

Local & Munl. (1898) Department.

MISCELLANEOUS.

G.O., No. 536 P

DATED 3-6-1898.

[Despatch Abstract.]

Inspection Stating that the Collector of Bellary or the Sanitary Commissioner may re-open the subject of revising the train service if the passage of trains past the inspection station at night time is found seriously to interfere with efficient — or if the plague should approach the place nearer.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

LOCAL AND MUNICIPAL DEPARTMENT.

Papers to be read in Proceedings:—

Again G.O., No. 201 P dated 14-3-1898, para 2

Again G.O., No. dated 189

Current No. *609 P* of 189*D*, dated *7-5-92*, from *T. W. Dept, Ry Branch*

” ” ” 189 ” ”

189

ORDER. No. 536 P. mis. of 36-98

Recorded with the remark that
of Bellary or the Sanitary Commissioner
the Collector may reopen the
matter if the passage of trains
past the inspection stations at
night time is found seriously to
interfere with efficient inspection,
or if the plague should approach
the Presidency nearer. In the
meantime, the inspecting medical
Officers at Hospet and Tungalabad
should be informed that they have
authority to remove passengers
from the trains and to detain them
until the next train for disinfection.

(From when)

To the Com. of Ballast 2/6
" Sanitary Com. 1/-
" S.W. Dept (Reg Board) 1/0

31/6/58
25/5/58

6-8-54

Note for the Secretary

The file of correspondence about the night train at Tangabhadra is linked with this. The final reply of the Madras Railway Traffic Manager has not yet been received, but it will be seen that he urges the same objections as the S. M. Ry.

Long
18/5/11

Sent to you
19/5/11

What was sent to H. M. with reference to the Sec. order above

S. M. 24/5/11

The whole of the file accompanying file relating to C. No. 689 P.

The H. M. then noted his remarks of the 21-5-11, and the file was sent to the P. W. Dept. as ordered by him. On its return, the file was submitted to the Secy (L. & M.) on the 27th

I understand the matter
is to dep. for the present

8/2 1/6/98

Yes Sir, but an order in the
sense of H.M.'s remarks seems
necessary - Draft put up

Long
2/6/98

Yes: issue draft

8/2 2/6/98

Again G.O., dated

189 , No.

Current No.

689P

of 1898, dated

7-5-98

from the P.W. Dept. Ry.
Branch

Current No.

of 189 , dated

from the

SUBJECT.

Inspection of Railway
passengers at Hospet.

FOR ORDERS.

What does W. Spring
think about the traffic difficulty?
I presume the M.D. officer at
Hospet understands that he
can detain passengers for disin-
fection if necessary.

16/5/98

Forwarded to J. Secy, P.W.
Branch, for answer of
reply to
note on H.M.'s question

H. Trevelyan
17-5-98

Though this Govt. has let the ^{elucidated} ~~matter~~
be settled over the Indian R.C. in matters of the
hours of trains, and must not strain that
control for fear of breaking it, the Bombay Govt.
have I believe, very much control in all such matters

On the 9th March 1898, the
Saintry Comet brought to the
notice of Govt that only two
trains arrived daily at Hospet
from the Shrewsbury side and that
of these, one, the mail train, came
carrying the bulk of the passengers
came at 1-20 A.M. and the other
a goods train containing one or
two 3rd class carriages came at
11-40 A.M. In order that the
medical inspection ^{may} be made
as efficient as possible, he
suggested that the mail train as
well as the other ^{goods train} ~~day~~ should be
so arranged as to reach Hospet
during day time. The Bombay
Government was addressed
accordingly

accordingly, and in reply it forwards a letter from the Traffic Manager of the S. M. Ry, raising the following objections to the adoption of the Sanitary Council's proposal:

(a) The proposal involves the alteration of the whole service from Hubli to Nagpada and if this be done, the connection with the ~~main~~ main line at Hubli will be missed.

(b) Another alternative would be to alter the service between Hubli and Guntakal and the result of this would be that the connection with the main line on either side will be missed and the trains on the Bijapur Branch will also require alteration, resulting in its effect, and the traffic affected.

(c) The proposal involves ^{very} considerable inconvenience of the Postal Dept. is sure to object to it.

