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(2) Date of repair 12/1/22

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Relations DEPARTMENT.

G.O. No.	604-505	Press
	20-31-22.	Mis.
Dated	21. 3.	18 11.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
2nd March 1871*

No 20 Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 13th February 1871, No 70 —

REFERRING to G. O. of the 14th December 1870, No 3,036, I have the honour to submit letters from the Railway Agents on the draft of Rules for regulating the conveyance by rail of persons suffering from contagious diseases.

From Agent, Madras Railway, No 734, dated 20th December 1870
" " Great Southern of India Railway, No 3,886, dated 27th January 1871
" " Carnatic Railway, No 14, dated 3rd February 1871

2 The Agent of the Madras Railway considers that legislation is required

only on Clauses II and III relating to a penalty for either a sick person, or another in charge of a sick person, entering a railway carriage without giving previous notice of contagious disease, but that Clause VII, rendering the Agent of the Company liable to a penalty in case of carriage not being disinfected, is unnecessary, inasmuch as the officers of the Railway Company are fully alive to the necessity of enforcing sanitary regulations and punishing subordinates for neglect.

I enclose an extract of the working Time Table giving orders to Station Masters and Apothecaries for the removal of sick people and the disinfection of rooms and carriages.

3 The Consulting Physician to the Great Southern of India Railway is of opinion that Clauses II and III should apply to stations as well as to the carriages, and that the separation of sick persons in a compartment or carriage, as contemplated in Clause V, is not sufficient. Dr. Houston would have those suffering from cholera or small-pox kept away altogether from passenger trains, and as much as possible away from the assemblage of general passengers. The Agent points out that, though Clause VI requires the removal from a carriage of a person attached by contagious disease, it does not authorize the detention of the sick person at the nearest station, and does not protect a Station Master, in case of error, from an action for illegal detention, if the sick traveller has taken a ticket to a more distant station. Mr. Betts thinks also that Clause IV. should be assimilated with Clause VII, that a carriage should be disinfected "immediately" and not only within twelve hours after arrival at its destination. He further deprecates the Agent of the Company being held liable, by Clause VII, in case a carriage is not disinfected immediately, on the grounds that the Company and not its chief officer is legally responsible for damages caused by misdeeds of the servants of the Company.

4 The Agent of the Carnatic Railway is of opinion that, with the present limited rolling stock, it would be difficult to adopt the rules, but that they may be introduced hereafter.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 20th December 1870, No 734

In reply to your letter, No 725, dated the 16th instant, I have the honour to inform you that the wishes of the Government of India, as conveyed in their letter* of the 22nd of November last, have been anticipated on this railway by the introduction of rules framed by the Company's Consulting Physician, and which are printed at length for general information at pages 33, 34, and

* No 1,831 B

*Proceedings of the Madras Government, Public Works Department,
2nd March 1871.*

35 of the Company's Working Time Table. These rules so far meet the object in view that the only points upon which legislation seems to be necessary are those referred to in Clauses II and III of the draft Rules prepared by the Sanitary Commissioner with the Government of India.

2 Clause VII appears to be altogether unnecessary. The officers of the railways are personally interested in carrying out sanitary regulations, and are fully alive to the necessity of punishing subordinates for any violation of such regulations.

3 I enclose a copy of the Rules mentioned above as in force on this railway.

Extract from the Working Time Table, Madras Railway

DISINFECTION OF CARRIAGES.—The following Rules, drawn up by the Acting Consulting Physician for the guidance of Apothecaries, are circulated for general information. It will be the duty of Station Masters and Guards, immediately it may be known to them that a passenger has been attacked with cholera or other infectious disease, to remove from the carriage all passengers except the person so attacked and his friends, if they wish to remain with him, and to take on the carriage and the patient to the nearest station where an Apothecary resides, and there to detach the carriage, the Apothecary being informed by telegraph of the circumstances, so that he may be ready to attend to the patient and disinfect the carriage.

Rules to be observed by Apothecaries during Epidemic Cholera, etc

- 1 "Mix all discharges with McDougall's disinfectant or carbolic acid, and bury them at least five feet deep, first mixing them well with the earth."
- 2 "Provide separate accommodation for those affected, and prevent them using the ordinary latrines, commodes, etc."
- 3 "Burn all clothes, bedding, etc., soiled by discharges."
- 4 "Disinfect huts, rooms, and carriages which have been occupied by persons suffering from infectious diseases."

