Local & Munl. (1899) Department.

Plague.

PRINTED.

G.O., No. 1463

DATED 7-10-99
Dpd. 16. 10. 99

[Despatch Abstract.]

Inspection of trains at railway plague inspection stations

Stating that necessary orders will be passed in the Public Works Department on the recommendation of certain Collectors ~~suggesting the extending~~ to extend the time allowed for the inspection ———

BACK PAPERS.

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FURTHER PAPERS.

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Government {1899} of Madras.

LOCAL AND MUNICIPAL.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

G.O., No. 1463 P., 7th October 1899.

OCTOBER.

Inspection of Trains at Railway Plague Inspection Stations.

Stating that necessary orders will be passed in the Public Works Department on the recommendation of certain Collectors to extend the time allowed for the —.

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

Read—the following papers :—

Reference on C. No. 2329-P., dated 7th August 1899, to the Collectors of Anantapur, North Arcot, Bellary, Salem and Coimbatore.

From the Collector of Anantapur, dated 17th Aug. 1899, Ref. on C. No. 1809-P.
" " of Coimbatore " 26th " " Dis. No. 797-P.
" " of Bellary " 29th " " " " 1206-P.
" " of North Arcot " 5th Sept. " " " 2053-P.
" " of Salem " 6th " " No. 1550-P.

Order—No. 1463 P., dated 7th October 1899.

It having been brought to the notice of Government that the inspection of trains at railway plague inspection stations occupies longer than the allotted time, the result being the late starting of trains, Collectors of districts in which there are railway plague inspection stations were requested to report (*a*) the method of inspection followed at those stations, and (*b*) what arrangements could be made to secure greater promptitude in the inspection, so that the detention of trains might be reduced to a minimum. The replies received show that no remarks are called for as regards (*a*). As regards (*b*), the Collectors of Bellary and Salem recommend extension of the time allowed for the inspection of certain trains at Tungabhadra, Hospet and Jalarpet, the time at present allowed being found insufficient. Necessary orders will be passed on these recommendations in the Public Works Department. The attention of that Department has already been drawn to the necessity of revising the railway time-tables to suit plague inspection.

(True Extract.)

for *Ag. Secretary to Government.*

To the Public Works Department (Railway Branch).
" Collector of Bellary
" " of Anantapur
" " of North Arcot (A, B & H).
" " of Salem
" " of Coimbatore
Copy to other Collectors
" the Sanitary Commissioner.

Exd. A. Rungaswamy Aiyangar.

Government (1899) of Madras.

LOCAL AND MUNICIPAL.

Sign copies - 8
Spare do. - 240

Please correct & Strike off

H.L.
1.10.99

10/x/99 : Des ~~7/10~~ 11/10/99

Recd. } 1899.
Regd.

Enclosures

Spare copies

G.O., No. 1463 P., 7th October 1899.

OCTOBER.

Inspection of Trains at Railway Plague Inspection Stations.

Stating that necessary orders will be passed in the Public Works Department on the recommendation of certain Collectors ~~suggesting the extension of~~ the time allowed for the —. to extend/

4

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

Read—the following papers :—

Reference, memo 2329 P, dated 7-8-99, to the Collectors of Anantapur, North Arcot, Bellary, Salem and Coimbatore, ~~dated 7th August 1899, C. No. 2329 P~~.

From the Collector	of Anantapur,	dated	17th Aug. 1899,	Ref. on C. No.	1809 P.
„	of Coimbatore	„	26th „	„ Dis. No.	797 P.
„	of Bellary	„	29th „	„ „ „	1206 P.
„	of North Arcot	„	5th Sept.	„ „ „	2053 P.
„	of Salem	„	6th „	„ No.	1550 P.

Order—No. 1463 P., dated 7th October 1899.

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(True Extract.)

for *Ag. Secretary to Government.*

8
84
82
7
13
182
58
240

To the Public Works Department (Railway Branch).
„ Collector of Bellary.
„ „ of Anantapur.
„ „ of North Arcot.
„ „ of Salem.
„ „ of Coimbatore.
(A, B & H)
Copy to other Collectors.
„ the Sanitary Commissioner.

16.10.99

Exd. A. Rungaswamy Aiyangar.

5

[L. &]
500—4-8-99.

Local and Municipal Department.

Papers to be read in Proceedings :—

Again G.O., No. dated 189 .

Again G.O., No. dated 189 .

Current No. 2329 P of 189 , dated , from
„ „ 2455 P „ 189 , „ , „
„ „ 2579 P „ 189 , „ , „
2582 P
2677 P
2711 P.

Print being urgent

PWD Ry. branch for C.I.

ORDER. No 1463 P 7-10-99

It having been brought to the notice of Government that the inspection of trains at railway plague inspection stations occupies ~~much~~ longer than the allotted time, the result being the late starting of trains, Coll of districts in which there are railway plague inspection stations were requested to report (a) the method of inspection followed at those stations and (b) what arrangements could be made to secure greater promptitude in the inspection, so that the detention of trains might be reduced to a minimum. The replies received shew that no remarks are

called for as regards (a).
As regards (b) the Collectors of Bellary and Salem recommend extension of the time allowed for the inspection of certain trains at Tungabhadra, Hospet and Jalarpet, the time at present allowed being found insufficient. Necessary orders will be passed on ~~these~~ recommendations in the Public Works Department. The attention of that Department has already been drawn to ~~the~~ ~~[illegible]~~ the necessity of revising the Railway time tables to suit plague inspection.

22-9.99

Note

It was thought that the order issued in the PWD (Ry branch) with ref: to H.M.'s order marked A on page 6 of the note for orders might be consulted before drafting this order. The papers in the PWD are not however available. It is stated that they went in circulation on 7th instant & have not returned yet.

Flag X linked file.

Note

The file returned from P.W. on 2nd & went to H.M. linked with the P.W. file refd to below. It has returned from H.M. today

W/5/10

To

The P.W.D. Ry branch
" Colls. of Bellary
" " Anantapur
" " N. Arcot
" " Salem
" " Coimbatore

Copy to other Collrs

L.S.C.

× Flag D

Lt. to depts.

Copies of the P.W. note & the linked file which has been recd. from P.W.D. are sent herewith

5/x/99

Read - the following papers.

1. Reference in Circular to the Collectors of Anantapur, North Arcot, Bellary, Salem & Coimbatore. Circular no: 2329 P. d/ 7-8-99

2. From the Collector of Anantapur Ref on Cir: No- 1809 P. d/ 17-8-99

3. do ——— of Coimbatore Dis no: 797 P. d/ 26-8-99

4. —do ——— of Bellary Dis no: 1206 P. d/ 29-8-99

5. —do ——— of North Arcot Dis no: $\frac{2053}{P}$ 99 d/ 5-9-99.

