

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 895R

DATED 18th May

[Despatch Abstract.]

Railway Conference of 1893. — Letter from the Secretary

*Railway Conference, forwarding certain papers
connected with the ensuing, recorded.*

Indexed.

BACK PAPERS.

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FURTHER PAPERS.

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

RAILWAY CONFERENCE, 1893.

B.

Papers circulated in the event of Railways, parties to the Conference, having any definite proposals to bring forward for discussion thereon.

No. 1.

DIVISION OF THROUGH RATES TO AND FROM STATIONS ON BRANCH LINES.

DIVISION OF THROUGH RATES TO AND FROM STATIONS ON
BRANCH LINES.

Demi-official No. 432-R.-T., dated Simla, 30th May 1890.

Demi-official from A. G. NEWCOMEN, Esq., Assistant Director-General of railways,
Simla,

To—The Chief Auditor or Examiner, East Indian, Rohilkhand-Kumaon, Bombay,
Baroda and Central India, Southern Mahratta, Nizam's, and South Indian
railways.

I AM directed by the Director-General of Railways to enquire on what
principle freights are divided in the case of through rates to and from stations on
the branch lines worked by your railway, *i.e.*, are these rates the sum of the local
rates, or are they the through rates divided simply on mileage proportion, or are
the terminals (if any), deducted before division?

2. Is there any arrangement by which the branch having the shorter lead
gets in division a slightly enhanced mileage rate than the main line? or how is
the matter settled?

4. If you will be so kind as to give me this information, I shall be much
obliged.

Demi-official No. 2261, dated Jhansi, 3rd June 1890.

From—H. T. BASHFORD, Esq., Auditor, Indian Midland railway company, Limited,
To—A. G. NEWCOMEN, Esq., Assistant Director-General of railways, Simla.

IN reply to your demi-official letter No. 432-R.-T., I beg to inform you that
we have no cases on this Railway of the nature mentioned by you, as the only
branch lines worked are those belonging to the company.

Demi-official, dated Lucknow, 4th June 1890.

Demi-official from W. C. HICKIE, Esq., Auditor, Oudh and Rohilkhand railway,
To—A. G. NEWCOMEN, Esq., Assistant Director-General of railways, Simla.

IN reply to your demi-official No. 432-R.-T., dated 30th ultimo, I beg to in-
form you that the several branches of this railway are treated as part and parcel
of the main line, so far as the record of earnings therefrom is concerned.

2. Through rates are accordingly quoted between stations on the main line
and branch lines, based on the actual distance between the stations, precisely
as if both stations were on the main line.

3. Freight is not separately apportioned over main line and branch line in
bookings from one to the other.

4. I trust this will give you all the information you want; should it be in-
complete in any respect, I shall be glad to give you further details on hearing from
you.

Demi-official, dated Lahore, 6th June 1890.

From—CAPTAIN C. A. R. BROWNE, R.E., Examiner of Accounts, North-Western
railway,
To—A. G. NEWCOMEN, Esq., Assistant Director General of railways, Simla.

YOURS dated 30th May 1890. We charge through rates and divide the
freight in mileage proportion; the line on which the traffic originates gets half
the terminal, and the line of destination the other half.

Demi-official, dated Sealdah, Calcutta, 6th June 1890.

From—F. P. QUINLAN, Esq., Examiner of Accounts, Eastern Bengal state railway.

To—A. G. NEWCOMEN, Esq., Assistant Director-General of railways, Simla.

IN reply to your demi-official No. 432-R. T. of 30th ultimo, I have the pleasure to state for the information of the Director-General of railways that the only lines which can be designated "Branch," that we work are the Kaunia-Dhurla and the Bengal Central railway. As regards the former it has a classification and rate tariff of its own, the through rates being the sum of the local rates. The Bengal Central railway has also a separate classification and rates tariff of its own. In nearly all cases the through rates are the sum of the local rates and are divided accordingly. But in the special cases of Calcutta and Chitpore a through rate is quoted and divided in mileage proportion, the Eastern Bengal state railway taking its share including terminal in the ten-mile minimum which it gets from the Bengal Central railway. If we did not divide, subject to this minimum, we should have to put on a special terminal or "short distance," charge. In our relations with the River Companies when we quote through rates, we divide in mileage proportion after deducting terminals. Your question, however, does not, I note, refer to booking with foreign companies, but only to Branch lines worked by the railway.

Demi-official, dated Bombay, 6th June 1890.

From—S. GORE BROWNE, Esq., Auditor, Great Indian Peninsula railway company, Bombay.

To—A. G. NEWCOMEN, Esq., Assistant Director-General of railways, Simla.

IN reply to your note of the 30th ultimo, in the case of through rates to and from the branch lines worked by this Company, the freight is divided on mileage after deducting terminals, the branch line being also credited with its own terminal. There is no arrangement such as that referred to in your paragraph 2.

In the case of the Amraoti line, an extra charge is credited to that line of three pice per maund under a special arrangement with Government.

Demi-official, dated Dharwar, 6th June 1890.

From—J. CAMPBELL, Esq., Auditor, Southern Mahratta railway company,

To—A. G. NEWCOMEN, Esq., Assistant Director-General of railways, Simla.

IN reply to your demi-official letter No. 432-R. T. of 30th ultimo, I beg to inform you that we have no branch lines in the sense in which I understand the term to be employed in your letter. The Company's system consists of the Southern Mahratta railway and the Mysore railway, which are worked as two separate undertakings. Of the former, the length from the Portuguese frontier on the west, to the bank of the Kistna on the east, is designated the main line, the extensions to Poona and Hotgi on the north, and that towards Mysore territory on the south, being termed branches, but treated in all respects similar to the main line. No separate rates are quoted for these branches and no distinction made in the Company's Accounts between the earnings derived from these different sections of the Southern Mahratta railway.

The Mysore railway as already stated, is treated as a distinct undertaking and a separate revenue account maintained therefor. The rates and classification have been assimilated with those of the Southern Mahratta railway, but separate junction rates are quoted, the through rates being the sum of the respective rates from and to junctions.

In respect of certain special rates, however, where a proportionate reduction is allowed for long distance traffic, the through rates are less than the sums of the two local rates. In such cases the through freight is divisible in mileage proportion, each line being credited with its own terminal which with us is the same on both railways.

From this it will be clear that no such arrangement obtains on this Company's system as indicated in paragraph 2 of your letter under reply.

Demi-official No. 1107-M., dated Secunderabad (Deccan), 10th June 1890.

From—E. H. DWANE, Esq., Chief Accountant and Auditor, His Highness the Nizam's Guaranteed state railway.

To—A. G. NEWCOMEN, Esq., Assistant Director-General of railways, Simla.

IN reply to your demi-official No. 432-R. T. of 30th ultimo, I beg to inform you that the Bezvada Extension railway is the only line or branch worked by this company which it does not own. Excepting passenger fares, the rates are not the sum of local rates. The rates are calculated on the through distance as a whole and divided in mileage proportion; terminals are not deducted before such division.

There is no arrangement by which this branch (if it can be so styled) gets a slightly higher mileage rate than the Company's line.

Demi-official, dated Bareilly, 18th June 1890.

From—A. H. MIDDLETON, Esq., Auditor, Rohilkund and Kumaon railway company, "Limited,"

To—A. G. NEWCOMEN, Esq., Assistant Director-General of railways, Simla.

I have been away from the station and am sorry of the delay in answering your letter of the 30th ultimo which was received during my absence.

The principle on which our rates are divided is as follows:—

1. The sum of the local rates is charged for traffic booked from stations on the Rohilkund-Kumaon railway to the Bengal Provincial state railway and *vice versa* and the amount due to each line at its local rate is credited to it.
2. Minimum charges are divided on mileage proportion. These are small.
3. Terminals are deducted before the division is made.
4. The shorter line gets no enhancement as the division is made on the local rates.

The lines are treated as two distinct railways and the proportion due to each is entered separately on invoices, &c.

Demi-official No. M-69—4987, dated Bombay, 15th June 1890.

From—J. W. FORDHAM, Esq., Acting Chief Auditor and Accountant, Bombay, Baroda and Central India railway.

To—A. G. NEWCOMEN, Esq., Assistant Director-General of railways, Simla.

With reference to your demi-official letter No. 432-R. T., dated Simla, the 30th May, I have the honor to inform you that we work the branch lines of His Highness the Gaekwar of Baroda, and the following is the principle on which the freight on the through goods traffic to and from stations on the branch lines is divided:—

- 1st.—*Mehsana Vadnagar railway*.—Through rates are the sum of the local rates.
 - (1) Bombay, Baroda and Central India railway's rate to and from Mehiana, and,
 - (2) Mehiana Vadnagar railway's rates to and from Mehiana.
- 2nd.—*Anand Petlad railway*.—Through rates are the sum of the local rates as in the preceding case.

3rd.—*Dabhoi railway*.—Through rates are quoted on through distances on the basis of the rates obtaining on the broad gauge section with one terminal railway. They are divided in mileage proportion and the terminal charge is not deducted before division.

Demi-official No. M-24333—1201, dated Trichinopoly, 19th July 1890.

From—JAMES SMITH, Esq., F.S.S., Chief Auditor, South Indian railway,

To—A. G. NEWCOMEN, Esq., Assistant Director-General of railways, Simla.

I regret that through an oversight due in part to my absence, your letter No. D. O. 432-R.T., has remained so long unreplied to, and I beg to apologize for the delay.

The only lines worked by this Company in addition to its own system are the Nellore Branch of the Villupuram Guntakal state railway, and that belonging to the Pondicherry railway company. The former is not at present directly connected with the South India railway system and all foreign traffic going over it is booked at through mileage rates, the branch getting its mileage proportion of such rates.

Through mileage rates are also in force for traffic booked to and from the Pondicherry railway, but in the division of the receipt that Company under its working agreement is allowed a toll for ten miles the actual length of the railway being a little more than 7 miles long.

