of 5-12-94 *Secy 11/2* *MM 5/12*

Reminders S. S. J. & Co.

No. 8459 of 4-2-95 *Secy 11/2* *MM 5/12*

No. 3459 of 12-3-95 *Secy 11/2* *MM 5/12*
9/12/95

6249

62

MAADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated
188

Recd.

No.

P. N. O. No. 122-3-3-31 1894.

Serial 1111
reply 1241
Form No. 2.

H. H. the Nizam's Guaranteed State Railways Co., Ltd.

No. 765W

SERIAL
No. 7

12/11/94
12/11/94

From

The Agent and Manager.

H. H. the Nizam's Guaranteed State Railways Co., Ltd.

To

The Consulting Engineer for Railways

Madras

Date 1 Secunderabad, (Deccan) 9th April 1895

Enclosure.

Reference.

Sir,

With reference to your endorsement
N^o 3489 dated 6th November 1894^U and subsequent
reminder dated 3rd instant, I have the honor
to forward herewith for approval draft rules
required per Government of India P. W. D. com-
munication N^o 570 R.T. dated 17th October 1894
to address of the Director General of Railways,
viz:-

1. Passengers must not be conveyed in goods
vehicles, except in cases of necessity and
when there are no other vehicles available.
2. Covered goods wagons which are so
fitted as to secure the safety of passengers
and are provided with means of thorough
ventilation are only to be used and on
no account open wagons.
3. The maximum number of passengers
must not exceed 45 in each vehicle.

(No. 11.)
No. 8412

773

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 12th December 1894

From

The Agent and Manager.

Madras Railway Co.

To

The Consulting Engineer for Railways.

SIR,

Madras.

No. 3459 of 6th Nov. 94.

12/12

In continuation of my letter No. 8404⁹⁵⁹ dated 7th instant I have the honor to send for your information 6 copies of Circular No. 8612¹⁸⁶⁰²⁵⁷¹ dated 19th November 1894 issued by the Traffic Manager embodying the rules framed by the Government of India to regulate generally the use of goods wagons for passenger traffic.

I have the honor to be,

Sir,

Your most obedient Servant

Richard

The Agent & Manager.

6 Encl.

1612

4. The passenger carrying capacity must be painted conspicuously in each vehicle.
5. Care must be taken that experienced guards and brakemen are fixed to work trains running with goods vehicles loaded with passengers, and that they see that doors are properly closed and all shutters and other ways of ventilation open.

I have the honor to be,
Sir,

Your most obedient servant

[Signature]

Agent & Manager

No. 550

South Indian Railway Co., Ltd.
AGENT'S OFFICE,

SERIAL
No. 8

TRICHINOPOLY. 11 June 1895

From The Agent,
SOUTH INDIAN RAILWAY,

To The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

With reference to your endorsement No. 3459 of the 16th of November last on Government of India letter No. 570 R.T. dated 17th October 1894, on the subject of rules to regulate the use of goods vehicles for the conveyance of passengers, I have the honor to inform you that it is proposed to introduce the following rules, in supersession of those given in rules Nos 127, 128 and 129 of the existing Working Rules:-
1-(a) When sufficient carriages are not available, wooden covered goods wagons may be used for the conveyance of third class passengers on mixed or goods trains. The number to be carried in each description of vehicle to be as follows:-

Wooden covered goods wagon (6 tons) -----

Wooden cotton wagon (4 $\frac{1}{2}$ tons) -----

Wooden Clemens wagon (10 tons) -----

Maximum
number of
adult passengers
that may be carried
during the year

20

35

38

(b) These vehicles must not be attached to Mail trains.

(c) Before passengers are allowed to get into these wagons the side flap doors must be put down to provide proper ventilation and must remain in that position so long as passengers are travelling in the wagons.

2. Trains having goods wagons attached for the conveyance of passengers must not exceed a speed of 20 miles per hour.

3. Guards in charge of trains having goods wagons attached for the use of passengers must, before leaving each station during the journey satisfy themselves that all doors are properly closed and bolted.