6. —do ——— of Salem no: $\frac{1550}{P}$ d/ 6-9-99

Telegram from Consultin Engineer to Deputy Consulting Engineer 4th Aug:

"41. C. On inspectio discuss question of possibility of improving Madras Ooty mail service by two or three hours. Metapolliam Podanur section very slow - Mail nearly always delivered here after offices are closed".

E. R.

Reply

I have talked it over with A. M. He says it is impossible to improv service so long as plague regulations are in force Podanur is one of the places where delays over the authorised time are constantly being complained of. If the plague officials could ensure the examination of passengers being complated at Podanur and Jalarpet within half an hour

hour at each place, we might be able to argue with A. M., but I am afraid at present he could point to too many instances where the examinations exceeded the half hour and the train had to be run at a high speed to recover the lost time. They made up time last Sunday both between Erode and Podanur and between Podanur and Malapallaim and we then were twenty minutes late. They could not have done more.

(Id) J. L.
7-9-99.

P. W. D.
Ry Br:

Note for H.E.

At my last interview, H. E. desired me to see whether nothing could be done to improve the railway timing between

between Madras and Ooty. So I directed the Inspecting officer Mr Lyle to discuss the question with the Agent while on inspection. I invite H. E.'s perusal of Mr Lyle's note below

I fear there is no use trying to do anything until plague restrictions are removed.

(Id) F. J. E. S.
7/9/99.

Please circulate to Honble Mr Arundel I would suggest that something might be done to hurry up the plague inspection - If not occasionally stirred up, the plague officials may perhaps grow into being needlessly slow and dilatory.

(Id) A. E. H.
28/9/99.

The English Mail was very late last Tuesday.

(Id) A. E. A

To the Hon. Mr Arundel as per H.E.'s instructions above. Attention however is invited to the linked papers of the L+M Deptt.

(Id) F. J. E. S.
2/10/99.

We are perpetually stirring up Collectors about delays at these plague stations and I do not think anything more can be done just now. On the 4th Sept: I wrote

wrote a D.O. to all Collectors concerned. The difficulty is that no fixed time can be set apart for the inspection as it varies with the number of passengers. My own experience is that the long delays are not due to plague

(Id) M. H.
3/10/99.

and whether they are well or ill

(Id) A. T. A.

Sec. L. M

Ask the Collector of Coimbatore D.O. to send his Asst or Dy Collector ~~to see~~ once in a way to see how the examination at Podanur is conducted & whether it is done with as much as despatch as practicable

(Id) A. T. A.
4/10/99.

D.O. Dy 5/10/99.

Dear Mounsey,

The Railway authorities are perpetually complaining of the delay of trains from plague inspection. I am directed to ask you to send your Asst or a Dy Collector every now and then to Podanur to see how the examination is conducted there and whether it is done with as much despatch as possible.

(Sd) M. Hammick.

(Fair Copy)

W/5.10.99.

14

[illegible] to ordinary starting
time. The Agent says that
he is prepared to alter the timing
of trains as may be required
by Government, but contends that
that [illegible] the plague inspection
[illegible]
[illegible]
station one minute beyond
the authorized starting time.
[illegible]
[illegible] as follows to the [illegible]
[illegible] (a)

[illegible]

Local and Municipal Department. 15

189 . .

Again G.O., No. , dated
Current No. of 189 , dated from the
Current No. of 189 , dated from the

SUBJECT

FOR ORDERS.

in sufficient.

2 This reference is made on
a representation from the Agent
& Manager, Madras Railway
which brings to notice the frequent
delays at the inspection station
and states that a serious risk
is being imposed in the
management of the railway
by trains starting from station
very late, in some cases hours
beyond

[illegible]

beyond the ordinary starting time". The Agent says that he is prepared to alter the timing of trains as may be required by Government, but contends that whether the plague inspection is completed or not, the trains should not be kept at the inspection stations one ~~[illegible]~~ moment beyond the authorized starting time. In a letter dated 26-11-98 the Agent wrote as follows to the Plague Commissioner:— "What I wish to (a) impress very [illegible] upon you [illegible] upon [illegible] [illegible] [illegible] and although [illegible] Block Instruments render due good service and the staff at stations have shown great intelligence so far in manipulating these instruments still we are working with human aid, and this aid we cannot in this country always rely upon. To secure the safe working of a single line of Railway trains should meet at ap-

F

x for details, please see Flag A

appointed stations, and if meeting stations are seldom changed, then it follows that the staff are keenly alive to any alteration in the running. With long and varying detentions to trains at plague examining stations, the risk of working the railway is increased enormously, and I ask you therefore to use every effort in your power to minimize the risk we are daily running."

3 [illegible] regarding [illegible] delays have been received from time to time from the Madras & Mtta Railway. These have at once been enquired into, with the result that in some cases the delay was found exaggerated & that in every case it was unavoidable. Where the staff was found insufficient it was strengthened. The chief cause of detention was the writing of intimations in triplicate & this has been remedied by the use of carbon paper. The Plague Comrs. are thought that

the inspecting medical officer might be relieved of the duty of taking down names & addresses of passengers from infected places, but he gave up the idea after consulting Collectors vide G.O. in Progs No 308 A of 1-2-99. The examination is now done as expeditiously as is consistent with thoroughness, and as the number of passengers varies each day, the time of inspection & [illegible] of detention of the train [illegible], unless it is considered [illegible] Bombay, that the passengers who cannot be examined within a given time should be detained & sent by the next train.

4. In a note filed with G.O. No 848 P of 18-8-98, the P.W. Dept said that it was not for the Railway authorities "to judge of what time it takes to make an inspection and that what they have to do is to arrange their train service to suit the maximum length of inspection: the inspection staff at the same time

Flag L

This is where the difficulty in fixing any definite time for examination lies.

G.T.C.

Flag Z.

This seems a very great hardship.

G.T.C.

Cannot be done

NA

I think it sh.d be "ordinary" means [illegible]. On some occasions, such as holidays & festivals, there are extraordinary delays, & it would seem quite unnecessary to blame the ordinary train service [illegible] Bombay

26

might perhaps be told to try and limit the time of inspection, ordinarily, to so many minutes."

It is submitted that a Committee consisting of the medical officer of each inspection station, the Collr of the Dt, and the Dt Ry Traffic Supdt may be ordered to sit & report:

(1) what period of time is ordinarily required to inspect each (a) train & take down names of passengers [illegible]

(2) whether the existing inspection staff [illegible] sufficient.