No terminals are charged upon traffic in either of these cases.

B

*Papers circulated in the event of Railways parties to the Conference,
having any definite proposals to bring forward for discussion
thereon.*

No. 3.

REDUCTION OF LOWEST CLASS FARES.

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REDUCTION OF LOWEST CLASS FARES.

No. 2407, dated 24th November 1890.

From—HORACE BELL, Esq., Consulting Engineer to the Government of India for Railways, Calcutta,

To—The Secretary to the Government of India, Public Works Department.

I have the honour to submit herewith a note I have drawn up on the subject of the reduction of the third or lowest class of passenger fare on Indian Railways. In the event of the Government of India generally approving of the views put forward, I would venture to suggest that copies be sent to the principal railway administrations for opinion, and with this object I beg to forward 50 copies of the note herewith.

Note on passenger fares in the third or lowest class on Indian Railways.

The object of this note is to re-open the question as to whether we have generally reached the limit of fare at which the maximum net receipts can be derived from our third or lowest class of passengers. Some recent experience has shown me that there is still a very large number of people who perform both long and short journeys on foot on roads parallel with our railways, and that the main, if not the only, reason for this is that low as our fares now are, as compared with what they were 10 or 15 years ago, they are still too high for the great bulk of the poorer classes in India. I readily admit that we may fairly congratulate ourselves on the steady growth of this traffic, and on the large numbers now carried; but there can be little doubt that for all this we have as yet touched but the fringe of the garment, and that in the words of the late Colonel Medley, R.E., we are leaving "a mine of wealth incompletely worked." This subject was, I believe, last dealt with by the Government of India in a memorandum issued in 1878, No. 2490 of 20th June of that year, and in 1881 a pamphlet containing the opinions of various Railway officers and Local Governments was issued from the Public Works Department Press, accompanied by Circular No. VII—Railway, of the Government of India, stating that it had been determined to reduce the fare on the East Indian railway from 3 pies to 2½ pies per mile, and deprecating increases of fare except on the clearest and strongest grounds. The views given in the pamphlet may be held to be generally in favour of low fares, but it is remarkable to see now what hesitation and doubt then existed in the minds of some men with regard to fares or rates which have since been adopted generally and have produced excellent results. I propose to refer to these opinions in detail further on.

2. I wish, in the first place, to draw attention to the open mileage, population and third class passenger traffic in India, and compare it with similar figures in the United Kingdom. We have in round numbers, say, 250 millions of people, 15,000 miles of open line, and carry 100 millions of passengers yearly of all classes; but nearly the whole of the passenger traffic is in the third or lowest class. In the United Kingdom with a population of under 40 millions and 20,000 miles of open line, the number of passengers carried yearly, excluding season ticket-holders, but of all classes, considerably exceeds 800 millions. I know that plausible reasons may be advanced to account for this striking difference in the movement of the people in these two countries. The disparity in wealth, and in the character of the two nations generally, might, I admit, be fairly urged as a sufficient explanation of the phenomenal disproportion, but I cannot think that we are justified in accepting these as a complete justification for our position, and there is too much reason to fear that, while in England the lowest class fares have, by the pressure of competition and of public opinion, been brought down to a figure which the mass of the people can afford to pay, we are in India still far above this limit. It is perhaps scarcely necessary to point out that in England, as in India, it is from the lowest class of passenger traffic that the great bulk of the coaching receipts

is derived, and that I refer to the fares in this class only, and I share the opinion of many others that by making a considerable reduction in our third class fares we could double or even treble our passenger traffic; that the 2½ pias per mile which is now charged on the majority of our lines, low as it is compared with the English rate, is still quite beyond the means of the mass of the people in India; and that on the two lines on which much lower fare is now charged the results have amply justified the step. Small or tentative reductions in this class are, I am satisfied, more than likely to result in loss; what is needed is such a reduction as to produce two or even three passengers where we now have only one.

3. Within the last 10 or 15 years our railways have been forced by competition to accept rates for goods traffic which 20 years ago would have been thought ruinous, but which nevertheless have produced very different results and have practically created the export wheat and seed trade of the country. No similar causes have as yet affected our passenger traffic. There are as yet no rival lines, as in England, between the great centres of population or popular resort, and it will be very many years before we see competition in India in this direction. Must we wait for this method of solution of the problem? We have surely ample grounds for taking a bolder course, and the worst that could happen would be a temporary loss of revenue and a return to our present position. I doubt if any one is prepared to offer objections, such as were freely given 10 years ago, to the adoption of the 2½ pias rate. It would be generally conceded that it is producing a good and steadily increasing traffic; but if we test this rate by comparing it with the rate for the lowest class in England, we shall see that on this basis it is still susceptible of very material reduction. A comparison between the earnings of the lowest labouring class in India and the same class in England will show that the average wage of the former exceeds that of the latter by at least tenfold in money value.

4. Now the lowest Parliamentary fare in England is a penny a mile, and for workmen's trains season tickets are issued at a considerably lower rate. The lowest rate on 13 of the Indian railways is 2½ pias per mile. But if the lowest fare per mile by rail should represent some reasonable fraction of the average daily earnings of the traveller, the penny per mile in England should in India be 1½ pias per mile, i.e., on the assumption that the average wage in England in money is tenfold what it is in India. In other words, if the English workmen can only afford to pay a penny per mile, the native labourer or agriculturalist can afford no more than 1½ pias.* In an able and useful note written in April 1883 by Mr. H. W. Warden, now Deputy Consulting Engineer in Bombay, on this subject, this point is put in another way which may well be quoted. He says:—

"The lowest rate in the United Kingdom is one penny or about eight (now nearer twelve) pias per mile, and is charged by Act of Parliament on all railways. This would appear to be far higher than the charges in this country; but in reality it is not so, if the fares are based on the ability of the masses to pay. In England labourers form the lowest class, and their pay averages 2 to 3 shillings per day. At the Parliamentary rate a labourer can therefore travel, say, 30 miles for his day's wages, or farther than he would be inclined to walk. In India the average (daily) pay of ordinary unskilled labour, omitting Assam and Burma, is 3 annas per day, which at 2½ pias per mile would enable a man to travel, irrespective of food, 14 miles in the day. If the cost of living during journeys by rail is taken into consideration, the position of the lowest classes in both countries may be compared as follows for a journey of, say, 100 miles:—

	In England.	In India.
	s. d.	Rs. a.
Railway fare 100 × 1d. =	8 4	1 5
Cost of living one day	1 6	0 3†
TOTAL	9 10	1 8

* With exchange at 12 d., the penny is about equal to 12 pias.

† One and-a-half anna would suffice, but food on a journey is more expensive.

"Thus in England the cost of the 100 mile journey would be four days' wages, while in India the same journey would be about eight days' wages. These figures show that with the existing fares the poorest classes in India can only half as well afford to use the railway as similar classes in England, and as 88 per cent of the whole male adult population of this country is of the agricultural, industrial domestic or labourer class, all of whom have small means, it is not surprising under these circumstances that the traffic in India should compare so unfavourably with that in the United Kingdom."

Mr Warden then brings to notice what I have myself observed, that large numbers of travellers are to be seen all the year round marching on foot up and down the Grand Trunk Road east of Mogul Serai, and to an enquiry as to why they did not travel by rail, the invariable reply was that *they could not afford to do so*. This accords entirely with my own frequent experience on this and on other roads parallel with Railways. I may make one more quotation from Mr. Warden's note. He says:—

"It is obvious that passenger fares should not be uniform on all railways alike, because what would be considered a high fare in one part of India, where wages and the price of food are low, would be considered low in another part where rates are high; but it should be accepted as a principle that to attract traffic to the fullest extent fares should be fixed, as far as is consistent with a fair profit to the railway, at rates at which travellers will find it cheaper to use the rail than to walk."

There is no railway manager, in India or elsewhere, who would not admit this to be the principle which should guide us in the fixing of railway fares; but the difficulty, or the seeming difficulty, will be whether it is possible to adhere to it and still obtain as good or better net receipts than are now yielded by their present rates.

5. The actual cost of carrying a passenger unit one mile is a figure no easier to ascertain for any one railway than that of carrying a ton of goods. It is a quantity which varies with the numbers and distances dealt with. Again, no comparison can be of much value between the figure of cost of carriage of a passenger unit on a group of railways. The conditions of construction, the cost of fuel and of wages, the volume and character of the traffic, and many other minor circumstances tend to create wide differences in the unit cost per mile. The table below will, however, show that there is a very wide margin at present between the rates charged and the actual cost of carriage on the principal railways of the lowest class passenger unit. I take the figures from a return in the Administration Report of the Director-General of Railways for 1883-89. The full number of passengers in the lowest class vehicle is on broad-gauge 60, and on narrow-gauge 32:—

NAME OF RAILWAY.	Lowest fare per mile.	Actual cost per unit per mile.	Average number of passengers in each vehicle.
Broad Gauge.			
Madras railway	1½	1.02	27.54
Bombay, Baroda and Central India railway	2½ to 3½	1.18	25.57
Great Indian Peninsula railway	2½	1.44	22.20
East Indian railway	2½	0.76	21.63
Oudh and Rohilkhand railway	2½	1.18	21.40
North-Western railway	2 to 2½	1.45	21.34
Eastern Bengal railway	2½	1.22	21.04
Narrow Gauge.			
South Indian railway	2	1.04	22.29
Rajputana-Malwa railway	2 to 2½	0.83	16.62
Tirhoot state railway	1½	0.86	16.17
Rohilkhand-Kumaon railway	3 11	1.53	15.93
Southern Mahratta railway	2½	1.75	14.87
Burma state railway	3	1.50	13.29
Bengal and North-Western railway	2	0.96	11.99

