

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 206 R

DATED 20th May

[Despatch Abstract.]

Local Trains.— The Statement of— on the
Madras Railway for the quarter ended the
31st March 1895, recorded with remarks.

ORDER—No. 617 R., dated 26th September 1895.

Ordered that four copies of the Capital and Revenue Accounts of the Kolar Gold Fields Railway for the half-year ended the 30th June 1895, with a brief note thereon by the Consulting Engineer for Railways, be forwarded to the Government of India and to the Secretary of State.

[Here enter No. 618 R., dated 26th September 1895.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
„ Examiner, Railway Accounts, Madras.
„ Resident in Mysore, through Political Department,
with ten copies of the Accounts.

ENDORSEMENT—No. 618 R., dated 26th September 1895.

Forwarded.

(By order.)

Joint Secy. to Govt., P.W.D.,
Railway Branch.

RAILWAY.
Govt. of {1895} Madras.
PUBLIC WORKS.

Dated September, 26th. .

Recd.

Encl.

G.O. Nos. 617, 618 R., 26th Sept.
1895.

SEPTEMBER.

Capital and Revenue Accounts
of the Kolar Gold Fields
Railway

Forwarding Proceedings embodying the
— for the half-year ended the 30th June
1895, with a note thereon by the Consult-
ing Engineer for Railways.

No. $\frac{18}{617}$ R., 26TH SEPTEMBER 1895.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONOURABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

We have the honour to forward, herewith, a copy of our Proceedings No. 617 R., dated 26th September 1895, embodying the Capital and Revenue Accounts of the Kolar Gold Fields Railway for the half-year ended the 30th June 1895, together with a brief note thereon by the Consulting Engineer for Railways.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) WENLOCK.

(„) H. W. BLISS.

(„) J. GROSE.

OOTACAMUND,
26th September 1895.

Ed. T. K. Narayana Aiyangar.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

LETTER to the Right Honourable
the Secretary of State for
India.

No. $\frac{18}{617}$ R., dated 26th Sept. 1895.

FORWARDING Proceedings embodying the Capital and Revenue Accounts of the Kolar Gold Fields Railway for the half-year ended the 30th June 1895, with a note thereon by the Consulting Engineer for Railways.

Madras Railway Company.

MYSORE STATE
KOLAR GOLD FIELDS RAILWAY.

CAPITAL AND REVENUE ACCOUNTS
FOR THE
Half-year ending 30th June, 1895.

LAWRENCE ASYLUM PRESS.

KOLAR GOLD FIELDS RAILWAY.

Half-Year ending 30th June 1895.

PART I.

No. I.

Statement of Capital outlay authorized.

No.	Date of sanction.	Sanctioning authority.	Nature of estimate.	Amount.
				Rs.
Residency No. 2402 26-88	16th July 1892 ...	Government of India ...	Approximate Estimate ...	5,33,157
673	20th June 1895 ...	Government of Mysore.	Revised Estimate ...	6,83,117
			Total...	6,83,117

ABSTRACT OF ABOVE.

Main head of account.	SANCTIONS BY					Total.
	Government of India	Government of Mysore.				
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Preliminary Expenses ..	3,500					
Land ...	11,025					
Construction of line ...	2,08,357					
Ballast and Permanent way ...	2,35,368	*1,49,960	...	...	...	6,83,117
Stations and Buildings.	40,189					
Plant ...	11,235					
Rolling stock ...	...					
Establishment ...	23,433					
Total...	5,33,157	1,49,960	...	...	...	6,83,117

* Being Excess in Revised Estimate.

These figures are furnished by the Mysore Durbar.

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No. V.

DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR
ENDING 30TH JUNE 1895.

	Amount.			Total.		
	Rs.	A.	P.	Rs.	A.	P.
Lines Opened for Traffic.						
<i>Preliminary Expenses—</i>						
Plant	Cr. (a)	608	0 0			
<i>Construction of Line—</i>						
Earthwork	Cr. (b)	2,584	10 2			
Fencing	Cr. (a)	41	5 2			
<i>Ballast and Permanent way—</i>						
Ballasting		5,728	7 5			
Permanent way		607	4 8			
<i>Stations and Buildings—</i>						
Stations and Offices		155	14 5			
Staff Quarters		1,267	14 0			
Station Machinery		1,813	8 6			
<i>Plant—</i>						
Engineering	Cr. (a)	66	8 0			
Stations and Office furniture		168	9 6			
<i>Establishment—</i>						
Engineering		1,731	8 6			
Stores		113	12 4			
Temporary accommodation and furniture	Cr. (a)	20	9 0			
				8,265	15 0	
Total expenditure of Half-year				8,265	15 0	

(a) Due to stores returned. (b) Due to write back.
These figures are furnished by the Mysore Durbar.

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No. VI.

ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	Total Expenditure from commencement of operations to end of the half-year.		FURTHER EXPENDITURE.		
	Rs.	A. P.	During the following half-year.	In subsequent half-years.	Total.
Lines opened for Traffic less than two years—					
Preliminary expenses	6,111	1 11	...	...	...
Land	13,401	15 9	...	...	...
Construction of Line	1,93,596	15 3	...	...	...
Ballast and Permanent Way	3,11,816	12 10	...	...	...
Stations and Buildings	80,553	6 0	...	...	...
Plant	5,789	4 8	...	...	...
Establishment including Telegraph	39,593	11 1	...	...	...
Total expenditure to end of the half-year	6,52,863	3 6	...	...	...
Total estimated further expenditure on Capital	Rupees.		...	...	...

These figures are furnished by the Mysore Durbar.

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ABSTRACT I.—GOODS' TRAFFIC.

Month of
JUNE, 1894

JUNE, 1895.

Amount.		Number of tons lifted.	Average rate per ton, per mile.	Ton-miles.	Amount.	
Rs. a. p.					Rs. a. p.	
3,690 10 0	1ST.—MERCHANDISE, GENERAL	15,034	20.83	127,334	13,812 14 0	
.....	2ND.—MILITARY STORES					
.....	3RD.—RAILWAY MATERIALS FOR CONSTRUCTION	865	5.02	7,560	197 11 0	
3,690 10 0	Total...	15,899	19.94	134,894	14,010 9 0	
6,853 3 0	4TH.—COAL—					
.....	(1)—For the Public	42,884	20.31	362,091	38,297 3 0	
.....	(2)—For the Company (Construction only)					
.....	(3)—For Locomotive Department (Revenue only)					
6,853 3 0	(4)—For other Departments					
	Total Coal...	42,884	20.31	362,091	38,297 3 0	
7 2 0	5TH.—REVENUE STORES—					
.....	(1)—For all Departments excepting Coal and Locomotive fuel	37	5.75	219	6 9 0	
7 2 0	(2)—Wood and patent fuel for Locomotive Department					
10,550 15 0	Total...	37	5.75	219	6 9 0	
	Total Goods...	58,820	20.20	497,204	52,314 5 0	
	6TH.—LIVE STOCK—			No.		
.....	(1)—Horses			24	9 9 0	
5 13 0	(2)—Cattle			228	42 10 0	
5 13 0	(3)—Sheep, &c.					
	Total...			252	52 8 0	
	7TH.—MILITARY LIVE STOCK—					
.....	(1)—Horses					
.....	(2)—Cattle					
.....	(3)—Sheep, &c.					
	Total...					
14 3 0	8TH.—RENTS AND DEMURRAGE, WHARFAGE, STORAGE, &c.				134 5 6	
.....	9TH.—INTEREST ON OUTSTANDING BILLS					
.....	10TH.—MISCELLANEOUS					
10,570 15 0	Total...				52,500 13 6	
.....	Less outstandings irrecoverable...					
10,570 15 0	Total.				52,500 13 6	

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ABSTRACT K.—SUNDRIES.

Month of
JUNE, 1894.

JUNE, 1895.

Amount.		Amount.
Rs. a. p.		Rs. a. p.
.....	1894	1895.
.....	Rs. A. P.	Rs. A. P.
.....	Hire of Locomotives	{ Gross Receipts.. .. " Charges... ..
.....	Hire of Vehicles	{ Gross Receipts.. .. " Charges... ..
.....	Mileage and Demurrage of Vehicles over Foreign lines.	{ Gross Receipts.. .. " Charges... ..
.....	Rent of Stations, &c., jointly occupied...	{ Gross Receipts.. .. " Charges... ..
.....	Clearing accounts with other lines	
.....	Tolls on Bridges	
.....	Rents of Dwelling-houses	
.....	Rents of Refreshment-rooms	
.....	Fees on share transfers, &c.	
.....	Profits of Workshops for work done for other Railways, &c.	
.....	Sale of unclaimed and damaged goods	
.....	Unpaid or unclaimed salaries	
	1894.	1895.
	Sale of Revenue stores.	
	Rs. A. P.	Rs. A. P.
.....	(1)—Maintenance	
.....	(2)—Locomotive	
.....	(3)—Carriage and Wagon	
.....	(4)—Traffic	
.....	(5)—General	
.....	Miscellaneous	
.....	Total...	179 0 0
.....	Less outstandings irrecoverable	
.....	Total...	179 0 0

No. XIII.

MILEAGE STATEMENT.

	Double Line.			Single Line.			Total.			Sidings.		
	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.
Lines sanctioned, not commenced...	...	...	...	...	...	...	...	...	...	...	...	...
„ under construction ...	...	...	...	...	...	...	...	...	...	...	...	...
„ constructed, but not worked ...	...	...	...	...	...	...	...	...	...	...	...	...
„ „ and worked by the State ...	...	...	...	...	...	...	...	...	...	...	...	...
„ „ „ „ by others ...	...	...	...	10	0	0	10	0	0	2	67	58
Total ...	...	...	...	10	0	0	10	0	0	2	67	58
Lines worked by the State—												
Its own ...	...	...	...	...	...	...	...	...	...	...	...	...
Foreign ...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	...	...	...	...	...	...	...	...	...	...	...	...
Foreign Lines worked over by the State ...	...	...	...	...	...	...	...	...	...	...	...	...
Total mean mileage worked during the half-year...	...	...	...	10	0	0	10	0	0	2	67	58

No. XIV.