2/7/[illegible]

A Committee, as suggested above, might be of some use. If the idea is approved of, the Committee might be told to make definite proposals in each case for systematic inspection of passengers. Vide P.W.D. note as regards want of system in inspection.

The Railway [illegible] have complete

the inspecting medical officer might be relieved of the duty of taking down names & addresses of passengers from infected places, but he gave up the idea after consulting Collectors vide G.R. Prop No 308 A d/ 1-2-99. The examination is now done as expeditiously as is consistent with thoroughness, and as the number of passengers varies each day, the time of inspection [illegible] & detention of the train must [illegible], unless it is considered [illegible] Bombay, that the passengers who cannot be examined within a given time should be detained & sent by the next train.

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This is where the difficulty in fixing any definite time for examination lies.

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This seems a very great hardship.

Cannot be done.

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I think it sh.d be "ordinary" in case m.

Some occasions, such as holidays & festivals, there are extraordinary delays, & it would seem quite unnecessary to have the ordinary train [illegible] regulated thereby

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might perhaps be told to try and limit the time of inspection, ordinarily, to so many minutes." It is submitted that a Committee consisting of the medical officer of each inspection station, the Coll. of the Dt. and the Dt. Ry Traffic Dept may be ordered to sit & report:

(1) what period of time is ordinarily required to inspect each (a) train & take down names of passengers [illegible] station

(2) [illegible] the existing inspection staff [illegible] is sufficient.

22/8

A Committee, as suggested above, might be of some use. If the idea is approved of, the Committee might be told to make definite plans at each for systematic inspection of passengers. (vide. P.W.D. note as regards want of system in inspection).

The Railway [illegible] have [illegible] had complete information as to the time each train has been detained. They could work out for each train the average detention at the station & add to this a few minutes to cover special cases, & then alter the timing of the trains.

Delay in the train service is inevitable while plague inspection continues, & this [illegible] ned.

[illegible] 25.7.99

with Govt's approval

The time the trains are detained for plague purposes is known to the Ry. authorities who should modify their time table to suit. Collr. should however be called on to report what arrangements can be made to secure greater promptitude in the exam.n of passengers, &c

26.7.99

It is presumed that this order is being carried out in the L & M Dept.

7/8/99

To P.W.D. (R4) w.o.

28.7.99

ER.
110

9/8/99

Refce. On C No 2329 d/ 7-8-1899

Complaints regarding excessive delays to trains at plague inspection stations have been received from time to time from the Madras and other Railways. The Agent & Manager of the Madras Railway has recently represented that a grave risk [illegible] imposed the [illegible] of the [illegible] trains starting from stations very late, in some cases hours beyond the ordinary starting time. There is reason to believe that there is a ~~great~~ much want of system in the examination of passengers and this would naturally result in delays to trains. Collectors of Districts in which there are inspection stations a

X 18

X 22

requested to report what arrangements can be made to secure greater promptitude in the examination of ~~[illegible]~~ passengers, whereby delays to trains might be reduced to a minimum.

(Form orders)

and to report in detail & clearly the method of inspection followed. Possibly the establishments employed for examining passengers do not sufficiently realize the great importance of expedition in the matter & the great danger involved in delaying the trains, over & above the time allowed by the Time Table

To
Collrs of Dts in which there are Railway inspection stations.
Copy to P.W.D. (Ry. Branch) with papers returned.

Bellary ✗
Anantapur ✓
N. Arcot ✓
Salem ✓
Coimbatore ✓

Despd
H.S.
10.8.99

---

28 X

[L. & M. / 1,000—16-5-99.]

PLAGUE.

LOCAL AND MUNICIPAL DEPARTMENT.

Again G.O., No. , dated 189 .

Current No. 2329P of 189 , dated from the

Current No. 2465P of 189 , dated from the
2579P
2582P
2677P
2711P

SUBJECT.

Detention of trains at inspection stations

FOR ORDERS.

Complaints regarding excessive delays to trains owing to plague examinations being very frequent, Collectors of Districts where there are inspection stations were requested to report clearly

(a) the method of inspection followed at these stations, &

(b) what arrangements could be made to secure greater promptitude in the examination so that the detention might be reduced to a minimum.

Replies to this reference have been received, and an abstract is given in the following paragraphs.

A statement showing what trains are examined and what staff is employed to conduct the examination at each inspection station is also put up.

2. Method of examination:-

{Guntakal & Hindupur} As soon as a train arrives, a rope is attached to the two ends of a carriage by means of hooks and a quadrangular enclosure formed on the platform. All passengers are required to quit the carriage and stand in a row on the platform within the enclosure. The Medical Officer feels the pulse of every passenger and punches the tickets of those coming from infected areas only. The rope is then removed and the passengers are left free. Carriage after carriage is thus examined. The carriages are, as a rule, locked before the arrival of the train. In Hindupur in addition to the medical inspection names and addresses of all passengers

~~NOTE FOR THE~~

passengers from infected areas are taken down as required by Inf. Reg. 17(viii).

{Hospet / Tungabhadra} 1st and 2nd class passengers, and at Tungabhadra 3rd class passengers also, are examined in their carriages. At Hospet 3rd class passengers are made to leave their carriages and stand up in a row behind a rope the ends of which are held by police constables. The Medical Officer, or his assistant, goes as quickly as he can from carriage to carriage in due order examining each passenger by feeling the pulse, and at times also the glands in the arm-pits and neck, closely followed by a hospital assistant or clerk who gathers the information required under Inf. Reg. 17(viii)

If it is thought necessary to ~~any~~ examine any passenger very thoroughly, the inspection is conducted in the Special Sheds put up for the purpose on the platforms.

—

Jalarpet. Here also the 1st and 2nd class passengers are examined in their Carriages and the 3rd class passengers on the platform within the rope enclosure. Information required for filling up intimation forms is gathered by Hospital Assistants or Clerks. Carriage after Carriage is examined in due order. The Medical Officer in charge supervises the punching of tickets of passengers from infected areas with the Special plague punch. Persons from infected areas who rebook at Jalarpet are handed over to the Police who should see them in their Carriages with their

~~NOTE FOR THE~~

fresh tickets plague punched.

—

Arkonam — Presumably the same method is followed here also. The examination commences simultaneously at both ends of the train with a view to minimise delay. Ticket Collectors follow the examining medical officers [illegible] the tickets of persons [illegible]

—

Podanur — 1st and 2nd class passengers are examined in their carriages, the third class passengers on the platform. For the day trains, the whole medical staff turns up for examination. ~~For the night train the~~ The Assistant Surgeon is not on duty for the night train.