6. It must be observed that the "actual cost" of the carriage of each unit includes the passenger traffic of *all* classes, and that a much lower average figure would be shown if the cost of carriage of the unit in the lowest class only was obtainable. The "actual cost" figure on the Madras railway will be seen to be nearly the lowest, the East Indian railway only excepted, of all the broad gauge lines, and it has also the lowest fare per mile, indeed the *lowest* passenger fare at present in India, *viz.*, $1\frac{1}{2}$ pies per mile. If it had the cheap fuel of the East Indian railway, it would show a still better figure of actual cost per unit. The average cost per ton of fuel on the East Indian railway is Rs. 25. On the Madras line it is Rs. 501, the most of it being wood fuel at present, and the cost per train-mile under this head is Rs. 74 against Rs. 83 on the East Indian railway. Again, on the Tirhoot railway which has the next lowest fare, *viz.*, $1\frac{1}{2}$ pies per mile, the "actual cost" per unit mile is nearly the lowest of the narrow gauge group, and stands well on the list as regards the average number of passengers per vehicle. The average emptiness, so to speak, of the vehicles on both gauges is shown very prominently in the table. Broadly it may be said that the lowest class vehicle carries on the broad gauge but little more on the average than 30 per cent. of its full load and on the narrow gauge barely 50 per cent. Whether this figure could be materially improved by a decided reduction in fare is by no means a certainty for all lines at any rate, but it is a significant fact that the Madras line with its lowest fare, and the South Indian, the Rajputana and the Tirhoot lines with next lowest fares, show the best figures in this respect, and there can be no disputing that if the vehicles are better filled the cost of carriage per unit will be reduced. The very profitable return from the third or lowest class passenger traffic on Indian railways at the present fares will be generally acknowledged, and would be fully borne out by the statistical information in the Administration Reports. Comparing, for instance, the average cost of hauling a coaching vehicle one mile with the average profit on working a lowest class passenger vehicle one mile, it will be seen that in one or two instances only is the profit less than 100 per cent and rises from this to over 300 per cent, *viz.*, on the East Indian railway. The profit on the lowest class traffic in fact recoups and more than recoups the loss on the first, second and intermediate class traffic.

7. The point to be considered is whether this very profitable traffic can be rendered more profitable. Can it be done by carrying smaller numbers at a considerably increased rate, or by carrying greatly larger numbers at a considerably lower rate? I do not think that any Railway Administration would seriously propose at the present day to adopt the first course, nor do I believe that it would obtain the approval or sanction of the Government. We need therefore only consider the feasibility of a reduction of the rate. I am aware that a reduction of the lowest class fare has in more than one instance resulted in loss. This has been notably the case on the Eastern Bengal railway, where a reduction from 3 pies to $2\frac{1}{2}$ pies per mile is said by the Manager (Colonel Boughiey, R. E.) to have caused a loss on the average of something like two lakhs of rupees per annum. But I should have considered this to be the almost inevitable result of a small reduction, *viz.*, of $\frac{1}{2}$ a pie per mile. It would not increase the number of journeys made or the number of new passengers, and was simply a deliberate surrender of revenue with the view of introducing uniformity in rates on state lines. It was, moreover, less called for on the Eastern Bengal railway, for the reason that the people in the districts it serves are much better off generally than in other parts of Bengal. I hold that, if a reduction is made, it must be so considerable as to induce people to travel who cannot now afford to do so, and to stimulate more frequent journeys on the part of those now using our railways in this class. I have no sort of doubt myself that our present rate of $2\frac{1}{2}$ pies per mile limits the movements of the poorer and poorest classes to those who are forced by circumstances to travel by rail, and that, if no such emergency exists, an immense number still travel on foot. I have already instanced the traffic which now goes on along the Grand Trunk Road. I can recall further that, when Manager of the Tirhoot railway, even our $1\frac{1}{2}$ pies rate failed to attract the very large number of coolies going from Sarun and Tirhoot across the Kosi to the Assam and Darjeeling tea-gardens. I have stopped gang

after gang of them on the road running parallel with the railway, and questioned them as to why they walked while the railway was available for a good part of the journey, and invariably got the reply that they could not afford even our low fare. They walked from 15 to 20 miles a day in gangs of from 200 to 500 men, carrying food with them (brought from their villages), and which they said stood them, at a nominal value, not more than $1\frac{1}{2}$ annas daily. The consideration of the value of time does not enter into their calculations, or if it did they could give no effect to it, for the simple reason that they could not afford to use the quicker method of transit. These men travelled under what seemed to them the best conditions they could obtain. For an outlay of $1\frac{1}{2}$ annas (18 pies) they got over an average, perhaps, of 15 miles a day which is equal to $1\frac{1}{2}$ pies per mile. On one occasion I met a body of pilgrims who had come from a village near Lucknow, and had been (on foot) all the way to Bydyanath. They, too, told me they could not afford to go by rail; yet they all admitted that they saved or borrowed from 8 to 10 rupees for the expenses of the road and the pilgrimage. The distance from Lucknow to Bydyanath by rail is 478 miles, which at $2\frac{1}{2}$ pies per mile is Rs. 6-3-7, or for both ways Rs. 12-7-2. They said in reply to a question that if they could go there and back by rail for Rs. 6, they would *of course* use the railway. The return fare of Rs. 6 would be nearly $1\frac{1}{2}$ pies per mile, *i.e.*, for going and returning. I could give many more illustrations to show that our lowest fare is still far too high for the class it is intended for, and that it reaches only those who are fairly well off, or who are obliged from family or business reasons to travel quickly.

8. If we can make a profit on carrying a maund of goods over long distances for, say, eight miles at 1 pie, and for the same charge carry it five miles over shorter distances, it would surely seem possible to carry our third class passengers one mile for, say, $1\frac{1}{2}$ pies. Passenger traffic of this sort involves little or no shunting, no claims, little empty running, no loading and unloading charges, and practically the sole disadvantage, compared with goods traffic, lies in the disproportion between the paying and the dead load; but with $1\frac{1}{2}$ pies per $1\frac{1}{2}$ maunds of passenger per mile, a very ample margin is left to cover this inequality. This will doubtless be admitted, but it will be asked why we should reduce to this figure when we can get 2 or $2\frac{1}{2}$ pies per mile. My reply is that it would appear probable, indeed almost certain, that we can double or even treble our third class passenger traffic by a reduction to $1\frac{1}{2}$ pies per mile. Take the case of the Madras Railway which reduced its lowest fare to $1\frac{1}{2}$ pies on the 1st July 1886, and see the following results already, the mean mileage open being less in 1888 by 42 miles than in 1885:—

	1885.	1886.	1887.	1888.
Number of third class passengers, excluding troops and police.	5,438,024	6,216,897	6,915,779	7,670,825
Receipts from same	Rs. 22,60,292	Rs. 23,44,120	Rs. 23,91,993	Rs. 25,61,755

These figures speak for themselves; yet the following table showing the general results of the working of the Madras railway for five years back from 1888 indicates that there need be no doubt as to the ultimate advantage to the line from the reduction of fare:—

Madras railway.

Year.	Dividend on capital.	Percentage of expenses to earnings.	Earnings from goods per mile per week.	Earnings from coaching per mile per week.	Total earnings per mile per week.	Net earnings per train-mile.
	Per cent.		Rs.	Rs.	Rs.	Rs.
1884 ...	2.57	58.69	85.02	66.83	151.85	1.28
1885 ...	2.85	57.19	95.18	71.71	170.89	1.47
1886 ...	2.78	59.46	97.41	74.19	177.60	1.42
1887 ...	2.54	64.76	106.77	77.42	188.19	1.24
1888 ...	3.11	59.72	106.89	63.25	195.14	1.47

9. The next case I would offer is that of the Tirhoot railway. In January 1885 I reduced the lowest class fare from $2\frac{1}{2}$ pies per mile to $1\frac{1}{2}$ pies. This latter rate worked out to an average rate between stations of one anna. It was adopted in this form and at once became popular, the numbers and the receipts increasing rapidly. This is exhibited in the table below:—

Tirhoot railway.

Year.	Mean mileage worked.	Numbers of third class passengers.	Receipts from third class passengers.	Net earnings per train-mile.	Percentage of expenses to earnings.	Dividend on capital.	Average gross earnings per mile per week.
			Rs.	Rs.	Rs.	Per cent.	Rs.
1884	...	201	863,941	3,80,959	0.67	77.60	1.68
1885	...	216	1,442,351	4,26,275	0.88	71.90	2.49
1886	...	241	1,761,636	5,26,458	0.93	66.56	3.03
1887	...	250	2,021,681	6,51,306	1.10	59.62	3.70
1888	...	262	2,080,068	6,67,835	1.24	55.80	3.91
1889	...	273(?)	2,149,947	7,02,821	...	...	5.25(?)

From 1884 to 1888 the net earnings per train-mile rose from Rs. 0.67 to Rs. 1.24. The above figures show plainly that the reduction of the third class fare on the Tirhoot line produced immediate and progressive increase, in both numbers and receipts from this class, and that the general position of the line not merely did not suffer, but on the contrary improved steadily. Similar evidence could be given from the revenue results of the East Indian, the Rajputana-Malwa and other lines to show that the smaller reductions of the third class fares have given entirely satisfactory results.

10. I am fully aware of, and can as fully appreciate, the natural and reasonable hesitation which any railway manager, whether here or elsewhere, would feel in relinquishing the bird in the hand for two or more birds in the bush. The direct personal responsibility is a serious one, and no consideration of the indirect advantages which may be credited to an increased movement of the people can be recognized in dealing with this question from a business standpoint. I refrain from pressing the well-worn arguments which could be advanced on this score, but I may express my belief, and it is hardly more than this, that one important aspect of an increase in the passenger traffic is that it is almost certainly followed by a corresponding increase in goods traffic. Buyers and sellers meet who never met before, fresh sources of business and profit are discussed, and transactions take place which in this country are unlikely or impossible, if dependent on correspondence by letter. Few people are perhaps aware that the extension of railways and the telegraph system in India has created a new and rapidly increasing class of small traders and brokers, and that the old large native firms, in whose hands the business of the country was formerly so largely centred, are now losing their hold on it, and are being displaced by smaller men who travel between the smaller trade centres and are content with small profits. The more these men can be induced to travel, the more we may be sure will the goods business of the country be increased; for not only do their own movements result in transactions on their own account, but they serve as vehicles of information on the state of trade and the prices and profits of distant markets to other people.