STATEMENT OF TRAIN MILEAGE.

		Miles.	Estimated Locomotive expenses.
			Rs.
(1)—Train-miles run for Public Traffic ...	Passengers ...	...	...
	Goods ...	1,792	1,399
	Mixed ...	(a) 14,478	11,299
	Light ...	...	...
(2)—Train-miles run for Locomotive Department ...	...	...	...
(3)— Do. for Maintenance ...	...	...	...
Total Train-mileage ...	...	16,270	12,698
(4)—Miles of assisting engines (actual distance) ...	...	9	7
(5)—Miles of engines shunting and standing in steam for traffic purposes, calculated at 5 miles an hour ...	...	815	636
(6)—Miles run for miscellaneous services (actual distance) ...	...	57	45
Total Miscellaneous Engine-mileage...	...	881	688
Total Engine-mileage...	...	17,151	13,386

(a) Passenger miles 7,269 Goods miles 7,209.

No. XVII.

NET REVENUE ACCOUNT FOR HALF-YEAR ENDING 30TH JUNE 1895.

Dr.

Cr.

	Rs.	a.	p.		Rs.	a.	p.
To Interest on Capital outlay Rs. 6,52,863-3-6 at 4 per cent.	13,057	4	3	By Net Earnings of the half-year as per Form No. VIII ...	31,045	14	4
„ Balance, being surplus profits.	17,988	10	1				
Total ...	31,045	14	4	Total ...	31,045	14	4

No. XVII-A.

ACCOUNT OF TOTAL NET RECEIPTS.

Dr.

Cr.

	Rs.	a.	p.		Rs.	a.	p.
To Net Earnings to end of pre- vious half-year...	29,272	12	0	By Amount of net receipts ...	60,318	10	4
„ do. for current half-year.	31,045	14	4				
Total ...	60,318	10	4	Total ...	60,318	10	4

No. XVII-B.

INTEREST ACCOUNT.

Dr.

Cr.

	Rs.	a.	p.		Rs.	a.	p.
To Amount of net receipts from Account No. XVII-A. ...	60,318	10	4	By Interest to end of previous half- year ...	13,123	7	10
				„ Interest during current half-year.	13,057	4	3
				„ Balance, excess of Net Receipts over Interest on Capital ...	34,137	14	3
Total ...	60,318	10	4	Total ...	60,318	10	4

CAPITAL ACCOUNT.

Dr.

Cr.

	Rs.	a.	p.		Rs.	a.	p.
To Expenditure incurred in India	6,55,910	9	0	By Construction accounts, viz:—			
				Preliminary expenses ...	6,111	1	11
				Lard	13,401	15	9
				Construction of Line ...	1,95,602	3	3
				Ballast and Permanent way	3,30,830	0	9
				Stations and Buildings ...	80,553	6	0
				Plant	5,789	4	8
				Establishment including Telegraph	39,593	11	1
					6,71,881	11	5
				By Suspense accounts ...	3,017	5	6
				Total...	6,74,929	0	11
				Less receipts on capital account, creditable to the following heads:—			
				Construction of line...	5	4	0
				Ballast and Permanent way	19,013	3	11
				Total...	19,018	7	11
Total...	6,55,910	9	0	Total ..	6,55,910	9	0

These figures are furnished by the Mysore Durbar.

KOLAR GOLD FIELDS RAILWAY.

Abstract of Principal Commodities Half-year ending 30th June, 1895.

DESCRIPTION OF COMMODITY.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.	
	First Half of				Increase.	Decrease.	Increase.	Decrease.
	1894.	1895.	1894.	1895.				
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I. COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.	8,052	42,834	6,853	38,297	...	...	...	...
II. COTTON, RAW	...	...	...	...	...	...	...	...
III. COTTON MANUFACTURED.—								
(1) Twist and Yarn, European	...	...	...	...	...	...	...	...
(2) Twist and Yarn, Indian	...	...	...	...	...	...	...	...
(3) Piece Goods, European	...	3	6	7	...	...	...	...
(4) Piece Goods, Indian.	1	4	4	6	...	...	...	...
IV. DRUGS AND CHEMICALS.—								
(1) Intoxicating other than Opium	...	...	...	...	...	...	...	...
(2) Non-intoxicating.—								
(a.) Cinchona bark.	1	...	20	...	...	...	...	...
(b.) Others	...	...	...	...	...	...	...	...
V. DYES AND TANS.—								
(1) Indigo	...	...	...	...	...	...	...	...
(2) Myrabolams	...	...	...	...	...	...	...	...
(3) Cutch	...	...	...	...	...	...	...	...
(4) Turmeric	...	...	...	...	...	...	...	...
(5) Aniline dyes	...	14	...	13	...	...	...	...
(6) Others	...	...	...	...	...	...	...	...
VI. GRAIN AND PULSE.—								
(1) Wheat	47	5	74	4	...	...	...	...
(2) Rice in the husk	26	206	167	185	...	...	...	...
(3) Rice not in the husk.	...	385	...	544	...	...	...	...
(4) Jawar and Bajra	4	1	9	2	...	...	...	...
(5) Grain and Pulse	...	21	...	23	...	...	...	...
(6) Others	...	5	...	6	...	...	...	...
VII. HIDES AND SKINS.—								
1. Hides of Cattle.—								
(a.) Dressed or tanned	...	2	...	3	...	...	...	...
(b.) Raw	...	...	...	...	...	...	...	...
2. Skins of Sheep, &c.—								
(a.) Dressed or tanned	...	8	2	6	...	...	...	...
(b.) Raw	...	20	...	23	...	...	...	...
VIII. HORNS	...	...	...	...	...	...	...	...
IX. JUTE.—								
(1) Raw	...	...	...	...	...	...	...	...
(2) Gunny bags and cloth	1	5	4	9	...	...	...	...
X. LAC.—								
(1) Stick	...	...	...	...	...	...	...	...
(2) Shell	...	...	2	...	...	...	...	...
XI. LEATHER MANUFACTURED	...	...	...	...	...	...	...	...
Carried forward..	8,132	43,563	7,141	39,128	...	...	...	...