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3. Arrangements to minimize detention

The Collector of Anantapur reports that at Guntakal the time allowed is rarely exceeded. And as regards Hindupur, the Collector is sure that the entertainment of the extra clerk sanctioned in G.O. 1261 P. mis. d/ 16-8-99 will greatly tend to minimise the detention of trains there. At Arkonam there are now no delays to be complained of. The average time taken for examining the Mail and passenger trains is 11 minutes and for local trains 8 minutes. The Collector reports that the District Traffic Superintendent, Arkonam, is perfectly satisfied with the existing arrangements.

The Collectors of Bellary and Salem consider that the delay in plague examination at a frontier inspection station is due not so much to the medical inspection as to the writing up of intimations under Muy. reg 17(viii). The former would relieve the medical officers of this duty and transfer it to passport issuing officers at the station of destination but the latter considers these

~~NOTE FOR THE~~

intimations are necessary. The Plague Commissioner has decided that the ~~[illegible]~~ intimations should be sent by Medical Officer in charge of frontier station – vide P.C. No 308-A d/ 1-2-99.

No increase in staff is proposed for Hospet or for Tungabhadra. The Collector states that the time allowed is in the following cases found insufficient and may be extended as shown in col 4 of the following statement.

Station	Trains	Time allowed	Time recommended
Tungabhadra	Day mail	15'	25'
"	Night "	20'	25'
Hospet	Mail	13'	30'

As regards Jalarpet, the Collector of Salem considers that the staff employed there is sufficient, but that the time allowed by the railway Company is not enough; and he therefore recommends the revision of the railway time table. On special occasions such as the monthly rush from the Kolar mines which occurs on the 2nd Saturday of each month, the number of passengers is very ~~g~~ large so that the time taken up for examination is little less [illegible] an hour. But [illegible] ordinary days the average time for the passenger train from Bangalore is 30' and that for the Mail is 45'. ~~But~~ The interval between the arrival of the Bangalore passenger train and the departure of the next earliest train is 29' & that between the arrival of the Bangalore Mail and the departure of the earliest train is 34'.

The day trains at Podanur are not as a rule delayed beyond their

~~NOTE FOR THE~~

stopping time. But more time is taken up in the examination of the night train which arrives at 2-35 a.m. This is owing to the number of passengers being larger; also due to the unseasonable hour of arrival when passengers are asleep and difficulties to ~~be~~ wake up. The Assistant Surgeon does not attend to train regarding this [illegible] writes: "How far it would be reasonable to consider it part of the duty of the Assistant Surgeon to help in the examination of that train, I cannot say. The Surgeon-General would be able to settle that point. If he can it will save time", No increase of temporary establishment has been recommended. According to the Collector the greatest delay at Podanur occurs in marshalling the third cl

~~But~~ This suggestion seems impracticable as the Asst. Surgeon cannot be required to break rest every night.

therefore recommends the revision of the railway time table. On special occasions such as the monthly rush from the Kolar mines which occurs on the 2nd Saturday of each month, the number of passengers is very large so that the time taken up for examination is little less than an hour. But on ordinary days the average time for the passenger train from Bangalore is 30' and that for the mail is 45'. ~~But~~ The interval between the arrival of the Bangalore passenger train and the departure of the next earliest train is 29' & that between the arrival of the Bangalore Mail and the departure of the earliest train is 34'.

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~~NOTE FOR THE~~

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~~But~~ This suggestion seems impracticable as the Asst. Surgeon cannot be required to break rest every night.

class passengers on the platform. He suggests that it would be sufficient if a Hospital Assistant turns out on to the ~~plat~~ platform only such of the 3rd class passengers as come from infected areas, while the Chief Medical Officer is engaged with the 1st and 2nd class passengers, so that they may be examined as soon as the 1st and 2nd class passengers [illegible] done with.

4. The H.M. noted on 26-7-99 as follows:-

"The time the trains are detained for plague purposes is known to the railway authorities who should modify their time table to suit."

Orders would have issued to the P.W.D. (Ry) to the above effect. It is submitted that the recommendations made by the Colrs of Bellary & Salem regarding ~~and to~~ ~~alteration~~ the revision of the time-table of

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~~NOTE FOR THE~~

Communicated to the railway authorities for consideration

18/9/99

G.O. This is all that can be done. H.S.O. would only certify that passengers etc. will be delayed till accumulate ages. I doubt whether there is much delay now — but please note in [illegible] of orders regarding Jolarpet [illegible]. Communicate [illegible] & Tungabhadra [illegible] the D.P.W. Railways.

18.ix.99

17/9/99

class passengers on the platform. He suggests that it would be sufficient if a Hospital Assistant turns out on to the ~~pat~~ platform only such of the 3rd class passengers as come from infected areas, while the chief Medical officer is engaged with the 1st and 2nd class passengers, so that they may be examined as soon as the 1st and 2nd class passengers [illegible] done with.

4. The H. M. [illegible] noted on 26-7-99 as follows:-

"The time the trains are detained for plague purposes is known to the railway authorities who should modify their time-table to suit."

Orders would have issued in the P.W.D. (Ry) to the above effect. It is submitted that the recommendations (made by the Collrs of Bellary & Salem) regarding ~~and~~ to ~~alteration~~ the [illegible] time-table of

---

~~NOTE FOR THE~~

Communicated to the railway authorities for consideration

Mds
17/9/99

Pres
18/9/99

G.O. This is all that can be done. It is what only [illegible] asking that passengers are not to be delayed till accurate ages & death [illegible] is much delay now [illegible] notice [illegible] regarding plague [illegible] [illegible] recommend [illegible] & [illegible] the D.P.W. Railway [illegible]

[illegible] 58

class passengers on the platform. He suggests that it would be sufficient if a Hospital Assistant turns out on to the ~~plat~~ platform only such of the 3rd class passengers as come from infected areas, while the Chief Medical Officer is engaged with the 1st and 2nd class passengers, so that they may be examined as soon as the 1st and 2nd class passengers are done with.

4. The H.M. noted on 26-7-97 as follows:-

"The time the trains are detained for plague purposes is known to the railway authorities who should modify their time table to suit."

Orders would have issued in the P.W.D. (Ry.) to the above effect. It is submitted that the recommendations made by the Collrs of Bellary & Salem regarding ~~as to~~ ~~alteration~~ the revision of the time-table of the S.M.R. may be

~~NOTE FOR THE~~

Communicated to the railway authorities for consideration.