(d) No great difficulty is experienced at Rajivadi (near Poona) and Hainkar, where trains are now examined at dead of night. The traffic post Hospet is not very large and there is no reason why Hospet should present any difficulty.

on the S. M. Ry. Co., which is not an old-fashioned Government Co. like the Indian Ry. Co. but merely lease the working of a Railway owned by Government.

I can say nothing about the difficulties likely to be experienced by the S. M. Ry. if it is forced to alter the present train which it ~~is~~ ^{has asked} to alter. All I know is that I have done my best with the Indian Ry. Co.

^{perhaps the Poona - Bangalore line is meant} to induce them to co-operate, but without success. I did this to oblige the L & M. Dept., but all the time I do not feel sure that there is as much value in daylight as opposed to night inspection as would warrant so great a disturbance of traffic and so great a temporary loss as such a change always involves.

The alteration of a train is often very far from a railway, she has for years been watching the course of traffic and the points of connection at various junctions, very often requiring what seem to others like minutiae in such matters which are hardly not for nothing. I still think that the Indian Ry. Co. in spite of their protests

at H.P. at Rajivadi and Hainkar of their protests could make the change which I asked them to make at the L & M. Dept. investigation. But I cannot compel them to do so, and do not like to use too tight a rein. But I believe, as I

have said already, that the Bombay Govt might if they wished have directed the S. M. Ry. to meet the wishes of this Govt in the L & M. Dept.

But if there is daylight inspection in any one place I scarcely understand where the importance comes in of getting rid of daylight inspection in another place at the cost of upsetting hundreds of miles of railway arrangements and connections and dislocating postal and other arrangements.

I think with the Secy. L & M. that the matter might be allowed to sleep.

F.W.S.
11/5/98

L & M. Dept.

The matter may be allowed to sleep for the present - But, if the presence of trains past for inspection at night time is found seriously to interfere with efficient inspection, any time plague should approach nearer, it may be reopened. It is not only that inspection by daylight is not so efficient as inspection by daylight, but

The traffic manager is therefore not prepared to accept the change and the Agent concurs in his view. The P. W. Dept. Railway Branch transfers the papers without any remark.

2. There is steam disinfection at Hubli. The train which reaches Hospet at 1-20 A.M. leaves Hubli at 6 P.M. In para 3 of its letter printed in J.O. No 846 Dn. of 6-4-97, the Government of India has remarked that "in cases in which the required disinfection cannot otherwise be completed it will be necessary to detain a portion of the passengers until the departure of the next train." If passengers are to be detained for the night at Hospet, the accommodation there will have to be increased. The existing accommodation or at least that recently ordered is intended for 3 Europeans and 50 natives.

^{any} 10/5/98
H.M.
I don't think this Govt. has been very well treated.

4

This matter. The Bo. Govt. simply ^{passes on} ~~takes~~ the word of the Agent S.M.R., & the Agent S.M.R. simply concurs with his Traffic Manager. Now it was not to be expected that the Traffic Manager would welcome the change.

2. This gentleman does not think the Company should "accept the change" "unless very much better reasons are advanced than those mentioned!" This seems pretty "cool"!

3. He considers also that "no great difficulty" is experienced at two of his stations where there is mid night inspection, so he does not see why there should be "any difficulty" at Hoopet & a desire to do all that

Well, those two are intercal in possible to convenience stations in a Presidency permeated with plague; Hoopet is to keep plague out of our Presidency, & any oversight there would be a matter of a hundred times more importance.

4. For the above reasons, it seems to me that this Govt. has not been treated well, &

that the S.M.R. cannot stand continual night work. In the mean time, the medical officers at Hoopet & Durgabudra ~~had~~ be reminded that they have authority to remove passengers from the trains & to detain them until the next train for disinfection.

For the matter of that, they might remove & detain a driver or a guard - W. Spring is quite mistaken as to the extent of the power of Govt. in this matter. His act under the Rly Contract Act that Govt. can act, but under Act III of 1897, its powers are absolute.

It may be as well that the Rly people should comprehend this & see that their wishes are deferred to from country stations & a desire to do all that

both them & the public, not from want of power to override them.