Note:—The figures for 1894 relate to the month of June only.

Abstract of Principal Commodities.—Continued.

DESCRIPTION OF COMMODITY.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.	
	First Half of				Increase.	Decrease.	Increase.	Decrease.
	1894.	1895.	1894.	1895.				
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
Brought forward ..	8,132	43,563	7,141	39,128	...	...	...	...
XII. LIQUORS.—								
(1.) Beer	4	53	51	66	...	...	...	...
(2.) Spirits	14	32	21	111	...	...	...	...
(3.) Wines	...	...	...	...	...	...	...	...
XIII. METALS.—								
(1.) Copper, unwrought...	...	...	...	...	...	...	...	...
(2.) Brass, unwrought ...	...	...	...	...	...	...	...	...
(3.) Copper, wrought ...	...	...	...	...	...	...	...	...
(4.) Brass, wrought ...	1	2	1	5	...	...	...	...
(5.) Iron	52	348	47	1,150	...	...	...	...
(6.) Others	1	1	15	1	...	...	...	...
XIV. OILS.—								
(1.) Kerosine	...	16	...	22	...	...	...	...
(2.) Castor	3	2	2	13	...	...	...	...
(3.) Coconut	...	...	...	...	...	...	...	...
(4.) Others	5	62	13	84	...	...	...	...
XV. OIL SEEDS.—								
(1.) Linseed	...	...	...	...	...	...	...	...
(2.) Rape and Mustard...	...	...	...	...	...	...	...	...
(3.) Til or Jinjili	...	1	...	1	...	...	...	...
(4.) Poppy	...	...	...	...	...	...	...	...
(5.) Earthnuts	...	...	...	1	...	...	...	...
(6.) Castor	...	1	...	1	...	...	...	...
(7.) Others	...	7	1	9	...	...	...	...
XVI. OPIUM.—	...	...	...	...	...	...	...	...
XVII. PAPER AND PASTE BOARD ...	...	...	...	...	...	...	...	...
XVIII. PROVISIONS.—								
(1.) Ghee	...	1	1	1	...	...	...	...
(2.) Dried fruits & nuts...	1	1	4	3	...	...	...	...
(3.) Others	16	174	37	227	...	...	...	...
XIX. RAILWAY PLANT AND ROLL- ING STOCK carried for the Public and Foreign Railways.—								
(1.) Loco. Engines and Tenders and parts thereof	...	...	...	...	...	...	...	...
(2.) Carriages & Trucks and parts thereof...	...	...	...	...	...	...	...	...
(3.) Materials	...	...	...	...	...	...	...	...
(a.) Steel Rails and Fish plates	...	11	...	9	...	...	...	...
(b.) Sleepers and Keys of Steel and Cast Iron...	...	...	...	...	...	...	...	...
(c.) Other sorts	...	10	...	9	...	...	...	...
XX. SALT	1	1	1	1	...	...	...	...
XXI. SALTPETRE, &c.—								
(1.) Saltpetre	...	...	...	...	...	...	...	...
(2.) Other Saline sub- stances	...	...	...	...	...	...	...	...
XXII. SILK RAW.—								
(1.) Foreign	...	...	...	...	...	...	...	...
(2.) Indian	...	...	...	...	...	...	...	...
Carried forward ..	8,230	44,286	7,335	40,842				

Abstract of Principal Commodities.—Continued.