[illegible]
15/9/97

G.O. This is all that can be done. H.D.O. would not certainly like that passengers should be delayed till accurate ages & death whether [illegible] much delay now - but there [illegible] been [illegible] regarding [illegible] hopeful [illegible] communication & Temperature [illegible] the D.P.W. Railways.

H
15.9.97

[illegible]
17/9/97

Station	Train	Time of arrival		Time of dept.		Other Connections	Time of departure	Staff
		h	m	h	m			
Anantapur Dt								
Guntakal	from Hubli	6	25	7	25	M-R for Madras " for Raichur	6-34 6-48	1 Assistant Surgeon 1 Inspectress 1 Hospital Assistant 1 Clerk.
	" Bellary	17	50	.	.	S.M.R for Bangalore M-R for Madras M-R for Raichur	18-35 18-30 19-13	
	" Hindupur	6	20			S.M.R for Bellary " " Bezwada M-R " Raichur " " Madras	7-6 7-25 6-48 6-34	
Hindupur	" Bangalore	.	.	23	11			1 Assistant Surgeon 1 Inspectress 2 Clerks
Bellary Dt								
Tungabhadra	" Raichur			1 16	26 10			1 Doctor 1 Assistant Surgeon 2 Inspectresses 3 Hospital Assistants
Hospet				1	50			1 Doctor 1 Asst Surgeon 2 Inspectresses 2 Hospital Assistants
N. Arcot Dt								
Arkonam	Mail other trains " " "	4 16 11 16 8	39 25 30 5 40	4 16 13 17 9	55 50 24 10 25	S. I. R from Conjeevaram " to "	8-38 19-35 6-30 17-40	1 Doctor 1 Assistant Surgeon 1 Inspectress 5 Hospital Assistants
Salem Dt								
Jalarpet	from Bangalore " " " Bangarpet " Bangalore	11 17 20 23	27 35 45 56			M-R to Madras " from "	1-3 11-56 2-3 8-0 21-50 13-28 0-30	2 Doctors 2 Inspectresses 3 Hospital Assistants 7 Clerks.
Coimbatore Dt								
Podanur	from Olavakkot " Calicut " Jalarpet	7 15 22 18 2	50 40 10 0 35	16 22	40 52	from Mettupalaiyam " " To " " "	16-25 5-33 3-5 8-0.	1 Assistant Surgeon 1 Inspectress 2 Hospital Assistants 1 Clerk.

as a rule the
are not delayed S-M-R maybe

Rail. Insp^n Com^t
& Pres^t Madras
Municipality
~~Consulting Engineer for Railways~~

Local & Municipal Department.

OOTACAMUND, 189

Dear . . . .

It has been brought to my notice that a good deal of delay is caused at Rail. Inspecting Stations by the attempts of the clerks to obtain exact ages from the native passengers. This is of course absurd – approximate ages are all that can be required, e.g. boy, girl – under 20 – about 30 – old man etc. I shall be obliged if you will give necessary instructions on the matter

---

~~NOTE FOR THE~~

Telegram – Deferred

To

The Collector of Salem

–

" Please expedite reply (to) reference Number 2329 (of) 7th August regarding inspection of trains "

despd
8/9/99

M.S.
8/9/99

42✓

Note for the Secretary

The previous papers are in the Madras Office. Reports have been called for from the Collectors of Salem & Coimbatore regarding the detention of trains at Jalarpet & Podanur.

18.7.98.

This may go to Madras.

18.7

Flag. Y

43

NOTE FOR THE Secretary L & Am

Reference: Secretary's query on the note from the P.W.D Railway branch regarding "detention of Madras Railway trains at Jalarpet and Podanur" "Were any orders ever issued by the Plague Commissioner on the subject"

With refe[illegible] to the [illegible] it is submitted that on many occasions, the Agent [illegible] Manager [illegible] brought to the notice of the P.C the detentions at the several inspection stations.

~~Orders were [illegible] three.~~ The following is a ~~A~~ Summary of the Complaints made and the action taken by the P.C on each of these ~~in~~ (a). On the 15-10-98, the Agent wrote that the staff at Jalarpet should be increased to avoid excessive delays and suggested that the time occupied

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in writing Several Copies of the intimation forms should be minimised by using Carbon paper or other manifolding paper. Flag. N.

Both his suggestions were approved and the Collector was asked to increase the establishment even Flag Y in anticipation of Sanction.

(b) On the 14-11-98, instructions were issued to the M.O in Charge of Tungabadra plague Camp that, to avoid unnecessary detention of the train, passengers discharged from the Camp Flag O should be divided in lots, each lot consisting of not more than 60 and sent by the train.

(c) On the 19-11-98 the Agent wired from Jalarpet that the passenger train from Bangalore had been detained for 2 hours and 39 minutes Flag P and requested that arrangements should be made to avoid long detentions by doubling the staff if necessary.

2/

45

~~NOTE FOR THE~~

Flag Q Both the Collector and the Surgeon General were wired the same day to increase the Subordinate as well as the Medical Staff.

(d) On the same day (19-11-98) the Agent wired suggesting that passengers from Bangalore to Madras might Flag. S. be furn[illegible] with passports at Ba[illegible]galore [illegible] were [illegible]ked. It was pointed out to the Agent that this couldnot be done under the existing rules and he was at the Flag G same time informed that the examination made there should be thorough and that the Collector was asked to increase the Staff.

(e) On the 28-11-98, the Agent again asked that Flag F every effort should be made to minimise the

32½

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risk incurred in long and varying detentions. The Collector's attention was drawn to this and he reported that every effort was made to minimise delay and that certain increased Staff (both Medical and Subordinate) ~~were~~ had been entertained. This report was forwarded to the Agent Flag E for his information.

(4) In March 99, the Agent reported that the Mail train of the 15th March arrived at Mettupalyam 12h late and that of the 30th idem 1h 2' late on account of plague examination at Salempet & Podanur and requested that steps might be taken to reduce the [illegible] excessive delays.

(5) It was then pointed out to him that ~~there seemed~~ the ~~great long delays no 12h~~ Bangalore ~~these days~~, but for 2 hours' delay owing and request Examn. [illegible] should be made and that long detention were unavoidable. the staff of [illegible]

2.

P.C.'s Pro No 998 d 14-4-99
Flag D

Flag W

P.C.'s Pro 817 / 30-11-98 & 950 / 12-4-99
Flags L & R

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~~NOTE FOR THE~~

2. Recently ~~for the past time~~, the Agent has, on the 17-6-99, complained that the passenger train No 31 of the 10th instant arrived late by 72' at Mettupalyam. The Collectors of Salem & Coimbatore were called on to report on this and their re[illegible] have come and [illegible] not yet [illegible] [illegible] will be found [illegible] the linked file.