4. Iron Covered goods and open wagons must not under any circumstances be used for carrying passengers.

The numbers of passengers which can be carried in each description of vehicle, as given above, are based on the requirements of 3.5 square feet of floor area, and 25 cubic feet of capacity, per passenger,

as

as laid in the second portion of paragraph 11. of the above mentioned communication from the Government of India. If, however, in view of the fact that the wooden covered goods vehicles on this Railway are so constructed as to allow of the sides being let down to about breast high of a man standing inside, - the minimum floor area - accommodation of 3.5 square feet per passenger be alone taken into consideration, then the descriptions of vehicles detailed above will accommodate 23, 35, and 43 passengers each respectively.

Will you let me know if the proposed rules meet with approval, and if the passengers to be carried may be fixed at the numbers given in the preceding para.

I have the honor to be,

Sir,

Your most obedient Servant

David Logan,

Acting Agent

65

2649
F11

Recd 10/6/95

Forward copy
of L & India
to Secy of P.W.D.
21/6

Dated
Received
189

ENCLOSURE

To
The Consulting Engineer for
Railways,
Madras

From
The Asstt.
South Indian Railway,
Trichinopoly.

SERIAL
No. 9

No. 571 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic .

To
The Joint Secretary to the
Govt. of Madras, P.W.D. By. Ech.

Simla, the 21st June 1895.

The undersigned is directed to invite attention
to the letter noted below, and to request that the
reply may be expedited.

W. B. Mansfield

Captain R.E.,
Assistant Secretary.

W. B. Mansfield

P.W.D. No. 571 R.T., dated 17th Octr. 1894.

Requesting that the Government of
India may be furnished with a set
of rules, regarding the carriage of
passengers in goods wagons.

Recd 434 R 25. 5. 1895
sent to Mr. I think it will
be in connection with the
P.W.D. carriage
1895

Dec: 1. 2. 85

Rules for the use
of goods wagons for the
carriage of passengers
during pilgrim traffic.

While considering
it undesirable to resort
at any time to the use
of wagon stock for the
carriage of passengers,
the Government of India
recognize that railway
administrations cannot
be expected to maintain
rolling stock over and
above ordinary requirements
especially

especially as such stock would inevitably stand idle for the greater part of the year. In view, however, of the numerous complaints regarding the discomforts and dangers experienced by passengers in covered goods wagons that Government laid down certain rules in addition to other necessary details and invited Railway Administrations to formulate a set of rules to meet the above requirements.

The Government of India rules with those submitted by the Gt. Ind. and A. & P. R. are summarized as

as

Govt. of India	Madras Ry	S. I. Railway	Nizam's Ry
1. Also limited to cases of absolute necessity	1. Same as India	1. Same as India	1. Same as India
2. Covered wooden wagons were ventilated and supplied with seats and in the future to iron wagons. Open trucks forbidden.	Rules 2 & 3 same as India	Covered goods wagons thoroughly ventilated to the rear for passenger use and for goods trains. Trains not to exceed a speed of 20 miles per hour. When covered goods & open trucks not to be used under any circumstances.	Covered goods wagons thoroughly ventilated to the rear and open wagons forbidden.
3. Carefully select & employ men & train staff to be employed with all trains carrying passengers.	Guards to see to the safety of passengers & to ensure safety of passengers & to prevent any carrying.	Guards to satisfy themselves that all doors are properly closed and locked before any such station and any carrying.	Experienced guards & trainmen to be employed & to be properly clothed & in proper dress & to be seen to the safety of passengers & to be properly clothed & in proper dress.
4. No. of passengers to be carried in each wagon to be limited as follows:— In the case of open wagons carrying passengers, the number carried to be limited as follows:— In the case of covered wagons carrying passengers, the number carried to be limited as follows:—	Each cross platform to be fitted on wagons showing maximum carrying capacity of 400 lbs. per sq. ft. of platform area. In the case of open wagons, the number carried to be limited as follows:— In the case of covered wagons, the number carried to be limited as follows:—	No. of passengers to be carried in each wagon to be limited as follows:— In the case of open wagons, the number carried to be limited as follows:— In the case of covered wagons, the number carried to be limited as follows:—	Maximum carrying capacity of each wagon to be limited as follows:— In the case of open wagons, the number carried to be limited as follows:— In the case of covered wagons, the number carried to be limited as follows:—