11. In the first paragraph of this note I have referred to the tone of hesitation which characterized the opinions of some of our railway officers in 1879 with respect to reductions in third class passenger fares. The most prominent instance is that of the Agent, East Indian railway, then Mr. (now Sir Bradford) Leslie. Writing in December 1879 with reference to a suggestion made by the Government of India to reduce the third class passenger fare to 2 pies per mile, he says that this "would in fact reduce the profit from coaching traffic to nil, and would simply benefit the few who can travel by rail at the expense of the many who rarely or never have occasion to do so." He then asks the Government to consider the result if even a reduction to 2½ pies is determined on, and

having arrived, upon what seem doubtful grounds, on the necessity, with this rate, of an increase of passenger miles by 47.6 per cent., he says that a 3-pie rate would not exclude a single *bond fide* traveller, and that he is satisfied that a "reduction to 2½ pies would not only not result in increasing the passenger miles by the 47.6 per cent. necessary to yield the same receipts, but would not even give the same gross receipts." The 2½ pie rate was introduced between Allahabad and Delhi from the 1st January 1882, and over the whole line from the 1st July of the same year. In the very first half-year during which the reduced fare was in force over the whole line, *viz.*, the second half of 1882, the increase over the corresponding half of 1881, was over 20 per cent. in the number of passengers carried, and there was a small increase in gross receipts. From 1882 to 1888 the numbers carried in the third class have risen 33½ per cent., and the gross receipts have increased by 11 lakhs or 9 per cent. It cannot, of course, be contended that the increase in this traffic is solely due to the reduction of fare, but it may at any rate be urged that each year of the 2½-pie rate has shewn a steady increase in numbers and receipts, and that in the seventh year of its incidence we find the gross receipts largely increased instead of being stationary or reduced, as was supposed in 1879 to be inevitable. It must be noticed, however, that in this instance, as in all cases of reduction of fares of any class, the mean distance travelled by each passenger has been decreased by nearly 10 per cent. In 1882 the mean distance for each third class passenger was 73.19 miles, while in 1888 we find the mean distance to be 66.74 miles which is about the present average figure; but nevertheless the total third class passenger mileage rose from 721 millions in 1882 to 858 millions in 1888, or 19 per cent. This is far below the increase of 47.6 per cent., which Mr. Leslie considered necessary to recoup the loss which a reduction from 3 to 2½ pies would involve; but, as a fact, the calculation which professed to establish this figure has been vitiated both by alteration in exchange and by a reduction in the cost of the passenger train-mile, which in 1888 was Rs. 1.19 or 20.23d. at an exchange of 1s. 5d., as compared with 34.30d. as given in Mr. Leslie's letter. At the exchange of one-sixth or 1s. 8d. as given in Mr. Leslie's letter, Rs. 1.19 would amount to barely 24d. instead of 34d. As a fact, the net earnings per train-mile on the East Indian railway have been steadily increasing since 1879, and the percentage of expenses to earnings steadily decreasing. For the years 1885, 1886, 1887, and 1888 this railway has paid an average return on its capital of 8½ per cent., a figure which in 1879 must have appeared very improbable; and although it must not be asserted that its position is largely due to the reduction of the passenger fare, I should be astonished to learn that any official of this line would now be prepared to recommend a return to the 3-pie fare.

12. It may, I trust, be allowed that I have been able to show that generally a reduction of the lowest class fare has resulted in no loss, and that on the two lines which are now working at a lower rate than 2 pies per mile the results are most encouraging. I do not contend that such low rates can be adopted with direct profit by every line in India, but I believe that on those railways which serve districts having a population averaging over 150 to the square mile, it would be well worth while to make the experiment, extending over at least three half-years, of a rate of 1½ pies per mile coupled with a rate of 1 pie per mile for women and children. I do not think that a gradual reduction would afford a fair test of the principle. What is needed is a bold reduction at once to a rate which, as I have already said, will induce those who now travel to make two journeys where they now make one, and will cause those who cannot now afford to travel at all by railway to become our regular customers. I am aware that the 1½-pie rate was tried on both the Great Indian Peninsula railway and Bombay, Baroda and Central India railway in 1861, and was considered then to be a failure; but it must be borne in mind that our native passenger traffic was then in a comparatively feeble condition, and, moreover, that this rate was in force only on certain sections of these lines, and was not applicable to through journeys. With a fare of 1½ pies per mile, all return tickets or special rates for fairs on festivals could be done away with, and some saving in the work of the accounts and traffic departments would result from this. I am fully sensible that the state would be very largely interested in the direct results of the experiment I advocate, but that at the same time the value

of the indirect results which might be allowed as associated with a very marked, though even unremunerative, increase in passenger traffic, would be more fully recognized and appreciated than by railway officials or by the holders of railway stock. It should consequently be expected that the initiative should be taken by the Government, and on a scale commensurate with the importance of the issue. It is surely a matter of the greatest possible consequence to the Government to ascertain, even at the risk of some considerable direct loss, whether it is or is not true that our present rates of fare for the lowest class of native passengers now ruling on our principal railways excludes from them a very large proportion of the mass of the people. For my own part I can conceive no more legitimate ground for an expenditure of public money, if unhappily it should be found that the assumption was erroneous, and that we have already touched or nearly touched the limits of our native passenger traffic.

HORACE BELL, M.I.C.E.,
Consulting Engineer to the Government
of India for railways.

October 1890.

No. 0090 R. T., dated 19th February 1891.
From—The Government of India, P. W. Dept.,
To—The Consgr. Engr. to the Govt. of India for Rys., Calcutta.

I am directed to acknowledge the receipt of your note on the subject of the reduction of the third or lowest class of passenger fare on Indian Railways, submitted with your letter No. 2407, dated the 24th November 1890, and to say that the Government of India will take into consideration the question of reducing the minimum of 12 pies fixed in Public Works Department Resolution No. 1446 R. T., dated 12th December 1887.

Documents accompanying.

Nil.

RAILWAY CONFERENCE, 1893.

B.

Papers circulated in the event of railways, parties to the Conference, having any definite proposals to bring forward for discussion thereon.

No. 5.

TRAVELLING ON INDIAN RAILWAYS.

W. S. 3
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TRAVELLING ON INDIAN RAILWAYS.

Dated Calcutta, 17th August 1892.

From—BABU RUSSICK LAUL ROY, No. 21/1 Nowabde Ostagar's lane, Calcutta,

To—The Secretary to Government of India, Public Works Department.

I beg you will be good enough to have the question "travelling by the Indian Railways" referred to in the enclosed memorandum, discussed in the railway conference to be held shortly. Kindly acknowledge receipt of this letter.

MEMO.

Note by Russick Laul Roy on travelling by Indian railways.

Carriage of passengers by means of locomotion imposes great responsibility upon the carriers. Legal proceedings are instituted for compensation against a railway company for causing injuries to the lives and limbs of passengers. Every precaution against insecurity of life is taken by the railway authorities, but sometimes through faults of their working men, serious accidents happen. But a glaring defect which contributes largely to what is called "Railway accidents" strangely passes unnoticed. The defect lies in the indiscriminate use of goods wagons and cattle trucks for carriage of *third class passengers* on the occasions of fairs, &c. The distinction between "passenger vehicles" and "goods wagons" and "cattle trucks" is strikingly great and physical comfort arising from their use varies accordingly. It is a breach of carrier's contract *malum in se* to supply one with a seat in a third class carriage for a fixed fare and to force, at the same time, others into a cattle truck for the same amount of fare on the ground of paucity of rolling stock. The practice besides, sets an example of defiance of moral obligations of a railway company to the public.

An experienced judicial officer, whose views on the subject chimed in with mine, held that decree for compensation for injury or damage done to one, against a railway company, would be awarded on the mere proof that such damage or injury was due to one's being forced to travel by a goods wagon or such like, not intended for carriage of human beings. Conversion of cattle trucks into passenger vehicles by means of a *label* on the occasions of fairs, &c., is objectionable from a legal point of view, and should, therefore, no longer be continued both in the interest of the travelling public and the railway company.

No. 31, dated Simla, 2nd September 1892.

From—The Secretary, Railway Conference,

To—BABU RUSSICK LAUL ROY, Calcutta.

The undersigned is directed to acknowledge the receipt of Babu Russick Laul Roy's letter dated 17th August 1892, addressed to the Secretary to the Government of India, Public Works Department, and to say that his note on "travelling by Indian railways" will be laid before the next Conference.

RAILWAY CONFERENCE OF 1893.

B

*Papers circulated in the event of Railways, parties to the Conference,
having any definite proposals to bring forward for consideration
thereon.*

No. 7.

PROPOSAL TO DISCOURAGE THE SYSTEM OF DIVERTING TRAF-
FIC FROM FOREIGN RAILWAYS THROUGH THE AGENCY OF
TRAFFIC CANVASSERS.

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PROPOSAL TO DISCOURAGE THE SYSTEM OF DIVERTING TRAFFIC FROM FOREIGN RAILWAYS THROUGH THE AGENCY OF TRAFFIC CANVASSERS.

NOTE BY THE TRAFFIC SUPERINTENDENT, OUDH AND ROHILKHAND RAILWAY.

Traffic Canvassers.

There has been correspondence between this and other railways on the above subject. It has been suggested that the question might be brought up for discussion at the Conference. I attach copies of the papers in connection.

If canvassing in the way this correspondence discloses is to be recognized, it would appear that going a step further there would be nothing objectionable on railways not connected with the ports appointing brokers or agents on commission to tout for traffic.