3. Similar complaints were made by the other Railways, S.M. R[illegible] and they were informed that the delays were unavoidable.

21/7/99

48

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Addl clerk for Hindupur. Reaches from Nell[illegible] to be [illegible] at Guntakal.

Local & Munl. (1899) Department.

CURRENT No. 2455 P

Order.

From the Collector of Anantapur

Reference No. [illegible] P.

Dated [illegible] June 1899

Received 19 AUG 1899

Registered 19-8-99

Enclosures

Spare copies

SUBJECT.

Reporting on the method of inspecting trains after Railway inspection trains of Guntakal and Hindupur

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

R. No 2485 P/1

Anantapur COLLECTOR'S OFFICE,
17. August 1899.

Report No. 1809 P.

FROM
M.R.Ry.
Dewan Bahadur R. V. Srinivasier ESQ., Avergal B.A.
COLLECTOR OF
Anantapur

TO
THE SECRETARY TO GOVERNMENT,
Local and Municipal DEPARTMENT,
Madras.

SIR,

Adverting to Government Memorandum R.O. C No. 2329 P. dated the 7 instant, I have the honour to state that there are three trains in the morning and three in the evening to be inspected at Guntakal on account of plague. Although the trains arrive almost simultaneously, the medical officer there with his small staff has been conducting the inspection with great promptitude. I have received no complaint against him either from the Railway authorities or from Government. It is only against Mr. Todd, the medical officer in charge of plague inspection station, Hindupur, two complaints were received from Government about excessive delays in the starting of trains on account of plague inspection.

(Trains from the direction of Raichur & Nandyal are not now examined — G.O. 1291 P. 4-25-8-99)

about?

[illegible] of the medical off

for the delay and submitted to Government. The Government in its Memo Rc Nos 1575 P. and 1893 P dated 15th July 1898 opined that the delay was chiefly caused by the Doctor having to take down the names and addresses of passengers, and it observed that this work could be done by clerks and asked the Collector to report what additional staff was required for this purpose. In reply it was stated in this Office letter Rc. No 1715 dated 29th idem that another clerk on Rs 15/- might be sanctioned as the single clerk under Mr. Todd was unequal to the task. The entertainment of this clerk will, I am sure, greatly tend to minimise the detention of trains at Hindupur. The plague inspection at Hindupur is done by the Medical Staff as follows.

G.O. 1261 P
16-8-99

As soon as a train arrives, a rope is attached to the two ends of a carriage by means of hooks and a quadrangular enclosure is formed on the platform. All passengers are required to quit the carriage and stand in a row on the platform [illegible] The medical officer feels the pulse of every passenger and punches the tickets of those coming from infected areas only. The rope is then removed and the passengers are left free. Carriage after carriage is thus examined. The carriages are as a rule locked before the arrival of the train.

As Hindupur is a Railway frontier inspection station, the Medical officer there in addition to the work above referred to takes down the names and addresses of all passengers from infected areas passing through his station in view to send necessary intimations to the Collectors of the Districts to which the passengers are going.

I have the honour to be
Sir,
Your most obedient servant
For Collector

D4

From

The Collector of

To

The Secretary to Government,

Department,

Madras.

Dated

Despatched

Received

189 .

No

Enclosures.

Subject.

55

Local & Munl. (1899.) Department.

CURRENT No. 25798

From

The Collector of
Coimbatore.

Order

D.Dis., No. 797 Pl. '99.

Dated 26th August, 1899.

Received [illegible] AUG 1899

Registered [illegible]

Enclosures (nil)

Spare copies

SUBJECT.

PLAGUE.

Replying to its Memorandum R.O. C. No. 2329.P dated 7th Current. re the examination of passengers at---Inspection stations & the method of inspection followed.

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BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

C No 2579/57

D. Dis No. 797 P'99.

Coimbatore **District Collector's Office,**

26th August, 1899.

From

C.H.Mounsey., Es ., I.C.S.,

Collector of the

Coimbatore **District,**

To

The Secretary to Government,

Local & Municipal **Department,**

Madras.

Sir,

I have the honour to reply to Memorandum R.O.C.No. 2329.P dated 7th Current, calling on me to report what arrangements can be made to secure greater promptitude in the examination of passengers at Plague Inspection stations & the method of inspection followed.

2. In regard to the latter question--- at the station before Podanur all passengers are booked in their carriages. On arrival at Podanur by any train in the day the whole Medical staff viz, Assistant Surgeon, Civil Apothecary & Hospital Assistant are present. The Apothecary examines those on the engine & the Bangalore 2nd & 3rd carriages. The Assistant Surgeon examines the 1st & 2nd class passengers in these carriages. The third class passengers are then examined by the Assistant Surgeon. They are all required to vacate their seats, to arrange themselves in line on the platform & then they are examined. If the Apothecary has finished his work he comes & helps the Assistant Surgeon. It is stated that the examination does not delay the train beyond its normal time of stopping as a rule.

locked

3. ..In regard to the night train due at 2.35 A.M at Podanur--- This train has more passengers & carriages than the day train. As soon as it arrives the engine driver etc are examined, then the 1st & 2nd class passengers, then the 3rd class passengers. The Assistant Surgeon is not on duty for the train. Thus the greater number of passengers & the necessity for waking out of sleep causes much more time to be taken over the examination than is taken over the day train.

4. It is rather difficult to suggest methods to shorten the

time for inspection, as I do not consider it necessary to recommend any increase of staff.

5. Waking up passengers in the train due at Podanur at 2.35 A.M. at Singanallur might save a few minutes only at Podanur, but would in my opinion cause a corresponding delay at Singanallur.

6. How far it would be reasonable to consider it part of the duty of the Assistant Surgeon to help in the examination of that train, I cannot say. The Surgeon-General would be able to settle that point. If he can it will save time.

7. It seems to me that the greatest delay occurs in marshalling the third class passengers on the platform. I suggest that it would be sufficient ~~x~~ if the Hospital Assistant, directly a train arrives & while the Assistant Surgeon or Apothecary is engaged with the 1st & 2nd class passengers, should go to the 3rd class carriage & only turn out on to the platform all those who have come from infected areas. The higher medical authorities could when they had done the engine & 1st & 2nd class passengers then at once examine all the passengers from infected localities. They would be expected also to examine in detail one of the compartments of each carriage simply to check the work of the Hospital Assistant. The disadvantages of the above proposal are:-

i. that passengers from non-infected areas would get little, if any, examination, though the Hospital Assistant might be told to examine all that remain~~x~~ in carriages & report to his superior officer all cases where he detected feverishness.

ii. the Hospital Assistant would have to put off the work of writing passports in which he is now engaged until the examination is over.