As under:—

From the foregoing it will be seen that the replies of the Agents are almost identical with the list of India Rules except that the T. I. Railway has made no mention of specifying the number of persons to be carried on each vehicle. The Mysore Railway Agent makes no reference to iron wagons.

The number of passengers proposed to be accommodated in each vehicle should be approved by the Government of India.

Draft letter to
India embodying the
views as therein filed

M
23
6

B/

No. 434 R

Government of India

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

SERIAL
No. //

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Similar

Coly. the 28th June 1895.

SIR,

With reference to your endorsement No. 571 R. T., dated 17th October 1894, on letter to the Director General of Railways, No. 570 R. T., of the same date, I am directed to forward herewith, for the approval of the Government of India, the rules as formulated by the Railway Administrations under the control of this Government, regarding the use of goods wagons for the carriage of passengers during pilgrim traffic, and to state that the replies of the Agents are almost identical with the rules

rules proposed by the Govt. of India, with the exception that the South Indian Railway has made no mention of painting the number of persons to be carried on each vehicle, and the Mysore Railway has omitted to make any reference to iron wagons.

2. With reference to the carrying capacity of the S.I.R. wagons, the Agent points out that the calculation is based on the requirements of 3.5 square feet of floor area, and 25 cubic feet of capacity per passenger, as laid down in para 4 of your letter to the Director Genl. of Railways, but in view of the fact that wooden covered goods vehicles on his line are so constructed as to allow of the sides being let down to about breast high of a man standing inside - the minimum floor area of 3.5 square feet per passenger ^{should} be alone taken. Thus the vehicles detailed in the rules will accommodate 23, 35 and 43 passengers each respectively.

GO

I am to inquire whether these numbers viz 23, 35 and 43, may be fixed as the carrying capacity of the wagons referred to...

Mr R
25
6 95

W
26 June

Is it possible to furnish the information

Mr R
27
6 95

Fair Despatch in R. office
on 26.6.95

Mr R 25/6
R 26/6

3/-
N^o 434 R, dated 28.6.95

10/7

for the carriage of passengers during pilgrim traffic

South Indian Railway	H.H. the Nizam's Gd. State Railway.
1+2. When sufficient carriages are not available, wooden covered goods wagons may be used for the conveyance of third class passengers on mixed or goods trains. <i>No number to be carried in each description of vehicle</i> <i>to be as follows:-</i> Wooden covered goods wagon (6 tons) 30 Wooden open wagon (4 1/2 tons) 30 Wooden open wagon (10 tons) 30 These vehicles must not be attached to <u>Mail</u> trains. Before passengers are allowed to get into these wagons the side flap doors must be put down to provide proper ventilation and must remain in that position as long as passengers are travelling in the wagons. Trains having goods wagons attached for the conveyance of passengers must not exceed a speed of 20 miles per hour. <u>Iron covered goods and open wagons must not under any circumstances be used for carrying passengers.</u> 3. Guards in charge of trains having goods wagons attached for the use of passengers must, before leaving each station during the journey satisfy themselves that all doors are properly closed and bolted. 4. The passenger carrying capacity	1. Passengers must not be conveyed in goods vehicles except in cases of necessity and when there are no other vehicles available. 2. Covered goods wagons which are so fitted as to secure the safety of passengers and are provided with means of thorough ventilation are only to be used and no account of open wagons. The maximum number of passengers must not exceed 45 in each vehicle. 3. Care must be taken that experienced guards & brakemen are fixed on all trains running with goods vehicles loaded with passengers, and that they see that doors are properly closed and all shutters & lattice ways of ventilation are closed. 4. The passenger carrying capacity must be painted conspicuously in each vehicle.