Dated 4th January 1892.

From—The Traffic Superintendent, Oudh and Rohilkhand Railway,
To—All railways (traffic).

As you are probably aware, it has, I think, unfortunately, very recently become the practice for different railways to post clerks, who are called Traffic Canvassers, at each station on a foreign railway for which it is anticipated goods might be despatched to or over their system, and as more than one railway adopts this procedure, it frequently happens that at one station there are three or four of these men each representing a different railway.

If these canvassers were confined to one station on the parent line, the objection probably would not be so great, but as it is, I am of opinion that it is a growing evil, which it is desirable to check at once.

These men are supposed to influence traffic, and their procedure generally is to live in close proximity to the station and to endeavour to persuade merchants to allow them to write out the forwarding notes. They encourage complaints of merchants, and when traffic is not booked by the route they would wish, represent to their District officers that the booking station is influencing the route and thus cause correspondence. It is obvious that by whatever route traffic is booked that some one or another Traffic Canvasser is affected, and so these complaints go on. If this procedure is to be allowed we shall probably in time have every railway supplying these men to every station on a foreign railway.

Hitherto such a procedure has been discouraged, and as the practice appears objectionable, I would beg to suggest, for your consideration, the desirability of all railways agreeing that Traffic Canvassers should confine themselves to the parent line, and that the practice of stationing these men permanently at foreign line stations should be accepted as objectionable.

Will you kindly favor me with your views.

SUMMARY OF REPLIES RECEIVED ON OUDH AND ROHILKHAND RAILWAY TRAFFIC SUPERINTENDENT'S LETTER, DATED THE 4TH JANUARY 1892.

Traffic Superintendent, Eastern Bengal state railway.

States that the Eastern Bengal state railway does not at present suffer, as far as he knows, from the practice referred to, and that any rule, if laid down, would be difficult to enforce as it might be so easily evaded.

Traffic Manager, Madras railway.

States that there are no Traffic Canvassers belonging to Madras railway located at stations on foreign railways, and agrees with Traffic Superintendent, Oudh and Rohilkhand railway in thinking that the practice referred to is objectionable.

General Traffic Manager, Great Indian Peninsula railway.

States that with much of what the Traffic Superintendent, Oudh and Rohilkhand railway says, he personally quite agrees. He does not think that canvassers sent into the districts of other railways for competitive purposes are of very much value, as it is doubtful whether in the long run any railway gets much benefit by employing them. His line has never employed these canvassers, but has had some inconvenience, caused to it by

other railways doing so and sending their canvassers to his line. He would be glad if all the railways would agree to withdraw all canvassers from foreign lines, and his impression is that it would not make fifty rupees difference in a year to any of the competitive railways. If, however, one railway employed them and another did not, the result might be different, but at present when one railway puts them on at certain places, another which is likely to be affected does the same, and they only tend to neutralize the effect of each other.

Traffic Manager, East Indian railway.

States that Traffic Canvassers are a source of expense to the East Indian railway and he should on this ground be glad if they could be done away with. That Traffic Canvassers were placed at stations on foreign lines by the railways concerned, because it was considered that a larger share of the traffic for which each was competing could in this way be obtained. That before the posting of the men the forwarding railway was continually being appealed to by the receiving systems which were in competition, on the ground that traffic was taking the opposing route. That it seems to him doubtful whether, failing agreement as to the percentage of traffic to be despatched by each route, there would be any saving in correspondence either to the forwarding or to the receiving railway, if canvassers were removed. That each receiving railway would consider that it was being given less traffic than was its due, and would complain accordingly. That he has already been in correspondence with one of the competing lines as to whether some settlement on a percentage basis could be come to, and as such an arrangement would secure the object stated in Oudh and Rohilkhand railway Traffic Superintendent's letter, he has no doubt Traffic Superintendent would give it his adherence.

Traffic Manager, Bengal-Nagpur railway.

States that at present the Bengal-Nagpur railway has little need to canvass, but that it may easily happen that it should have to face severe competition. That at home canvassing is resorted to everywhere, where there is competition, but that he should like to hear what other railways say on the subject.

Traffic Superintendent, Rohilkhand and Kumaun railway.

Agrees with Oudh and Rohilkhand railway in the desirability of Traffic Canvassers not being allowed to tamper with the staff of other stations to which all railways would be required to also agree.

Traffic Manager, Southern Mahratta railway.

States that the only Traffic Canvassers Southern Mahratta railway have are posted at stations on their own line. That it may not be a desirable arrangement ordinarily to station men permanently at foreign line stations, but that in cases where two or more railways compete for traffic between any two points it would prove difficult to induce the lines interested to withdraw their men.

Traffic Superintendent, North Western railway.

States that the practice of posting Traffic Canvassers at stations on foreign railways is one that is not adopted by the North Western railway.

General Traffic Manager, Indian Midland railway.

States that Indian Midland railway have only one man who is occasionally sent out for enquiry and on business connected with the local and through traffic over that railway. That he trusts that Oudh and Rohilkhand railway Traffic Superintendent's representation to the neighbouring railways will have the effect of modifying what must be admitted to be a growing evil, and that he shall only be too glad to co-operate in the endeavour.

Traffic Superintendent, Bengal and North Western railway.

States that he quite agrees with Oudh and Rohilkhand railway Traffic Superintendent as to the objectionable nature of the practice referred to, and that he will be glad to support Oudh and Rohilkhand railway Traffic Superintendent in his endeavours to put it down.

General Traffic Manager, Bombay, Baroda and Central India railway.

States the matter is under consideration.

Dated 6th April 1892.

From—The Traffic Superintendent, Oudh and Rohilkhand railway,
To—All railways (traffic).

I am much obliged to you for your letter No. of . I am glad to note that your view, in common with those of nearly all railways in India, agree with mine.

To stop the practice, however, something more is required, and I should be further much obliged if you could help me with a suggestion as to how this could be done.

SUMMARY OF REPLIES RECEIVED FROM THE UNMENTIONED RAILWAYS IN CONNECTION WITH THE LETTERS ADDRESSED TO THEM ON 6TH APRIL 1892.

Traffic Manager, Madras railway.

States that if, as he understands, the majority of railways agree that Traffic Canvassers of the parent line are unnecessary and objectionable, they should be asked by Oudh and Rohilkhand railway Traffic Superintendent to withdraw their men if other Companies will do the same, and that if a general agreement cannot be arrived at by correspondence, he would suggest that the subject may be discussed at the next Conference.

Traffic Manager, Southern Mahratta railway.

States that the action to be taken so much depends upon the circumstances of each particular case, that it is difficult to suggest any general remedy that would be likely to prove effective.

Traffic Superintendent, Rohilkhand and Kumaun railway.

States that it is scarcely possible to expect Oudh and Rohilkhand railway Traffic Superintendent's proposals to be adopted unless the staff at stations are led distinctly to understand that goods must be booked by the route the consignors themselves choose, in which case there would be no need for Traffic Canvassers, and the practice referred to by Oudh and Rohilkhand railway Traffic Superintendent would be stopped.

Traffic Superintendent, Bengal and North-Western railway.

Asks for a perusal of the opinions expressed by the different railways to whom a reference was made, and suggests papers being printed and circulated so that the subject may be thoroughly threshed out before submission to the Secretary of the Railway Conference with the view to getting some definite understanding amongst the different railways.

General Traffic Manager, Great Indian Peninsula railway.

Agrees with Oudh and Rohilkhand railway Traffic Superintendent that it is far more difficult to express opinions against the employment of canvassers than it is to stop their being employed. That the Great Indian Peninsula railway have no canvassers, and their relations with some of the other railways are such that he cannot take any active steps in the direction of getting these men withdrawn.

FROM

THE SECRETARY,
RAILWAY CONFERENCE OF 1893.

TO

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN, SOUTH INDIAN, SOUTHERN MAHRATTA, INDIAN MIDLAND, AND WEST OF INDIA PORTUGUESE RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, BENGAL AND NORTH-WESTERN, ROHIL-KHAND-KUMAUN, BENGAL-NAGPUR, BENGAL-ASSAM, AND BENGAL CENTRAL RAILWAYS.

THE AGENTS AND MANAGERS, MADRAS, AND HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.

THE MANAGERS, NORTH-WESTERN, EASTERN BENGAL STATE, OUDH AND ROHIL-KHAND, BURMA STATE, CHIERRA-COMPANYGUNJ, JODHPORE-DICKANEER, AND JORHAT RAILWAYS.

THE MANAGER AND ENGINEER-IN-CHIEF, BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR RAILWAY.

THE AGENTS AND GENERAL MANAGERS, DARJEELING-HIMALAYAN, AND DIBRU-SADIYA RAILWAYS.

THE MANAGER AND EXECUTIVE ENGINEER, MORVI RAILWAY.

THE MANAGING AGENTS, DEOGARH, AND THATUN-DUVANZAIK RAILWAYS.

THE SECRETARY, CALCUTTA PORT COMMISSIONERS' RAILWAY.

THE ENGINEERS-IN-CHIEF, MUSHKAF-BOLAN, MARI-ATTIOCK, EAST COAST, AND BINA-GUNA RAILWAYS.

THE SECRETARY AND AGENT, NILGIRI RAILWAY.

Simla, the 18th March 1893.

SIR,

In continuation of my letter No. 46, dated the 9th December 1892, forwarding lists A and B of the subjects to be placed before the Railway Conference of 1893, I am directed to forward a copy of the papers relating to question (s) No. (s) 1, 2, 5, 7 of list B referred to, viz.,

- (1) Division of through rates to 5 per cent on branch lines.
- (2) Reduction of lowest class fares.
- (5) Travelling on Indian Railways
- (7) Proposal to desecrate the system of despatching traffic from foreign railways through the agency of the Government.

I have the honor to be,

SIR,

Your most obedient servant,

Sd/- P. Burt

Secretary.