DESCRIPTION OF COMMODITY.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.	
	First Half of				Increase.	Decrease.	Increase.	Decrease.
	1894.	1895.	1894.	1895.				
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
Brought forward...	8,230	44,286	7,335	40,842	...	...	...	...
XXIII. SILK PIECE GOODS.—								
(1.) Foreign ...	...	...	...	...	...	...	...	...
(2.) Indian ...	...	...	...	...	...	...	...	...
XXIV. SPICES.—								
(1.) Betel nuts ...	...	...	1	...	...	...	...	...
(2.) Pepper ...	...	...	...	...	...	...	...	...
(3.) Ginger ...	...	...	2	...	...	...	...	...
(4.) Chillies ...	...	...	...	...	...	...	...	...
(5.) Cardamoms ...	...	...	...	1	...	...	...	...
(6.) Others ...	...	1	...	...	...	...	...	...
XXV. STONE AND LIME ...	100	1,088	163	982	...	...	...	...
XXVI. SUGAR.—								
(1.) Refined or crystallized including Sugarcandy ...	...	10	1	10	...	...	...	...
(2.) Unrefined, viz., Mollasses and Jaggery or gur and other Saccharine produce..	2	42	9	42	...	...	...	...
XXVII. TEA.—								
(1.) Foreign ...	...	...	...	...	...	...	...	...
(2.) Indian ...	...	...	...	...	...	...	...	...
XXVIII. TIMBER ...	2,606	9,547	2,069	8,412	...	...	...	...
XXIX. TOBACCO.—								
(1.) Unmanufactured ...	...	1	3	2	...	...	...	...
(2.) Manufactured—								
(a.) Cigars ...	...	1	1	3	...	...	...	...
(b.) Other sorts.	...	1	...	2	...	...	...	...
XXX. WOOL, RAW ...	...	...	...	...	...	...	...	...
XXXI. WOOL, MANUFACTURED.—								
(1.) Piece Goods, European ...	...	...	...	...	...	...	...	...
(2.) Piece Goods, Indian ...	...	...	...	...	...	...	...	...
(3.) Shawls ...	...	...	...	...	...	...	...	...
XXXII. ALL OTHER ARTICLES OF MERCHANDISE ...	1,123	2,941	960	1,814	...	...	...	...
TOTAL...	12,061	57,918	10,544	52,110	...	...	...	...

ABSTRACT I.—1st Merchandise General ...	...	...	...	Tons.	Rs.
4th Coal, (1).—For the Public ...	...	...	...	15,034	13,813
				42,884	38,297
				57,918	52,110

NOTE.—Comparison not made as the traffic for 1894 Half-year is for one month only.

Certified that the foregoing accounts of the Mysore State Kolar Gold Fields Railway for the half-year ending 30th June 1895 are correct, and have been prepared strictly in accordance with the orders in force.

Prade.
Ag. Chief Auditor.

2^d September 1895.

Certificate respecting the Permanent Way, &c.

I hereby certify that the whole of the Permanent Way, Stations and Buildings have, during the past half-year, been maintained in good working condition and repair.

5th July 1895.

E. W. STONEY,
Offg. Chief Engineer.

I hereby confirm the certificates given above by the Railway Departmental Officers.

F. R. UPCOTT,
Consulting Engineer for Railways, Madras.
OOTACAMUND, 31st August 1895.

AGENT AND MANAGER,
MADRAS RAILWAY.

MADRAS, }
1895. }

KOLAR GOLD FIELDS RAILWAY.

Analysis of the working results for the Half-year ending 30th June 1895.

A.—PASSENGER TRAFFIC.

Average length open	...	...	...	...	...	Miles.	10
1.—Receipts from Coaching Traffic	...	...	...	...	...	Rs.	16,868
2.—Passenger Train miles run	...	...	...	...	...	No.	7,269
3.—Average Passenger Train mile receipts	...	...	...	...	...	Rs.	2.32
4.—Number of Passengers carried one mile	...	...	...	...	...	No.	2,086,687
5.—Average sum received for carrying a Passenger one mile	...	...	...	...	...	Ans.	13
6.—Average number of Passengers in a train at any one time	...	...	...	...	...	No.	287
7.—Average number of Passenger trains per diem each way, supposing each train to traverse the whole line open	...	...	...	...	...	"	2.01
8.—Average number of Passengers passing over each mile of line daily (both ways)	...	...	...	...	...	"	1,153

B.—GOODS TRAFFIC.

Average length open	...	...	...	...	...	Miles.	10
1.—Receipts from Goods Traffic, exclusive of demurrage on Goods	...	...	...	...	...	Rs.	52,367
2.—Goods Train miles run	...	...	...	...	...	No.	9,001
3.—Average Goods Train mile receipts	...	...	...	...	...	Rs.	5.82
4.—Tons of Goods carried one mile	...	...	...	...	...	Tons.	497,700
5.—Average sum received for carrying one ton one mile	...	...	...	...	...	Ans.	1.68
6.—Average number of tons in a Goods train at any one time	...	...	...	...	...	Tons.	55
7.—Average number of Goods trains per diem each way, supposing each train to run over the whole line open	...	...	...	...	...	No.	2.49
8.—Average number of tons of Goods passing over each mile of line daily (both ways)	...	...	...	...	...	Tons.	275

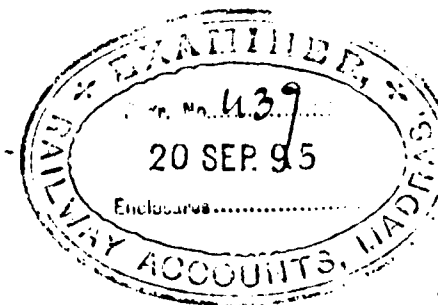
MADRAS, }
2nd September 1895. }

Prade.
Ag. Chief Auditor.