Rules for the use of goods wagons

Government of India	Madras Railway
1. The use of other than coaching stock for passenger traffic is to be strictly limited to cases of absolute necessity. 2. Covered wooden wagons which are capable of being ventilated and which are so fitted as to secure the safety of the passengers are to be used in preference to open wagons, and the use of open trucks is to be entirely forbidden. 3. It carefully selected and experienced train staff must be employed with all trains to which goods vehicles carrying passengers are attached. 4. For the information and guidance of all whom it may concern, the number of passengers to be accommodated in each type of wagon which is likely to be used for passenger traffic, must be conspicuously painted on the inside of the wagons and that the number exhibited must on no account be exceeded.	1. Government of India O.W.D. Circular No. 570 R.T. dated Simla 17th October 1896 rules that, except in cases of absolute necessity, passengers must only be conveyed in ordinary coaching vehicles. 2. In cases of special necessity, however, <u>wooden</u> covered goods wagons may be used when capable of being properly ventilated and fitted so as to secure the safety of passengers. Madras Railway wooden covered goods wagons provide the necessary ventilation and can be used for 3rd class passenger traffic in cases of emergency, the maximum load of such vehicles being 40 passengers. Iron covered goods wagons or open wagons must not be used for passenger traffic. 3. When wooden covered goods wagons are used to convey passengers, Guards must exercise every care to ensure the safety of each passenger and to prevent overcrowding. 4. Cast Iron plates will be fixed on wooden covered goods wagons showing the maximum carrying capacity viz 40 persons.

SERIAL

No. 14

No. 403 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Traffic.

All communications
should be addressed to
the Secretary.

To

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

Simla, the 1st August 1905.

Sir,

With reference to the enquiry regarding the carrying capacity of the South Indian railway goods wagons when used for the carriage of passenger made in paragraph of your letter No. 434 R.T. dated 28th June 1905, I am directed to request that, with the permission of His Excellency the Governorⁱⁿ Council, the Government of India may be favoured with the opinion of the Government Inspector Madras, on the point.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. T. H. H.

Under Secretary.

Documents accompanying:-

Nil.

S.A.

*Refer India that
consider that the number
it be limited to 20, 25, 30
M. S.*

P. W. CURRENT No. 6046

SERIAL
No. 15

Note of Service respecting
Officer Madras -

The South Indian Ry
have 3 types of Wooden
covered goods wagons

Goods Wagons of 6 tons
Cotton " of 4 1/2 "

Dimensions " of 10 "
in which it is proposed to
carry passengers should
it be necessary -

Calculating the available
space at 3.5 sq feet of floor
area - these wagons should
carry 23, 35, and 43 pas-
sengers respectively -

If however the space is
calculated by 25 cubic ft.
capacity per passenger
these wagons should carry
20, 35, and 38 passengers
respectively -

In view of the climate of
Southern India & the dis-
comfort of travelling in
these wagons - I would limit
the number of passengers
to 20, 35, and 38 each

M. P.
295

Ans: 7.8.95

25

B

No. 575 R

Government of Madras

PUBLIC WORKS DEPARTMENT
RAILWAY BRANCH

SERIAL
No. 16

To

THE *Secy. to the Govt. of India*
P. W. Dept.
Simla

Coty 9th August 1895.

Sir,

With reference
to your letter No. 403 R.I.,
dated 1st August 1895, I
am directed to ^{forward} ~~state~~ that
the Government Inspector
in the
Madras considers that
the carrying capacity of the
S. I. R. goods wagons when
used for the carriage of
passengers should be limited
to the numbers 20, 35 & 38.

a note by

*Supd from coty
on 9-8-95*

Yours

A

B

No. 575 R 279 Aug 25

2245 15/8