Documents accompanying.
(As noted above)To the Joint Secy to the Govt of Madras: P.D. to Branch
Madras

No. 3405/93

No. 17, dated

28 March 1873

Copy, with copy of papers referred to, forwarded to the Govt. Secy to the Govt. of Madras for information, with reference to this office No. 47, dated 9 Dec 1872

By order,

A. S. Saut

Secretary.

10
28/3/73

Encl no 1

No. 10453

13

12875 R of 19 May 1873.

12875 R of 19 May 1873.

I believe this is the need for more copies for the office. I have asked the Govt. Secy to the Govt. of Madras to forward the copies for the office. I have also asked the Govt. Secy to the Govt. of Madras to forward the copies for the office.

To the Government Secy to the Govt. of Madras
S. C. R. S. Saut

DESPATCHED

26 MAY. 93

P. C. Press, Simla. No. 1336 P. W. D. - 1-3-93 - 300.

26/5/73

26/5/73

A.R.

Sir,

Madras
2-5-93.
I find that among the papers concerning Railway Conference, H. M. has not seen No. 16; further the spare copies to it have not yet been received from the Secretary Railway Conference.

A. Kulandaramani

DESPATCHED

26 MAY. 93

26/5/93
C. 26

26/5/93

In reply, please quote
the number and date of
this letter

No 2649
673

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY.

To

THE Joint Secretary to the Govt. of Madras
Public Works Department,
Railway Branch.

Dated Waltair, the 21st April 1893.

Accidents, Vizagapatam Division.

Sir,

X
Sent to B-11R
Edu. cor. 3244
on 6-4-93

In reply to your No. 1570 b. of the 6th instant, asking why the accident in which a platelaying cooly was run over and killed by a material trolley at mile 218, Vizagapatam Division, on the 16th March last, was not reported to you till the 30th idem, i.e. 14 days after the occurrence — I have the honor to state that the accident happened during my absence from head quarters on the occasion of the Kistna Bridge opening ceremony, and the telegram reporting the accident was therefore addressed to me by the Executive Engineer, Vizagapatam Division, at Rajahmundry where it failed to reach me, and thus I was not aware of

Enclosures Nil.

P. W. CURRENT No. 3941 (2)

of the accident till a post copy of the telegram was received from the Executive Engineer on the 29th March.

I have the honor to be,
Sir,

Your most obedient servant,

P. H. D. S.
For Engineer-in-charge,
East Coast Railway.

Recd: 26.4.93

In your reply please quote
the number and date of
this letter.

No. 2586
673

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY,

To

The Joint Secretary to the Govt. of Madras,

Public Works Department,

Railway Branch.

Dated Madras, the 18th April 1893.

Accident, Vizagapatnam Division.

Sir,

OP. 3244
S. L. E. DAR
on 17/4/93

In continuation of this Office no. 2107 of the 31st March last, I have the honor to submit herewith, for your information, a copy of Police Report (dated 18th March) on the accident which occurred on the 16th idem at mile 218, Vizagapatnam Division, resulting in the death of one of the coolies engaged in the platelaying gang at Bridge no. 87, mile 217¹/₂.

2. The name of the coolie was "Anuriga" and not "Kannuriga" as noted in the enclosure to my above quoted letter, and I shall therefore feel obliged by your correcting the name accordingly.

/ Enclosures.

I have the honor to be,
Sir,

Your most obedient servant,

P. H. D. S.

For Engineer-in-charge, E. C. R.

Encls: 2
Recs: 22-4-53

No. 90

From

The Inspector of Police,
Vijagapatam Division.

To

The Engineer-in-Chief,
East Coast Railway,
Waltair.

Thro: Superintendent of Police,
Vijagapatam District.

Dated, Vijagapatam, 18th March 1893.

Sir,

I beg to report that I have received a telegram at 6 P.M. on the 16th instant, from the Hospital Assistant in charge of the Railway Hospital at Waltair station reporting that a plate-laying cooly was run over by a material trolley at the Rail head and that the dead body was in the Hospital.

An inquest was held the same evening at the Railway Hospital, the deceased was a young man of about 24 years of age of Hyderabad (Deccan) named Amriza Chali. The body was examined by Doctor Hadden who certified that the death was due to shock and hemorrhage caused by two very severe injuries he had received one on the right thigh and the other on the left upper arm - said to have been caused from a heavy trolley having passed over him. Enquiry was made next morning at the Rail head at mile 218 where I examined some of the coolies that had

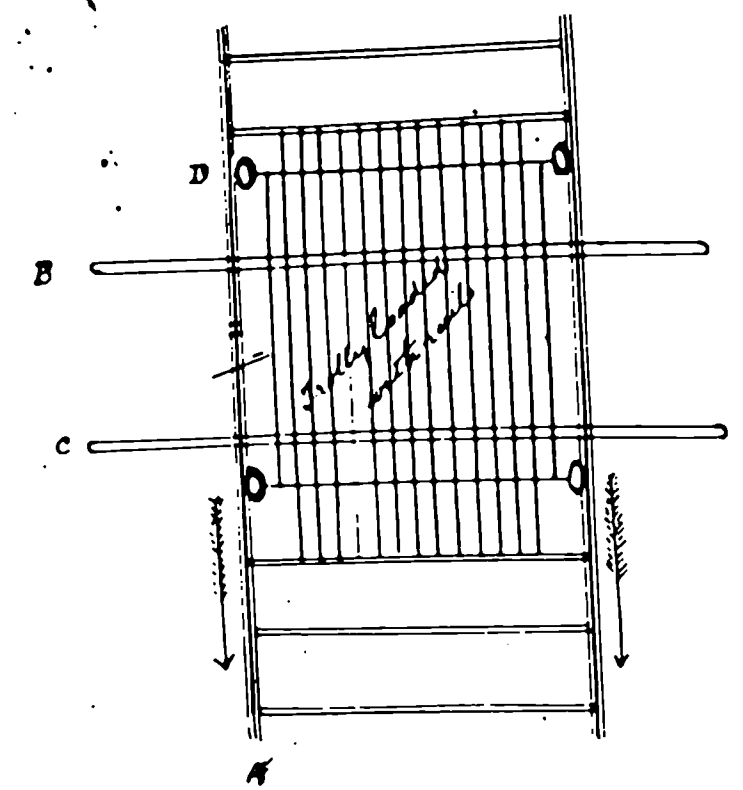
worked with the deceased, their ^{assistant} Ramiah of
 Mampur and plate layer, Mr C.S. ^{Trali}, who stated that
 the deceased was a cooly from ^{Hydrabad} working on
 the line, that he was pushing a trolley loaded with
 rails at about 11:30 A.M. on the 16th instant, that he was
 running on the rail with the trolley, having placed him-
 self between two sleepers placed on the said trolley and
 on which the rails were arranged as shown in the
 figure attached, that while the trolley was coming
 down an incline, his foot slipped and he fell across the
 line and the back wheel of the trolley passed over him and
 caused the injuries above referred to. he was immediately
 placed on a trolley to go to the Rail way Hospital but died
 in the way in half an hour's time, It appears to be an
 accident, the deceased has no relatives to remain.

I hereby certify
 that the above is true.

DW 5.2
 3844/53

Yours faithfully,
 (signed) D. Ramalingaswami
 Inspector of Police
 Vizagapatnam.

(True copy)



A is the Rail on which the deceased was running, placing himself at the place
 B & C are the sleepers placed on the trolley on which the rails drawn in red lines
 — shows the direction in which the deceased fell across the line
 D is the back wheel which passed over the deceased, when the trolley was going
 down an incline in the direction shown by arrows.

(Signed) D. Ramalingaswami
 Inspector of Police
 Vizagapatnam Division.

deaths
 plate
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 2

Enclosure

In your reply please quote
number and date of
this letter.

No. 2107
673

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY,

To

THE Joint Secretary to the Govt. of Madras,

Public Works Department

Railway Branch.

Dated Wallair, the 31st March 1893.

Accident, Vizagapatam Division.

Sir,

In continuation of my telegram A. 115 of the 30th March 1893, I have the honor to submit herewith, for your information, copy of a detailed report on the accident which occurred at about 11.30 a. m. on the 16th idem at mile 218, Vizagapatam Division, resulting in the death of one of the coolies engaged in the platelaying gangs at Bridge no. 27, mile 217⁵/₈. A police report on the accident has been called for and will be forwarded to you, when received.

I have the honor to be,
Sir,

Your most obedient servant

Enclosed Police
Report File 144

Enclosure

W. D. D. D.

For Engineer-in-Chief.

Encl. 1
Dec. 6. 4. 93

Copy of letter dated 19th March 1893, from the
Plati Layer, Vizagapatnam Sub-Division, E. C. Ry.,
to the Executive Engineer, Vizagapatnam Division,
East Coast Railway, Waltair.

Accident at mile 217 ⁵/₈.

I beg to report that a fatal accident occurred on the
16th instant at about 11-30 A. M. to one of the coolies engaged
in one of the plati-laying gangs at Bridge No. 87 (mile 217 ⁵/₈).

The man was pushing a trolley loaded with rails
and while the trolley was passing the bridge approach, which
is on an incline he got between the two sleepers on which the
rails in a loaded trolley rest owing to the trolley going at a good
rate, the man let go his hold of the front sleeper which he had
been shoving and before he had time to recover his place
was knocked down by the rear sleeper and the trolley
wheel passed over his thigh and arm almost severing
them from his body.

The man was immediately put into a trolley
and sent on the Railway Hospital at Waltair for treatment
but death occurred before he reached the town.

Name of coolie (deceased).

Hamappa Amiga

Castle - Gardner.

Age - about 27 years.

No. 15766

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE Engineer in Chief
East Coast Railway

6th April 1893.