To disinfect Carriages, Rooms, etc

- 1 "Burn sulphur or lighted charcoal in them."
 - 2 "Moisten chloride of lime with water and place in shallow dishes on the floors."
 - 3 "Put a piece of copper into a vessel containing slightly diluted nitric acid and place the vessel on the floor; all three to be used if possible."
 - 4 "Before the sulphur, chloride of lime, or nitric acid and copper are used, remove any discharges on the floor, etc., and treat them as recommended in paragraph 1. After fumigation have the carriages scraped and varnished, and the huts and rooms (unless polished) scraped and lime-washed."
- "Third class carriages should have a tarpaulin over them when being fumigated, other carriages and rooms should be shut up."

MADRAS,

20th December 1869.

(Signed) J. URQUHART, M.D.,
Acting Consulting Physician

(True Extract)

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consulting Engineer for Railways

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, Madras, dated Negapatam, 27th January 1871, No. 3,556.

ATTACHED I send you a memorandum upon the draft of Rules for regulating the conveyance by rail of persons suffering from contagious diseases, which draft you were good enough to forward with your letter, No. 516, of the 16th ultimo.

*Proceedings of the Madras Government Public Works Department,
2nd March 1871.*

GREAT SOUTHERN OF INDIA RAILWAY

Remarks upon the draft of Rules for regulating the conveyance by Rail of persons suffering from Contagious Diseases

RULES 2 AND 3.—This Company's Consulting Physician, to whom I referred the draft Rules for consideration, writes, "Paragraphs 2 and 3 do not appear to me sufficiently to protect the public. It would be better to say 'Railway station or carriage' instead of merely 'Railway carriage,' as, at the time of the arrival and departure of trains, there are generally crowds on the railway platforms."

RULE 5.—Dr Houston further remarks, "To paragraph 5 I have very strong objections. I do not think persons suffering from such diseases as cholera and small-pox can be permitted to travel by passenger trains, even in separate carriages, without shaking public confidence in the safety of railway travelling. If such sufferers must be carried by railway, it should be by special trains or in carriages attached to goods trains, and such trains should be so arranged as to communicate as little as possible with stations where passengers assemble. Very few persons, I imagine, would consent to travel in a railway carriage one of the separate compartments of which was occupied by a cholera patient."

RULE 6.—This fails to settle what shall be done with the sick person, although it provides what should be done with the compartment "after it has been vacated by the sick man." After discovery of the nature of the disease, is the traveller to be removed from the railway carriage at the first station at which the train stops, or is he to be allowed to proceed to the station to which he has booked?

If the sick person has to be removed from the railway carriage at a station short of that to which he has purchased a ticket, is the Station Master to decide whether the sickness under which the traveller suffers is contagious, and, if so, will the Station Master be protected from an action for illegal detention in the event of his committing an error of judgment in deciding the sickness to be contagious?

If the sick person should be removed from the railway carriage at the first station at which the train stops after discovery of the disease, what is to be done with the sufferer? There can be no doubt that it would be highly undesirable to keep him in a place of such public resort as a railway compound or station (see remarks under Rules 2 and 3), besides which it might happen that no medical assistance could be there procured. Should the Police stationed along the railway take charge of the sufferers? The Sanitary Commissioner of Madras, in a letter written recently to our Consulting Physician, remarks, "In the event of a person suffering from cholera being handed over to the Police, it would be the duty of the Police to obtain medical aid for the sufferer if within reach, but it is not desirable that such cases should be brought into hospital or buildings occupied by the people. A temporary shed, such as a native can put up in a few minutes, is all that is necessary for the accommodation of such cases. I am not aware that any rules have yet been sanctioned by Government authorizing expenditure for such a purpose as this."

Rule 7 provides that a carriage which has been occupied by a person suffering from a contagious disease shall be disinfected "immediately thereafter." Rule 4 says the carriage should be disinfected within twelve hours after it has arrived at its destination. I wish to suggest that the latter provision be adopted in both rules.

The penalty for non-disinfection of carriage is levied upon the Agent of the Railway Company. I submit that the Railway Company should be held responsible. It is my duty to issue rules for the safe working of the railway; but if, in consequence of a breach of those rules (say by an Engine Driver omitting to stop his engine when the danger signal is exhibited) an accident occurs, no law makes me responsible for the act of the wrong-doer, although the Railway Company is legally responsible for damages thereby caused.

NEGAPATAM,
January 26th, 1871

(Signed) W. S. BETTS,
Agent.