To Secy, R.R. Branch
H.T. 14 5 98
I am of course referring to the 13 5 98. My power over the railway under this contract, not any power which had in fact in the Hon. Member's reference to the Government. J.H.S. 2/5/98

5

that the Bo. Govt. might well have gone fairly into the merits of the suggestion. However, it hardly appears advisable to use the strong hand, at any rate at the present moment. Later perhaps it might become necessary to permit no train to arrive at Hoopet from the Pader side by night; but at present the matter may be allowed to sleep.

H.T.
14 5 98
Z. L & M. Dept.

This Note refers to the separate question of a Pader B. train which the L & M. Dept. desire to stop at Pongolunda for daylight inspection. J.H.M.

It is from the Genl M.R.C., who has been here, told me that if he possibly can do it without inconveniencing a long standing & popular train service he will try & bring the train round to into Pongolunda by daylight. But his difficulty is that it makes connection at Guntakal, and a connection of great local importance, with Southern India. He will report to me after looking it up. But it is very difficult without serious loss of earnings to the Railway & serious inconvenience to the people, to disturb the time of a popular train. J.H.S. 2/5/98

L & M
Public Works (1898) Department.

Railway
CURRENT No. *689*
550

C. No. 689 P.

From

The Govt. of Bombay

P.M.
Order No. 18. *P.M.* dated 7/5/98

Transferred.

To the Local & Municipal
Deptt with reference to its
Proceedings No. 201 dated
14.3.98.

No. 2/P. of '98

Dated 28th April 1898

Received

Registered

Enclosures

Spare copies

9.5.98

SUBJECT.

Train Service

Forwarding for information
copy of a letter from the Agent
S.M. Ry. stating that the
of that ry. cannot without
very great inconvenience
be altered to allow of medical
examination of passengers
at Hospet taking place by
day light.

Wm. R. Sping

7/98

Joint Secy

Transferred in original to

The Local & Mun' Deptt.

In reply to your No. 7979/2016 of the 28th instant I beg to say that if the wishes of the Madras Government were complied with we should require to alter the whole service from Hubli to Bezvada and would have no connections with our own main line at Hubli or we should have to alter the service ^{between} Hubli and Guntakal and have no connection with the main line on either side. We should also have to alter the trains on the Bijapur Branch.

To alter the trains in the manner
proposed would cause ^{very} considera-
-ble inconvenience and I feel sure
the Post office people would object.
But even if they did not I think we
should not accept the change unless
very much better reasons were
advanced than those mentioned.

Copy of letter No. 7952 dated 31/3/90
30th March 1890, from the Agent, S.
M. Ry. Company, to the Consulting
Engineer for Railways, Bombay.

With reference to letter No. 433
Ry. dated the 21st instant, from the
Joint Secretary to the Government
of Madras, P. W. Department (Ry.) and
enclosures, copies of which were re-
ceived under your endorsement No. 2424
dated the 24th idem, regarding the
alteration of train service on the
Main line to allow of medical
examination of passengers at
Kospet taking place by day light, since
I have the honor to forward here-
with, a copy of our Traffic Manager's
letter No. T. & S. 90 of the 29th idem
on the subject, and to state
that I concur in the views there-
in expressed.

2.2
P.W. Ry. CND-556/98

28/3/90

Mah. war ~~Bombay Castle~~, 20th April 1898.

To

The Joint Secretary to the
Government of Madras,
P. W. Department
Railway Branch

Sir,

With reference to your letter
N^o. 433 Ry: dated 21st March 1898, I
am directed to forward, herewith,
a copy of a letter N^o. 7952/3139 dated
30th March 1898, from the Agent, Southern
Maharatta Railway Company, together
with, a copy of its enclosure, from
which it will be seen that the train
service of that railway cannot
without very great inconvenience
be altered, so as to admit of the
train which reaches Hospet at
1.20 in the morning, arriving at
that station at a later and more
convenient hour for the plague
inspection. —

I have the honor to be,
Sir,

Your most obedient servant,

G A Audum

Offg. Secretary to Government

21
P.W. Ry. no 536/98

21
8/1/98

When given for copying _____
 When copied _____
 When examined _____
 When signed _____

189

READ AGAIN G.O., No. _____, DATED
 189

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DISPATCH
 IN ORIGINAL.

N.B.—

- A = Copy in full.
- B = Not to be copied.
- P = Copy abstract only.
- Q = Copy heading only.