SIR,

With reference to
your telegram No. A 115,
reporting that a flatbed
car was run over and
killed by material rolling
at mile 218 Vizagapatnam
Division on the 16th March
last, I have the honor to
inquire why the accident
was reported fourteen days
after the occurrence.

M
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10/4

045 $\frac{5.1}{3244/93}$

10 1570 Cal. G. M. M. 1893

15052



INDIAN TELEGRAPHS.

Code
(Trans.)

OS

Monthly
Number.

To

(Office)

Madras

From

(Office)

Calcutta

Words.	Days.	Hours.	Minutes.	Notes.
10	10	10	10	10

To

(Person)

Madras
Railway.

From

(Person)

Calcutta

8A Word Form

[illegible]

Report as reduced & notice delay in
reporting other officers

9/11

Date from _____		To _____	
At _____		At _____	
By _____		By _____	

MADRAS-31-3-93
 Telegraph Station.

U.S. Prisoner - No. 100-1-1192-246-100

Enclosures.

⑤ East Coast Railway.

✓
3097

In your reply please quote
the number and date of
this letter.

No. 2584
230

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY,

To

THE Joint Secretary to the Govt. of Madras
Public Works Department,
Railway Branch.

^a
Dated Waltair, the 18 April 1893.

Accident, Vizagapatam division.

Sir,

no. 2674 of 93
Sent 15.11.2.10
17-4-93

In continuation of this office no. 2420 of
the 11th instant, I have the honor to sub-
mit herewith, for your information, a copy
of Police report on the accident in which
a woman was run over by engine at
mile 183½, Vizagapatam division, on the
3rd April 1893.

I have the honor to be,

Sir,

Your most obedient servant,

W. J. D. D.

For Engineer-in-Chief.

East Coast Railway.

/ Enclosures.

Encl 01
Recs: 22-4-53

at 3674

Chiamanchile

4th April 1893

The Engineer-in-Chief
East Coast Railway,
Nagasaki

Most Honorable Sir,
I beg to report your honor the following
Railway Accident.

On the 22nd of this month, about 2 miles from Chiamanchile
on the Railway was near the Village Kurungpaletem, train
passed over the right of a female named Thava
Chinnammun and cut it into 2 pieces. The head of the
said female is also a little wounded here and there.
The woman was sent to the local hospital and is under
treatment.

The Divisional Inspector of Police as well as the
Station House Officer of Chiamanchile went to the scene
of Accident, and examined the following persons:- 1.
Mr. Thomas Cooke (Congregate Drivers) 2. Mr. Cooper (Guard) 3.
Kuchu Ali (Fireman) and 4. The Appalarany. These
persons who were in the train, stated, that the train
was going from Anathapalle to Chiamanchile that two
women were passing through a pathway down the bank
of the Rail-road, that they had no idea that these two
women will mount the Rail-road, that suddenly the 2
women mounted the road and found that the train
almost approached them, that the elder of these two women named
Surala Itchappa went down the bank seeing the train, but
that the younger, was very much confused with a child in
her

Yours truly

The sister of the two women who escaped from this accident, stated that they both were going from the village of Trummabala to Kuppaka. That they were passing by the foot path down the bank of the Rail-road, that they do not know that train was coming behind them, that they both wished to mount the Rail-road to see the village of Elisannawala which is on the other side of the Rail-road, that suddenly the train happened to meet them as soon as they mounted the road, that she (elder one) went down the bank and that Thava Chimmamuni fell down on the line by confusion with her child, and that train, passed over her leg. The wounded woman Thava Chimmamuni, though now very uneasy & suffering from pain, related briefly the same story as her companion told.

1. Sign. 2) T. Sutararamaiah
Inspector of Police.
A Division

Callomanchili }
7-4-93 }

Q25 S. 1 (True Copy)
3862/93

(Sign. 2) S. Gutarmananay
Inspector of Police
1911

No. 2420
230

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY.

THE Joint Secretary to the Govt. of Madras

Railway Branch:

Dated Waltair, the 11 April 1893.

Accident, Vizagapatam Division.

The continuation of my telegram A.122 of the 5th instant, I have the honor to submit herewith a detailed report on the accident in which a woman was run over by an engine in the Vizagapatnam Division of the East Coast Railway. From the report it appears that the accident occurred on the 3rd April at mile 183½, instead of on the 4th April at mile 170, as reported in my above quoted telegram, and I shall therefore feel obliged by your correcting the telegram accordingly.

2. A police report on the accident will

Inclosures.

will follow.

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

W. D. D. D.
For Engineer-in-Chief,
East Coast Railway.

Encls/
Recd: 17.4.93

Copy of a letter no 18 dated 4th April 1893 from Mr. Howard, Subdivision Officer, Juni Subdivision to the Executive Engineer, Nagapattam Division, Waltair.

I have the honor to report the occurrence of the following accident yesterday at 10.35 A.M. at mile 183½ to a woman by her being run over by Engine "Bee" working in this Sub Division. It appears that an old woman and a young woman with a child in her arms were walking along the side path way on the top of the bank going towards Yellamenchili, and the train approached them from behind, coming in from Waltair to Yellamenchili. As soon as the train got within a short distance of these travellers, the old woman bolted down the slope of the bank, but the younger one waited a bit and then getting flurried attempted to dart across the rails only about a yard in front of the Engine. In this attempt she either fell or was knocked down by the Engine, so that she lay with the child in her arms in the hollow between two sleepers with her right leg on the rail which was cut off by the Engine wheel a little above the ankle. The train at the time was going about 15 miles an hour and every attempt possible seems to have been made by the Guard and Driver to stop the train immediately. The injured woman was at once conveyed in the brakevan to the Station and thence to the Hospital where

where she was attended by the hospital Assistant, whose report of this morning I enclose. The accident was reported at once to the Police who yesterday took the guards and driver's depositions.

Copy of a report dated 4th April 1893. from the Hospital Assistant, to Subdivisional officer, Juni Subdivision.

The woman's right leg was crushed in the middle and was hanging over the skin and nerves, so the limb was removed, but she requires amputation^{of leg}. To do this she is not in a fit state of health. The child is getting better.

PW E-1
3674/80

112086

State of INDIA		TELEGRAPHS. Monthly Number.	
To	madras	From	Waltair
Date 5 16 24		Time dtd	
To	Waltair Railway	From	En C C C Ry

64 Word Form.

A 122 A woman while walking on bank was run over by engine on fourth instant at mile 470. A special division detailed report will follow.

MADRAS 3-4-93

Telegraph Master

P. W. CURRENT No. 3275

In your reply please quote the number and date of this letter

No 2915
673

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY.

To

THE Joint Secretary to the Government of India,
Public Works Department,
Railway Branch.

Dated Waltur, the 2nd May 1893.

Accident - Waggon Station Division.

Sir,

In continuation of my telegram of the 29th March last, I have the honor to submit herewith for your information a copy of departmental report on the accident in which a fire-braking coach had run off the rails and the Waggon Station Division on the 24th idem. A copy of Police report on the accident is also enclosed.

The accident occurred at mile 223-224 instead of mile 111-112 as reported in my above quoted telegram, and I shall therefore feel obliged by your correcting the telegram accordingly.

I have the honor to be,

Sir,

Your most obedient servant,

W. D. Smith

For Engineer-in-Chief, E.C.R.

/ Enclosure.

4.2/11/67

Handwritten notes in Hindi/Urdu script, including dates like 6.4.93 and various administrative remarks.

Encls/
Recd: 6.5.93

No. 120

From

The Inspector of Police
Vizagapatam Division.

To,

The Engineer-in-Chief, East Coast Railway, &
The District Magistrate
Vizagapatam District.

Thro: Superintendent of Police
Vizagapatam.

Dated Vizagapatam 9th April 1893

Hon. Honored Sir,

I beg to report that a telegram dated 27th March 1893, has been received by the Superintendent of Police from the Executive Engineer Vizagapatam & E. C. Ry; that an accident occurred on the 24th Idem at the Rail head, mile 223-224, where a cooly had his foot crushed by a material trolley.

2. The cooly was sent to the Railway Hospital at Waltair station on the same day and his leg was amputated by the Railway Medical Officers on the morning of the 25th instant. I saw the cooly named Varadi Chendrich of Chumlapille of Vopaguntla station, in the Railway Hospital under treatment. He stated that he was pushing a trolley loaded with rails in the afternoon of the 24th ultimo near Kottavalasa, that as a brass vessel (Chumbor) placed on the trolley was rolling down from it, he wanted to put it up and placed his foot on the rail for so doing, but before he

Worked

he could draw back his foot in time, the trolley passed over his right foot which and he fell down senseless. His right leg was amputated next morning in the Hospital. I sent Pro: Inspector P. Sanyasaya Naidoo to the Rail head where he examined Mr C. S. Wale the platelayer and Maistry Maratha Khatlyga who was in charge of the 12 Coolies that had pushed the material trolley in question, and some of the coolies. They stated that there were 12 coolies on each of the sides and rear of the trolley pushing it, that the man injured was one of those on its side but he saw his brass vessel that had been on the trolley in question which was going rapidly, rolling down to the other side of the trolley and the coolie attempted to set it right and in doing so, placed his foot on the rail and could not draw it back in time. Hence this accident.

I beg to
(Signed) P. Ramalingaswami
Inspector of Police.

Q. 1
OW 4232/93

(True copy)

In your reply please quote
the number and date of
this letter.

No. 2513
673

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY.

To

THE Joint Secretary to the Government of Madras,
P. N. D. Railway Branch,
Madras.

Dated Waltair, the 14 April 1893.

Accident: Vijagapatam Div.

Sir,

30.4.93
Sent to P.R.
on 29.3.93

In continuation of my telegram A. 113 of the 28th March last, I have the honor to submit herewith, for your information, a Police report on the accident in which a coolie had his foot crushed by a material trolley at rail head, mile III-112, Vijagapatam Division, on the evening of the 24th idem.