*Proceedings of the Madras Government, Public Works Department,
2nd March 1871.*

From the Agent and Manager of the Carnatic Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 3rd February 1871, No 11

I HAVE the honour to acknowledge receipt of your communication, No 313, with G O, No 3,036, dated 14th December 1870, and to state that at present this Company might have a little difficulty in adopting the proposed rules owing to the limited supply of rolling stock at present in their possession. When the gauge is assimilated to that of other railways, the line extended, and additional stock provided, there would be no difficulty in carrying out such rules as may be laid down for regulating the conveyance of persons suffering from contagious diseases by railways generally in India.

No 21.

ORDER THEREON, 2nd March 1871, No. 604.

RAILWAY, No. 4.

ORDERED that these papers be forwarded to the Government of India

(True Extract)

(Signed) CHARLES A ORR, Colonel, R E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways,

Exd A S Rodgers

57-15
Carnatic Railway
Agent and Manager's Office
Madras 3rd February 1871

My.
From The Agent & Manager
Carnatic Railway Co.
To The Acting Consulting Engineer for
Railways.

Sir,
I have the honour to acknowledge receipt of your communication No 313 with G.O. No 3036 dated 14th December 1870 and to state that at present this Company might have a little difficulty in adopting the proposed rules owing to the limited supply of rolling stock at present in their possession, when the gauge is assimilated to that of other railways, the line extended, and additional stock provided, there would be no difficulty in carrying out such rules as may be laid down for regulating the conveyance of persons suffering from contagious diseases by railways generally in India.

I have the honour to be
Sir
Yours most obed. Servt.

J. J. Rogers
Agent & Manager

Great Southern of India Railway

Remarks upon the Draft of Rules
for regulating the conveyance by
rail of persons suffering from
contagious diseases

Rule 2.
Rule 3.

This Company's Consulting
Physician to whom I referred
the Draft Rules for consideration
writes " Paras 2 and 3 do not
appear to me sufficiently
to protect the public it would
be better to say "Railway Station
or Carriage" instead of merely
"Railway Carriage", as, at the
time of the arrival and
departure of trains, there are
generally crowds on the
Railway Platforms "

Rule 5.

Dr. Houston further remarks "to
para 5 I have very strong
objections. I do not think
persons suffering from such
diseases

The Secretary & Agents

General Office

VIJAYA

The Consulting Engineer

for Railways

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

N^o 111

10/11/1911

Copy sent for printing
the accompanying documents
by rail suffering from
contagious diseases

2
10
" Diseases as Cholera and Small
" Pox can be permitted to
" travel by passenger trains, even
" in separate carriages, without
" shaking public confidence in
" the safety of railway travelling.
" If such sufferers must be
" carried by Railway, it should
" be by special trains, or in
" carriages attached to Goods
" trains, and such trains should
" be so arranged as to communicate
" as little as possible with stations
" where passengers assemble. Very
" few persons I imagine would
" consent to travel in a Railway
" Carriage one of the separate
" compartments of which was
" occupied by a Cholera patient."

Rule 6.

This fails to settle what
shall be done with the sick
person although it provides
what should be done with the
compartment "after it has
" been vacated by the sick man."
After discovery of the nature of

the disease is the traveller to be removed from the railway carriage at the first station at which the train stops or his to be allowed to proceed to the station to which he has booked.

If the sick person has to be removed from the railway carriage at a station short of that to which he has purchased a ticket is the station master to decide whether the sickness under which the traveller suffers, is contagious and if so will the station master be protected from an action for illegal detention, in the event of his committing an error of judgement in deciding the sickness to be contagious.

If the sick person should be removed from the railway carriage at the first station at which the train stops after discovery of the disease, what is to be done with the sufferer

12
13

There can be no doubt that it would be highly undesirable to keep him in a place of such public resort as a railway compound or station (see remarks under rules 2 and 3) besides which it might happen that no medical assistance could be there procured. Should the Police stationed along the railway take charge of the sufferer? The Sanitary Commissioner of Madras in a letter written recently to our Consulting Physician remarks "In the event of
" a person suffering from
" cholera being handed over to
" the police, it would be the
" duty of the police to obtain
" medical aid for the sufferer
" if within reach; but it is
" not desirable that such cases
" should be brought into Hospitals
" or buildings occupied by the people,

4

16

• a temporary shed such as
• a native can put up in a
• few minutes is all that is
• necessary for the accommodation
• of such cases. I am not aware
• that any rules have yet been
• sanctioned by Government
• authorising expenditure for such
• a purpose as this.