Prade.
Agent and Manager.

4 40325
837 17.9.95
A.H.

Form No. 21.
800-8-6-50



OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 19 September 1895.

No. 2973.

OFFICE NOTE.

Capital and Revenue Accounts
Letter from the Agent, Kolar Gold Fields Railway, No. for the
half year ended 30.9.895, forwarded to the Examiner of Railway
Accounts, for purpose of check.

W. H. S. S.

for E. R.

EXAMINER'S REPLY.

Checked and returned to

20.9.95

W. H. S. S.

W. H. S. S.

617
615/R

[illegible]

2. No comparison can
be made with the cor-
responding draft of 1894 as
the line was opened
for traffic on the 1st June
1894, but when com-
pared with the preceding
half year the gross earnings
per line mile per week
show ~~gross~~ better results viz Rs
267.85 against Rs 240.58.

W.H.
25/7 for ER
to forward herewith a copy

$$\begin{array}{r} 6.17 \\ 6.8 \\ \hline 18 \\ \hline 5.78 \end{array}$$

B. 617 R of 26-9-95

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

A

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Capital and Revenue Accounts of the
Kolar Gold Fields Railway for the half
year ended the 30th June 1895.

Ordered that four copies
of the Capital and Revenue
Accounts of the Kolar Gold
Fields Railway for the half
year ended the 30th June 1895
with a brief note thereon
by the Consulting Engineer
for Railways, be forwarded
to the Govt of India and
to the Secretary of State.

To The Chief Engineer M.R.
Examinee R.R. C. & M. Madras.
Resident in Mysore
this 10th July 1895
with 10 copies of the accounts.

H. S. N. 618 R of 26th Sept 1895

Forwarded

H. S. N. 617 R of 26th Sept 1895
To The Rt Honble Secy of State
my Lord,

We have the honor
to forward herewith a copy

of our Proceedings No. 617. R 2
Sept 1895, embodying the
Capital and Revenue A/cs
of the Kolar Gold Fields Rs
for the half year ended the
30 June 1895 together with a
brief note thereon by the
Consulting Engineer for Rsg.

Wm
25/4

DR
20-9-95

A/-

No. 617. Dated 26.9.95
618

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

13TH MAY 1895, No. 342 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

STATEMENT of late trains on the South Indian Railway including Mayavaram-Muttupet section for the quarter ended the 31st March 1895.

[Statement.

STATEMENT of late trains on the South Indian Railway including Máyavaram-Muttupet section for the quarter ended 31st March 1895.

Description.	January 1895.										February 1895.										March 1895.										Averages for the quarter.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	Number of trains.					Percentage of late trains.					Number of trains.					Percentage of late trains.					Number of trains.					Percentage of late trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Late minutes.					Total minutes.					Late minutes.					Total minutes.					Late minutes.					Total minutes.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Percentage of late trains.	Number of trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
No.	62	1	2	25	2	30	1,447	48-39	56	2	5	8	1	..	16	596	28-57	62	5	15	3	..	23	561	37-09	38-02	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

153. Negapatam and Tanjore .. (Mail)	62	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
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MADRAS, 8th May 1895.
(Signed) C. T. R. SCOVELL,
for Consulting Engineer for Railways.

ORDER—dated 13th May 1895, No. 342 R., Public Works.
Recorded.

2. During the quarter under review 7·54 per cent. of all trains ran late showing a slight decrease over the corresponding quarter of 1894 in which the percentage was 8·34. Of the percentage of 7·54, 3·49 per cent. is attributable to loss of time by the slowing of trains over the bridges between Trichinopoly and Tinnevely which are now being strengthened.

3. The trains chiefly at fault were—

Madras and Tuticorin (2 mails).
Villupuram and Trichinopoly Fort (mixed).
Mayavaram and Negapatam (mixed).
Dharmavaram and Pakala (mixed).
Maniyachi and Tinnevely (mixed and mail).
Do. (do.)
Tiruválur and Muttupet (mixed).

(True Extract.)

Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated May, 13th.

Recd.

Encl.

G.O., 13th May 1895, No. 342 R.

MAY.

Late Trains

Statement of — on the South Indian Railway including the Mayavaram-Muttupet section for the quarter ended the 31st March 1895, recorded with remarks.

16TH FEBRUARY 1895, No. 82 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

STATEMENT of late trains on the South Indian Railway including Mayavaram-Muttupet section for the quarter ended the 31st ~~December 1894~~ March 1895

[Statement.]

STATEMENT of late trains on the South Indian Railway including Mayavaram-Muttupet section for the quarter ended 31st December 1894.

2

16TH FEBRUARY 1895, No. 82 R., PUBLIC WORKS.