As far as I make out the Hospital Assistant's services are not utilized at all in the examination of passengers. He might be trusted as stated above. If he had not done his work before the Apothecary or Assistant Surgeon had finished their examination of passengers from plague infected areas they would naturally ~~xxx~~ help him to complete the examination or to help the clerk to write passports. The above procedure would, I think, lessen the time for plague examination a little without any material loss of efficiency. [illegible] passports would have to stand on one side until the examination was over & then the clerk & Hospital Assistant could quickly get them written out.

I have the honour to be,

Sir,

Your most obedient servant,

C. A. Mouncey

ACTING COLLECTOR.

B.T.V. 26.6.99

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6.

Local & Munl. (1899) Department.

CURRENT No. 2582 P

Order

From The Collector of Bellary

WHs D Dis **No.** 1206-P.

Dated 29th August 1899.

Received 31 AUG. 1899

Registered 31-8-99

Enclosures

Spare copies

SUBJECT.

Reporting certain arrangements that can be made to secure greater promptitude in the examination of passengers whereby delays to trains might be reduced to a minimum & stating the method of inspection hitherto followed at the Rly frontier inspection stations.

P.A. 31/8

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Dis No. 1206-P.

BELLARY COLLECTOR'S OFFICE.
Dated 29th August 1899.

C No 2582 P

FROM
E. A. Elwin Esquire
ag COLLECTOR OF
BELLARY.

TO
THE Secretary to Government
Local & Municipal Department

SIR,

I have the honour to reply to your memorandum Ref on c No $\frac{2329-P}{7.8.99}$

2. The methods of inspection of passengers at the plague inspection stations in this district, as described by the medical Officers in charge, are given below:—

Tungabhadra. The Examination of the mail train from Raichur. "Immediately on its arrival, the Examination commences beginning with the 1st class passengers and all except the women whom the nurse sees are examined by myself. A clerk takes down the names addresses etc. of the 1st class. A Hospital Assistant that of the round and take them [illegible] the 3rd class passengers. The Assistant Medical Officer is in charge of the punching of tickets of those from infected localities noting the number of passengers and seeing that the Hospital Assistants and clerks record all information correctly. The examination of the two local trains from Raichur is carried out on a similar plan except that the duty is divided: either myself or the Assistant Medical Officer attending with the nurse, Hospital Assistants, and clerks who are told off for day and night duty."

Hospet. Trains arriving from Hubli. "Here 1st and 2nd class passengers are examined in their carriages, all 3d class passengers are compelled to alight and are drawn up in a line on the platform. Those persons who hold inoculation certificates are at once passed over and of the rest those furnishing addresses of their place of destination to which notice can be sent are allowed to proceed on their journey; only such persons are detained whose addresses are unknown or unsatisfactory and in those cases there is a reasonable presumption that they cannot be traced. The addresses of [illegible] non-infected areas are not taken."

3. My own experience of what takes place is that the Medical Officer in charge of the station, or his Assistant, goes as quickly as he can from carriage to carriage in due order examining each passenger by feeling the pulse, and at times also the glands in the arm-pits and neck, closely followed by a hospital Assistant or clerk, who, these stations being on the frontier, gathers from the passengers and enters in a form the information required for the purpose of the intimation prescribed in clause VIII of original regulation 17. 1st and 2[illegible] class passengers are always examined in their carriages, and at Tungabhadra generally are 3d class passengers: at Hospet 3d class passengers are made to leave their carriages and stand up in a row behind a rope the ends of which are held by police constables. The 3d class carriages of the Southern Mahratta [illegible]

cond and take them a[illegible] hold [illegible]
cla[illegible]
The easy examination of passengers if they
remain inside. If it is thought necessary
to examine any passenger very thoroughly,
the inspection is conducted in the sheds
specially erected on the platforms by the
Railway Companys under the orders of
Government: such an occurrence is very
rare.

4. I do not think that in this district
there is any particular want of system
in the examination of passengers or that
the importance of expedition in the matter
is not sufficiently realized. The large
amount of time occupied in the inspections
is chiefly due to the necessity with reference
to original regulation 17 of obtaining so
many details about passengers — this is
often a really difficult task for the
subordinate told off to record the infor-
mation, especially at night when the
passengers are sleepy.

5. The only suggestion that I can
offer is the transfer of the duty (now

accoun[illegible] of
frontier) of sending the intimation prescri
in clause viii of original regulation 17 to
the passport issuing officers, and in this
connection I solicit a perusal of my letter
printed in the Plague Commissioner's pro.
308 A / 25 dated 1st February 99. The present
system affords of course a very thorough
check, as the above intimation and the
duplicate passport being, except in the case
of passengers alighting at the frontier,
despatched by different officers, any mistake
on the part of one of them is likely to be
quickly discovered by means of the docu-
ment received from the other, but it
seems doubtful whether such a check
really required, and the adoption of my
suggestion would certainly shorten the
period of inspection and lessen the annoy
that is now caused to the travelling public

6. I may with advantage add a few
particulars regarding the periods of detention
for the purpose of plague inspection of trains
entering the district:—

[illegible]ound and take them a[illegible]

the 3rd class passengers. The Assistant Medical

Mail train: Time allowed 36 minutes:

This is scarcely ever exceeded and there is no cause for the Madras Railway Company to complain.

day local train Time allowed 15 minutes:

This is found insufficient and might well be extended by 10 minutes

night local train time allowed 20 minutes:

This is not often exceeded, but 25 minutes would be better.

Hospet. 2 ordinary trains daily.

Mail train. Time allowed 13 minutes: average time taken of late 25 minutes, and 30 minutes might well be allowed. The Southern Mahratta Railway Company appears to have taken no notice of the last sentence of G.O 848-P mis, 18.8.98, but though the train almost always arrives late at Bellary the complaints that used to be frequently received from the Company have ceased for some time past.

local train. Time allowed 14 minutes: This is seldom exceeded.

I have the honour to be
Sir,
Your most obedient Servant

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Local & Munl. (1899) Department.

CURRENT No. 2677-P

Order.

From The Collector of North Arcot

No. 2053/P of 99.

Dated 5th Septr. 1899

Received 7 SEP. 1899

Registered 7-9-99

Enclosures Nil

Spare copies

SUBJECT.

Reporting the method of inspection followed at the Arkonam station and that there are now no delays to the trains worth complaining.