Rule 7. Provides that a carriage which
has been occupied by a person
suffering from a contagious
disease shall be disinfected
"immediately after" Rule 4
says the carriage should be
disinfected within 12 hours after
it has arrived at its destination.
I wish to suggest that the latter
provision be adopted in both
rules.

The penalty for non-disinfection
of carriage is levied upon the
agent of the Railway Company.
I submit that the Railway Company
should

should be held responsible. It is
my duty to issue rules for the
safe working of the railway, but
if in consequence of a breach of
those rules (say by an Engine
Driver omitting to stop his engine
when the danger signal is exhibited)
an accident occurs, no law
makes me responsible for the
act of the wrong doer; although
the Railway Company is legally
responsible for damages thereby
caused

William Webb
Agent

Regaratawa
January 26 1871.

No 3886

GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS OFFICE.

NEGAPATAM.

January 24 1891.

From

THE AGENT,

Great Southern of India Railway,

To

The Acting Consulting Engineer
for Railways
Madras

SIR,

Attached I send you a
Memorandum upon the Draft
of Rules for regulating the
conveyance by rail of persons
suffering from contagious
diseases, which draft you
were good enough to forward
with your letter No 516 of
the 16th ultimo

I have the honor to be

Yours most ^{dw} obedient servant

William Belth.
agent

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Extract from the Working Time Table
Madras Railway.

Disinfection of Carriages.—The following rules drawn up by the Acting Consulting Physician for the guidance of Apothecaries, are circulated for general information. It will be the duty of Station Masters and Guards—immediately it may be known to them that a passenger has been attacked with Cholera, or other Infectious disease, to remove from the carriage all passengers except the person so attacked and his Friends if they wish to remain with him; and to take on the Carriage and the Patient to the nearest station where an Apothecary resides and there to detach the Carriage. The Apothecary being informed by Telegraph of the circumstance, so that he may be ready to attend to the Patient and disinfect the Carriage.

Rules to be observed by Apothecaries during Epidemic Cholera &c.

1. Mix all discharges with McDougal's disinfectant or Carbolic Acid, and bury them

When the Carriage is detached from the Carriage and the Patient is taken to the nearest station where an Apothecary resides and there to detach the Carriage. The Apothecary being informed by Telegraph of the circumstance, so that he may be ready to attend to the Patient and disinfect the Carriage.

"them at least five feet deep, first
"mixing them well with the earth."

2 "Provide separate accommodation
"for those affected, and prevent
"them using the ordinary latrines,
"Commodore, &c."

3 "Burn all Clothes, Bedding
" &c. soiled by discharges"

4 "Disinfect Huts, Rooms, and
"Carriages, which have been occupied
"by persons suffering from infec-
"tious diseases"

To disinfect Carriages Rooms &c.

1 "Burn Sulphur on lighted
"Charcoal in them"

2 "Moisten Chloride of Lime
"with water and place in shallow
"dishes on the floor"

3 "Put a piece of Copper into
"a vessel containing slightly diluted
"Nitric Acid and place the vessel
"on the floor - all three to be used
"if possible"

4 "Before the Sulphur, Chloride
"of Lime, or Nitric Acid and Copper
"are used, remove any discharges on the
"floor &c. and treat them as recommended
"in paragraph 1. After Fumigation,
"have the Carriages scraped and varnished,
"and the Huts and Rooms (unless polished)
"scraped and lime-washed"

"Third Class Carriages should have a
"Tarpsaulin over them when being fumigated
"- other Carriages and Rooms should be shut up"

(Signed) J. Urquhart M.D.

As. Cons. Physician

Madras
20th Dec
1869

(True Extract)

Wm. Sumner Major R.E.
As. Cons. Eng. for Railways

No. 734

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 20th December 1870.

From

P. B. Elwin Esq.

Agent and Manager of the M. R. Co.

To

Captam H. L. Pendergast Esq.

Acting Consulting Engineer for Railways.

Sir,

In reply to your letter No. 725 dated the 16th instant, I have the honor to inform you that the wishes of the Government of India as conveyed in their letter of the 22nd of November last have been anticipated on this Railway by the introduction of Rules framed by the Company's Consulting Physician and which are printed at length for general information at Pages 33, 34 & 35 of the Company's Working Time Table. These Rules so far meet the object in view that the only points upon which Legislation seems to be necessary are those referred to in clauses II and III of the Draft Rules prepared by the Sanitary Commissioner with the Government of India.