No.	Description.	January 1894.										March 1895										Average for the quarter.	
		Late minutes.					Percentage of late trains.					Late minutes.					Percentage of late trains.					Total minutes.	Percentage of late trains.
		Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.		
16.	Madras and Tuticorin .. (Mail)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
28.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
31.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
14.	Madras and Chingleput (Mail and Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
15.	Beach to Villupuram .. (Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
25.	Villupuram to Madras .. (Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
68.	Beach and Pallavaram .. (Passenger)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
35.	Madras and Pallavaram .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
211.	Fort .. (Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
40.	Villupuram and Trichinopoly .. (Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
145.	Mayavaram and Negapatam .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
107.	Dharmavaram and Pakala .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
89.	Nellore and Villupuram .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
97.	Do. to do. and .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
100.	Pondicherry to Nellore .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
85.	Rengunta and Tirupati West .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
93.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
94.	Chingleput and Arkonam .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
111.	Do. .. (Mail)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
116.	Pondicherry and Villupuram (Mail and Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
113.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
123.	Villupuram to Pondicherry .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
144.	Negapatam and Tanjore. (Mixed and Mail)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
132.	Villupuram to Pondicherry .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
141.	Negapatam and Tanjore. (Mixed and Mail)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
148.	Negapatam and Madura .. (Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
43.	Do. .. (Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
2.	Do. .. (Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
153.	Madras and Tanjore .. (Mail)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
156.	Trichinopoly Junction and Erode (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
184.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
179.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
193.	Maniyachi and Tinnevely .. (Mail and Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
201.	Do. .. (Mail and Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
204.	Do. .. (Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
197.	Do. .. (Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
200.	Do. .. (Mixed and Mail)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
205.	Do. .. (Mixed and Mail)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
208.	Do. .. (Mixed and Mail)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
213.	Dharmavaram and Pakala .. (Mixed)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
214.	Mayavaram and Negapatam .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
216.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
219.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
223.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
224.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
225.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
226.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
234.	Tiruvallur and Muttupet .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
235.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
236.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
237.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
238.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
239.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
240.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
241.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
242.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
243.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
244.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
245.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
246.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
247.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
248.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
249.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
250.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
251.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
252.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
253.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02
254.	Do. .. (Do.)	1	2	2	2	30	1	1	1	1	16	5	15	3	1	23	56	1	1	1	1	23	38.02</

ORDER—dated 16th February 1895, No. 82 R., Public Works.

Recorded.

2. During the quarter under review 12.96 per cent. of all trains ran late showing a considerable increase over the corresponding quarter of 1893 in which the percentage was 9.24. Of the percentage of 12.96, 9.70 per cent. is attributable to loss of time by the slowing of trains over the bridges on the main line which are now being strengthened.

3. The trains chiefly at fault were—

Madras and Tuticorin (Mails).
Villupuram and Trichinopoly Fort (mixed).
Mayavaram and Negapatam (mixed).
Nellore and Villupuram (mixed).
Negapatam and Madurai (mixed).
Mayavaram and Tanjore (mail).
Mayavaram and Muttupet (mixed).
Tiruválúr and Muttupet (mixed).

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated February, 16th.

Recd.

Encl.

G.O., 16th Feb. 1895, No. 82 R.

FEBRUARY.

Late Trains

Statement of — on the South Indian
Railway including the Mayavaram-Muttupet
section for the quarter ended 31st December
1894, recorded with remarks.

1077

FROM

THE AGENT,

South Indian Railway,

Trichinopoly,

TO

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated & } knasew 1895.
Received } 93-95 S
 } 1898

No. 220

ENCLOSURE. 1 by book post.

The undersigned has the honor

to forward herewith the Abstract,

and Return of late trains,
on the South Indian, and

Mayavaram-Muttupet, Y.

Railways for the month
of January 1895.

Encls by
Book post
H. Le Moenier
for Agent.



Gobt. o'
PUI

Dated Feb

Recd.

G.O.

Late Trains

Statement of — on the South Indian
Railway including the Māyavaram-Muttupet
section for the quarter ended 31st December
1894, recorded with remarks.



SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *January* 1895.

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SOUTH INDIAN RAILWAY.
RETURN OF LATE TRAINS.
Abstract for January 1895.

Description and Number.	LATE MINUTES.						Total minutes late.	Percentage of late trains.	Remarks.
	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.				
No. 13462 Madras and <u>Chingleput</u> — <u>mail train</u> 62	2	2	.	.	4	70	6.45		
" 15428 Madras and <u>Tuticorin</u> — <u>mail</u> 62	1	2	25	2	30	1447	48.39		
" 31414 — <u>do</u> — <u>and do</u> — 62	.	9	17	2	30	1450	48.39		
" 25458 Beach to <u>Vilupuram</u> of <u>Vilupuram</u> to <u>the</u> <u>94723</u> 62	.	.	.	1	1	88	1.61		
" 35456 Beach and <u>Pallavaram</u> — <u>Passenger</u> 62	1	.	.	.	1	17	1.61		
" 214212 Madras and <u>Pallavaram</u> — <u>do</u> 62	.	.	.	.	.	.	.		
(Carried over...)	372	3	14	42	5	2	66	3072	17.74