…ound and … men … old

the 2nd class passengers. The Assistant Medical

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Plague Cur 2677 P

NORTH ARCOT, COLLECTOR'S OFFICE,
Chittoor dated 5th Septr 1899
Dis No. 2253/P of 1899.

FROM

R. H. Campbell Esq.
of COLLECTOR AND DISTRICT MAGISTRATE,
North Arcot,

TO

THE Secretary to Government.
Local and Municipal department.
Fort Saint George.

SIR,

With reference to Government Memorandum R.D. C No. 2329 P dated 7th August 1899, I have the honor to state that the system of plague inspection at Arkonam has considerably improved and that there are now no delays worth complaining. The average time taken for examining the Mail and Passenger trains is 11 minutes and for local trains 8 minutes.

2. The examination begins at both ends of the train simultaneously and it was formerly the custom for the Railway authorities to

to wait until the examination of the whole train was over before being allowed inside the rope for collecting the tickets. It has however been arranged now that Ticket Collectors should be allowed to follow one of the examining officers up the train to collect the tickets instead of waiting until the whole examination was over.

3. I myself met the District Traffic Superintendent, Arkonam and watched the inspection of a train in his company. The inspection was done very promptly and the District Traffic Superintendent expressed himself perfectly satisfied with the arrangements existing. I fancy the complaint of the Agent must refer to some station other than Arkonam, possibly to Perambur where the issue of passports is likely to take a considerable time.

I have the honor to be,
Sir,
Your most obedient servant

DESPATCHED
6 - SEP. 1899

C No 2711 R5

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Local & Munl. (1899) Department.

CURRENT No. 2711

From the Collector of Salem

Order.

W

No. 1550/P

Dated 6th September 1899

Received 11 SEP 1899

Registered 11-9-99

Enclosures

Spare copies

SUBJECT.

Reporting on the method of plague inspection of trains & offering suggestions to ~~secure~~ ~~greater promptitude~~ ~~in the matter~~ redress delays.

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BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

C No 2711/5

Plague

No. 1550/P

SALEM COLLECTOR'S OFFICE,
6th September 1899.

DESPATCHED
9 SEP 1899

FROM
Robert B. Clegg Esq., I.C.S
ag COLLECTOR AND DISTRICT MAGISTRATE,
Salem,

TO
THE SECRETARY TO GOVERNMENT,
Local & Municipal DEPARTMENT,
Madras.

SIR,

With reference to your reminder calling for an early reply to memorandum No 2329, P, dated 7th August 1899, I have the honour to report as follows:-

2. The following is the procedure as described by the chief Medical Officer at Jolaarpet: "On the arrival of a train the first and second class passengers are examined in their carriages by the Medical Officer on duty two clerks and one nurse taking their intimations. Simultaneously an enclosure is made opposite each third class carriage by means of ropes by the Police and the third class passengers are made to alight and stand in a row on the platform within ~~[illegible]~~ this enclosure, and the

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BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

C No 2711/55

Plague

No. 1550/P

SALEM COLLECTOR'S OFFICE,
6th September 1899.

DESPATCHED
9 SEP 1899

FROM
Robert B. Clegg Esq. I.C.S
ag COLLECTOR AND DISTRICT MAGISTRATE,
Salem,

TO
THE SECRETARY TO GOVERNMENT,
Local & Municipal DEPARTMENT,
Madras.

SIR,

With reference to your reminder calling for an early reply to memorandum No 2329 P, dated 7th August 1899, I have the honour to report as follows:–

2. The following is the procedure as described by the Chief Medical Officer at Jolaarpet: "On the arrival of a train the first and second class passengers are examined in their carriages by the Medical officer on duty two clerks and one nurse taking their intimations. Simultaneously an enclosure is made opposite each third class carriage by means of ropes by the Police and the third class passengers are made to alight and stand in a row on the platform within this enclosure, and the

Hospital Assistants proceed to examine each male passenger until the arrival of the medical officer. The Hospital Assistants generally finish one carriage by the time the medical officer returns after completing the inspection of the 1st & 2nd class. The medical officer then continues the inspection and also supervises the punching of the tickets of passengers from infected areas and decides whether each passenger is to be detained, intimated or passported. The names of detained passengers are taken in a rough note-book kept by a Hospital Assistant on duty, the fever cases, if any, being particularly noted and these passengers are handed over to the Police. The intimations of the passengers that are not detained are taken, and they are allowed to go back to their carriages. Those from infected areas who have taken their tickets only as far as Jolaarpet and who intend to re-book from Jolaarpet, are handed over to the Police who see

fresh tickets plague punched. There is absolutely no check on the police in this part of the work, for it has to be left entirely to them to carry out. As for the passengers to be passported, they are handed over to the Police with their intimations and taken immediately to the Passport room where the passports are issued by the Hospital Assistant on duty after the train inspection is over. Then the train is examined carefully carriage by carriage, the clerks and Hospital Assistants attending on the male passengers, the nurses on the females.

The train inspection being now completed, the number of detained passengers is checked by means of the rough list referred to above, the complete address of their destination &c is taken afresh and they are made over to the Police with the fresh lists ~~are~~ as made, before they are taken to th camp. To save delay the Railw

The interval between the arrival of the Bangalore Passenger train and the departure of the next earliest train is 28' and that between the arrival of the Bangalore mail and the next earliest train is 34'. ~~If the~~ The plague examination, the inspection of tickets by the Railway staff and the movement of the passengers from one platform to another takes up a longer time & the Railway time-table does not allow a sufficient margin. The delay in plague examination is not due so much to the medical inspection as to the writing up of ~~the~~ intimations. It is, as you are aware, a difficult and slow process to extract information from native passengers. These intimations are necessary as already reported by me to the Plague Commissioner in letter no 87, dated 10 January 189[illegible]

uld not be dispensed with

P.C. 308-A
1-2-99.

81

It seems to me that the most satisfactory way in which the delays complained of may be avoided is by re-arranging the time-table so as to make the Bangalore mail and the passenger trains arrive a little earlier or the mail from Madras and the passenger from Salem to leave a little ~~sooner~~ later. We might also reduce the time slightly by employing a larger clerical staff to write up intimations, but this would only be necessary when the number of passengers is above the average which is generally only for a few days in a month.

5 My own opinion is that the staff is sufficient for ordinary trains, that where trains are exceptionally heavy there must be some delay and that purely to cope with occasions when there are crowded trains it is unnecessary to keep a large staff for

idle for the great part of the month.

I have the honour to be
sir,
Your most obedient servant

Robert W. Bliss
ag Collector

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