I have the honor to be,

Sir,

Your most obedient servant,

P. Sanyasaya

For Engineer-in-Chief,
East Coast Railway.

/ Enclosures.

Encls: 1
Recd: 19.4.93

No 120

From

The Inspector of Police
Vizagapalam Dⁿ.

To

The Engineer-in-Chief,
East Coast Railway, Waltair.

Thro: Superintendent of Police,
Vizagapalam District.

Dated, Vizagapalam, 9th of April 1893.

Most Honored Sir,

I beg to report that a telegram dated 27th of March 1893 has been received by the Superintendent of Police from the Executive Engineer, Vizagapalam Dⁿ, E. C. Ry., that an accident occurred on the 24th idem at the rail head, mile 111-112, where a cooly had his foot crushed by a material trolley.

2. The cooly was sent to the Railway Hospital at Waltair station on the same day and his leg was amputated by the Railway Medical Officer on the morning of the 25th instant. I saw the cooly named Varadi Chendrick of Chennalapilli of Vapagunta Station, in the Railway Hospital under treatment. He stated that he was pushing a trolley loaded with rails in the afternoon of the 24th, returning near Kottavalu, that as a brass vessel (chambo) placed on the trolley was rolling down from it, he wanted to put it up and placed his foot on the rail for so doing, but before he could draw back his foot in time, the hind wheel of the trolley passed over his right foot which was

Worked

was thereby crushed and he fell down senseless. His right leg was amputated next morning in the hospital.

I sent probationary Inspector P. Lingayya Naidu to the rail head where he examined Mr C. S. Naidu, the Plakelayer, and maitry Maratha Kallappa who was in charge of the 12 coolies that had pushed the material trolley in question and some of the coolies. They stated that there were 4 coolies on each of the sides and rear of the trolley pushing it, that the man injured was one of those on its side but he saw his brass vessel that had been on the trolley in question which was going rapidly, rolling down to the other side of the trolley and the coolie attempted to set it right, and, in doing so, placed his foot on the rail and could not draw it back in time. Hence this accident.

I beg to remain,

Sir,

Your most obedient servant,
(Signed) D. Ramalingaswami
Inspector of Police
Vizagapatam D.W.

JW 3730/93

INDIAN TELEGRAPHS. Monthly Number.

To (Office) madras From (Office) Kullair
Words Day Hour Minute Official Instructions
28 17 10

To (Person) Works railway From (Person) En & E
6 Ky

64 Word Form.

a 113 a coolie had his foot crushed by material trolley at rail head mile 111/112 vizagapatam division on evening of twenty fourth instant accident reported to magistrate and police particulars will follow

Madras 28-7-93
Telegraph Master.

Enclosure.

Your most obedient servant,

M. D. Dhand
For Engineer-in-Chief,
East Coast Railway.

22.
 29.2.22

[illegible]

№ 2683
230

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY,

THE Joint Secretary to the Govt. of Madras,
Public Works Department,
Railway Branch

Accident, Vizagapatam Division.

Sir,

CRP 3737
Soul-6 AR
Dec 19.4.53

In continuation of this Office no. 2815
of the 14th. instant, I have the honor to
submit herewith, for your information, a
copy of departmental report on the accident
which occurred to two coolies on the
morning of the 6th. idem while working
in the Tank house at Waltham station.

I have time hours to be,

Sir

Yours most obedient servant,

Enclosure.

W. H. Hunt
For Engineer-in-Chief,
East Coast Railway.

P. W. DOCUMENT No. 3982

Encl 1
Recd: 28.4.93

Copy of letter No 49 dated 6th April 1893. from the Officer-in-charge
Walhair Sub-Division, to the Executive Engineer, Mysore Division,
Walhair Division.

I have the honor to report that an accident occurred at the tank house this morning at 9 O'clock. The scaffolding on which two men were standing jumping holes for the bolts gave way and the two men fell a distance of 16 feet. The Hospital Assistant reports that the men are not seriously injured, but as one man is very old, I have reported the accident to the District Magistrate and to the Police Inspector. I consider that the accident was due to the rope supporting the scaffolding breaking owing to continual friction against the flange of the iron rail to which it was tied.

Worked

P. M. 1

Recd.

E. 1
OW 3982/53

Our reply please quote
number and date of
this letter.

No. 2515
230

From
THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY.

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

Dated Wallair, the 14 April 1893.

Accident - Vengalpetam Division

Sir,
In continuation of my telegram A 126 of the 8th instant, I have the honor to submit herewith, for your information, a copy of Police report on the accident which occurred to two coolies on the morning of the 6th instant, while working in the Tank house at Wallair Station.

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

/ Enclosure.

M. D. D. D.
Eng. - in - Chief,
East Coast Railway.

I do not find in the rules but up but any report of serious - fatal accidents pro.

FOR ORDERS. accidents prev.
to India - S. this
20!

711

$$\frac{2}{4}$$
[illegible]

9/11/14

FOR ORDERS.

In your reply please quote
the number and date of
this letter.

No. 2265-
230

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY,

To

THE Secretary to the G. M. Belladur
P. W. D. Railway Branch
Madras

Dated Waltair, the 3rd April 1893.

Sm-

Subd. No. 1215
of the 14th ult.
Serial No. 5-4-93

With reference to your No. 1215 of the 14th ult. I have the honor to forward here with the accompanying copy of a letter No. 558 of 31st idem from the Executive Engineer Vizagapatam Division explaining the cause of delay in reporting the accident which occurred at Kopaka on the 27th February 1893.

I have the honor to be
Sir

Yours most obedient servant

R. S. S. S.
The Engineer-in-Chief

Enclosure One

and report on
without further
delay. Free

R. S. S. S.
2/4

Encls 1
Dec: 7.4.93

Copied

Cr-1558

From

The Executive Engineer
Vijayapattam Division

To

The Engineer-in-Chief
East Coast Ry.

D. Wallar - the 31st March 1893.

Accident at Kopaka.

Sir -

With reference to your No. 1765/250 dated 23rd March 1893 I have the honor to inform you that the accident was reported to you immediately I heard of it. Further particulars were at once called for and were furnished to you as soon as received.

2. The delay was due to the Sub-Divisional Officer not being aware of the provisions of the Indian Railways Act. I have now warned all concerned and hope that in future there will be no delay in these matters.

I have,
Sd/- E. B. Stone
Executive Engineer
Vijayapattam

In your reply please quote
the number and date of
this letter.

No. 1889
230

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY,

To

THE *Joint Secretary to the Government of Madras*,
Public Works Department,
Railway Branch

Dated Wollair, the 25th March 1893.

Accident, Vizagapatam Division.

Sir,

In continuation of my telegram (1889) dated 9th instant I have the honor to submit herewith, for your information, in detailed reports on the accident which occurred to a Contractor's Cooly at Hokania, mile 172 $\frac{1}{2}$, Vizagapatam Division, on the 24th February last.

A copy of Police report on the accident will follow.

I have the honor to be

Sir,

Your most obedient servant

Wm. H. Spring
Engineer-in-Chief,
East Coast Railway.

/ Enclosures.

Dec 9.1
3330/93

12 13
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Encl 1
Recd: 6.4.93

Copy of letter No 136 dated 14th March 1893 from the Officer in Charge, Curni Division, to the Executive Engineer, Vizagapatnam Division, East Coast Railway.

I have the honor to submit herewith detailed report of accident to Cooly shifting steel sleepers reported to you by wire on 2nd instant. It appears that the Contractor's coolies were taking steel sleepers by material trolley from the stacks on the East bank of Kropakur river along the temporary line reaching nearly across the bed of the River. There was a Contractor's native mistry in charge and while he was there all went well but in his absence at the last trip coolies lost control of the trolley as it went down the slope of the bank of the river. The men were shouted to jump off and all but one did so. When the trolly got to the tip head it jumped two sleepers there across the rails and then pitched over forwards and threw the sleepers into the river bed. The cooly was thrown behind and landed with his back resting on the end of the end rail and in this position the empty trolley frame fell back on to him & crushed the rail end into his back at one side. The cooly who seemed at the time to be seriously injured was taken to Hospital and the Doctor said he could give no definite opinion for some time. The cooly has however since recovered, left Hospital and gone home.

No. 12196

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE Engineer-in-Chief
East Coast Ry

Madras 1898.

SIR,

With reference to
your telegram A 91 reporting
a serious accident to a
contractor's cart at Kopake,
Vizagapatnam Division, I have
the honor to inquire why
this report was made 11
days after the accident
occurred. In accordance
with Section 83, Chapter VIII
of the Indian Railways Act 1890,
the report should have been
made without delay.

J. N. S.
0.173
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worked

10 3 230/43

to Inspector of Police,
Vizagapatam Division.

to Engineer-in-Chief,
East Coast Railway,
Waltair.

to Superintendent of Police
Vizagapatam District.

Dated, Vizagapatam, 7th April 1900.

That 4 coolies named Pulamarash
Ramawamy Malia Appalarao
& Ramachandrataram of Srunga-
have been working for a Railway
near Chender Bahu at the Waltair
town from a scaffolding 16 feet high,
19 o'clock in the morning, as the
when three of the four coolies were
and working with jammers boring
it of the tank house in which the
by means of rails planted like
to tied with coconut poles on to the said
laces and saw the coolies who received
wound serious. The coolies stated that
themselves about 8 days ago and

Code
Class.

DD

INDIAN



TELEGRAPHS.

Monthly
Number.

05048

To
(Office)

Madras

From

Waltair

Date

44/11

Day

9

Hour

16

Minute

32

Signal

Instructions

dit

To
(Private)

works railway

From

Engineer
in chief
E.C.Ry

64 Word Form.

a 91 a serious
accident occurred to a
contractors colony at Kopaka
Vide 17274 Vizagapatam
division on February 27
accident reported to police
particulars will follow.

Received from

By

Sent to

MADRAS 10-3-00

Telegram Station