2. Clause VIII appears to be altogether unnecessary. The Officers of the Railways are personally interested in carrying out Sanitary Regulations, and are fully alive

x 1/2 1831 R.

1/5/99 Hel

51
to the necessity of punishing Subordinates for
any violation of such Regulations.

3. I enclose a copy of the Rules mentioned
above as in force on this Railway.

I have the honor to be

Yours most obedient servant.

J. N. Melles.

for the Agent and Manager

CONSULTING ENGINEER'S OFFICE.

Railway Department

No 70-

From

Major H. L. Prendergast. R.E.
Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.
Secretary to Government,

Public Works Department,

Fort Saint George

SIR,

Referring to G.O. of
the 14th December 1870, No. 3036,
I have the honour to submit
letters from the Railway Agents
on the draft of rules for regulating
the conveyance by rail of persons
suffering from contagious diseases.
2 The Agent of the Madras
Railway considers that Legislation
is required only on clauses II and III,
relating

From Agent M. Ry
No 734 of 20th Decr/70.
do do G. L. of 3 Ry
No 3886 of 27th Jan'y/71.
do do C. Ry
No 14 of 3rd Feby/71.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

For India etc.

Recd 20th Decr 1870.
No 1 27th Decr 1870.

1870/71 704.

Noting that rules
formed by the Madras Com
mission are in force
on the Madras Railway
for the conveyance of
persons suffering
from contagious diseases.

retating to a penalty for either a sick person, or another in charge of a sick person, entering a Railway carriage without giving previous notice of contagious disease; but that clause VIII rendering the Agent of the Company liable to a penalty in case of a carriage not being disinfected, is unnecessary, inasmuch as the Officers of the Railway Company are fully aware of the necessity of enforcing sanitary regulations; and punishing subordinates for neglect.

I enclose an extract of the Working Time Table, giving orders to station masters and Apothecaries, for the removal of sick people, and the disinfection of rooms and carriages.

The

3 The Consulting Physician to the Great Southern of India Railway; is of opinion that clauses II and III should apply to stations, as well as to the carriages: and thinks the separation of sick persons in a compartment or carriage, as contemplated in clause V is not sufficient. Dr Houston would have those suffering from cholera or small pox, kept away altogether from passenger trains, and as much as possible away from the assemblage of general passengers. The Agent points out that though clause VI requires the removal from a carriage of a person attached by contagious disease, it does not authorize the detention of the sick person at the nearest station.

station, and does not protect a station master in case of error from an action for illegal detention, if the sick traveller has taken a ticket to a more distant station. Mr. Petto thinks also that clause IV should be assimilated with clause VII. That a carriage should be disinfected immediately and not only within 12 hours after arrival at its destination. He further deprecates the Agent of the Company being held liable by clause VII in case a carriage is not disinfected immediately, on the grounds that the Company and not its chief officer is legally responsible for damages caused by misdeeds of the servants of the Company.

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4. The Agent of the Carnatic Railway is of opinion that with the present limited rolling stock it would be difficult to adopt the rules, but that they may be introduced hereafter.

I have the honour to be
Sir,

Your most obedient Servant.
Chas. Sandercock Major R.E.
Agent Engr for Railways

Madras
13th Feby
1871

Public Works Department

No 44

Proceedings of the Madras Government

Under date the 2nd March 1911

Read the following

From The Consulting Engineer for Railways. } M.E. No 70 of 13th February 1911

Ordered that these papers be forwarded to the Government of India

To The Engineer for Railways

Desps 3/3/11 Doc No 105 dated 2nd March

Copy of the above forwarded to the Govt of India with reference to their letter dated 22nd November 1870 No 1831 R.

Desps 3/3/11 with 25 spare copies.

Ans

10th 1871 with 100 of good for March

RAILWAY DEPARTMENT

No 665

The Consulting Engineer for Railways

To The Secretary to Government, P W Department, Fort St. George

Dated 11th 1911 Received 14th 1911

No 70- M.E. No 665 of 2nd March 1911

From the 10th April 1911 from the draft of rules for regulating the conveyance of mail by post and telegraph from Contingent charges

Govt of 1871 Madras.

PUBLIC WORKS.

To the Consulting Engineer
for Railways
And

To the Secretary to the
Govt of India

2 March 1871 No 604 & 605

Nov 21 1872

Enclosed for the
Secretary to the Govt of India
are the rules for
the Madras Rail-
ways and the rules for
the regulation of
the persons entering from
foreign countries.