M R O 1—77,006—3-6-37.

(1) Number of pages [illegible]

(2) Date of repair [illegible]

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Publications DEPARTMENT.

G.O. No. 604-505 Press / Mis.

20-21-22

Dated 2 3 1871.

Not to be folded or roughly handled

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 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, 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 1,631 R

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 attached 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, 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 on 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 BEITS, Esq, Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, Madras, dated Negapatam, 27th January 1871, No 3,856

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.

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 carriages 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 BEITS,
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 14

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

S 15

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

No 14.

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
Your Most Obd. Servt.

Jno. T. Fighers
Agent & Manager

Great Southern of India Railway

Remarks upon the Draft of Rules for regulating the conveyance by rail of persons suffering from contageous 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 ~~Sanitary~~ & Agent
~~[illegible]~~ COMPANY
[illegible]
MADRAS

The Consulting Engineer
for Rail[illegible]
[illegible] 1871

No 14

OW 665/71

Re "rules for regulating the conveyance of persons by rail suffering from contageous diseases

"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 sick 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
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

There can be no doubt that it would be highly undesirable to keep them 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 from 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"

" 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 thereafter" Rule 4 says the carriage shall 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 S Betts
Agent

Negapatam
January 26' 1871.

No 3886 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM, January 27 1871.

From

THE AGENT,

Great Southern of India Railway,

To The Acting Consulting Engineer for Railway's 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
Sir
Your most obd. Servant

William S. Betts.
agent

Extract from the Working Time Table
of 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 attached 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 viz

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

"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, &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 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 &c. and treat them as recommended
"in paragraph 1— After Fumigations,
"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"

(Signed) J Urquhart M.D.
As: Cons: Physician

Madras
20th Decr
1869

(True Extract)

Lieut Colonel Sandwith Major R.E.
As Cons Engr for Railways

No. 734

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 20th December 1870.

From R. B. Elwin Esqre.
Agent and Manager. of the M. Ry. Co.

To Captain H. L. Prendergast R. E.
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[x] 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.

x No. 1831 R.

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.

I have the honor to be
Sir
Your Most Obedient Servant.
J. W. Mellis.
for the Agent and Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 20th December 1870.

Recd 24th December 1870

No 665/71 784.

Stating that rules framed by the Holy Com Physician are in force on the Madras Railway for the Conveyance of persons suffering from Contagious diseases

CONSULTING ENGINEER'S OFFICE.

Railway Department

No 70-

From Major H. L. Prendergast R.E.
Ag 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.

From Agent M. Ry No 734 d/20th Decr/70.
do do G.S. of I Ry No 3886 d/27th Jany/71.
do do C. Ry No 14 d/3d Febry/71.

2 The Agent of the Madras Railway considers that Legislation is required only on clauses II and III, relating

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 a 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 from 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 attacked 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. Betts 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—

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 Servt.
Chas. L. Prendergast Major R.E.
Ag Cons Engr for Railways

Madras
13th Febry
1871

Public Works Department

No. 604

Proceedings of the Madras Government

Under date the 2nd March/71

Read the following

From The Consulting Engineer for Railways } H.E. No. 70 of 13th February/71

Ordered that these papers be forwarded to the Government of India

To The Consulting Engr for Railways

Despd 3/3/71 Docket No. 605 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.

Despd 3/3/71 with 25 spare copies.

No. 20

Dated 1st Feby 1871.
Received 14 } Feby 1871.

No. 70.

No. 664 & 665 2 March/71 submitting letters from the Rly Agents on the draft of rules for regulating the conveyance by rail of persons suffering from Contagious diseases.

From

The Consulting Engineer for Railways,

No. 665

Railway Department

To

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

Dated 1st Feby 1871
Received 14 } Feby 1871.

No. 1871 Dept
No. of Govt for Merch

Pro[illegible] 257-2 37

Docket

Forwarding copy of
letter from the Congress for
submitting reports from the
Agents of the Madras [illegible]
ways on the draft rules for
regulating the conveyance
by rail of persons suffering
from contagious diseases.

Govt of 1871 Madras.

PUBLIC WORKS.

To the Ag Consulting Engineer for Railways
And
To the Secretary to the Govt of India

[illegible]

[illegible] 5

[illegible] 2 March No. 6148605

Nov. 11-21 1922

[illegible]

[illegible] from the [illegible] for [illegible] in [illegible] [illegible] from the Agents of the Madras Railways on the draft rules for regulating the conveyance by rail of persons suffering from contagious diseases.