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 62 train	.	.	.	.	.	.
" 28	.	1	.	.	.	1
" 14	.	.	.	.	.	1
" 58	.	.	.	.	.	.
" 56	.	.	.	.	.	.
" 212	.	.	.	.	.	.
" 40	2	.	4	.	.	6
" 145	1	.	8	.	.	9
" 2	.	.	4	.	.	4
" 88	.	.	.	.	.	.
" 94	.	.	.	.	.	.
" 90	.	.	.	.	.	.
" 100	2	1	.	.	1	4
" 110	.	.	.	.	.	.
" 214	.	.	.	1	1	2
" 116	.	.	1	.	.	.
" 112	.	.	.	.	.	.
" 144	1	.	.	.	.	1
" 132	.	.	.	.	.	2
" 146	.	2	1	.	.	3

"at the head of Katchapowman
"made that he had no more motion.
"There was a fourth motion at the
"head of Akkapparamban Street. After
"this he appears to have been much
"exhausted, and fell down, unable
"to walk, near the hijanices.
"Chairman. + + + + +"

By District Medical Officer - Tanjore.

"Shiyali. I have the honor to inform Tanjore District
"from you that, the Civil Apothecary
"at Shiyali, reports that, on the
"morning of 22nd December 1894, on
"arrival of the 9 a.m. train at the
"Shiyali station from Villapuram,
"a person named Kappusawmy
"Syer was found to be suffering
"from Cholera."

"2. It appears that, on his way
"from Tiruvannamalai, Marthigai
"Festival, he took the train at Vila-
"puram at 3.40 a.m., and shortly
"afterwards was attacked with
"Cholera. he passed several motions
"in the carriage and vomited
"several times. According to the
"account furnished to me by the
"Apothecary, he was allowed to
"proceed from several stations
"before

A

"before Shiyali, although he was seen
"to be vomiting by some of the Railway
"Officials. + + + + +"

"P. S. Since writing, the above I
"have received a report from the Medical
"Officer at Shiyali, that 3 more cases
"of Cholera were discovered in the
"train, all patients were returning
"from the Tiruvannamalai Marthigai
"Festival. I intend proceeding to
"Shiyali myself at once."

By the Assistant Surgeon - Tanjore.

Tanjore. " + + + + + The patient
"had been to the infected place (Tir-
"vannamalai). On the 14th December
"1894 at 5 P.m. while she was travel-
"ling in the train from Chidambaram
"to Tanjore, the attack commenced
"with vomiting and purging. The
"stools and vomited matters were
"voided in rags, and thrown out of
"the carriage. + + + + +"

B

By the Chairman Municipal Council - Mayavaram.

Tanjore District. Mayavaram. " + + + + + The deceased
"had been to Tiruvannamalai (the af-
"fected locality) and was in contact
"with an affected person + + + The deceased
"had

"deceased had the attack while
"in attendance on another person.
"But considering as ordinary diarrhoea
"left the place Shiyali (where the
"other person was dropped from
"the train as cholera stricken) and
"was on his way to his native
"place Alangudy. The date ^{and} time of
"attack said to be early morning
"of 13th December 1894. The deceased
"had purging and vomiting."

"The stools while at Shiyali
"were voided in a lobe - in his
"clothes while in train. How dis- C
"posed of with the stools &c during
"transmission not known. He was
"picked up in the Railway station,
"and sent to the Hospital where
"he was attended to. x x x x"

True Extracts

W. H. M.

Surgeon Lt. Col.

Ag. Sanitary Commissioner

Fort St. George, 3^d May 1895

Local & Municipal Dept.

CURRENT No.

No. 890
S

From

SURGEON LIEUT.-COL. W. G. KING, M.B., C.M., D.P.H.,

ag. SANITARY COMMISSIONER FOR MADRAS,

To

THE Chief Secretary to Government,
Local and Municipal Deptt.

Enclosure. /

SIR,

On my journey to inspect the Festival at Tiruvannamalai (vide this office letter No. 879 dated 1st May 1895, ~) I was much impressed with the inadequacy of arrangements made by the Railway Authorities, to meet the sanitary requirements of the pilgrims. The trains were disgracefully overcrowded. This being the case as to the journey there, it seemed to me probable that on the return of the pilgrims the sanitary condition might well be worse. I have, therefore, collected from various officers reports as to facts observed. Extracts from these are embodied in the statement attached. They show

P.W. Enc: 1
4478/1

Inclosure to No. 890
of 3rd May 1895 from the
Sanitary Commissioner
for Madras.

show clearly that, whilst it is true that in landing a passenger suffering from cholera, it did not necessarily result that a wide-spread epidemic took place in the locality, in several instances where local conditions favoured dissemination of the poison, lamentable loss of life occurred. I need, therefore, hardly say I am most fully in accord with the Collector of South West (Mr. Castle Stuart Stuart) as to necessity for the creating of rulings that shall not leave such important matters in future to mere chance.

2. It is extremely improbable that persons suffering from cholera should be able to conceal the existence of the complaint from fellow passengers, in Railway Carriages. Nevertheless, it is shown (Cases A.B.C.) that persons were allowed to travel without segregation under Section 71 Indian Railways Act 1890. It is therefore desirable that strict attention should be required from the Railway Authorities to
this

this Regulation in future.

3. It seems to me possible that bye-laws could be made under the Section just quoted, which would ensure that pilgrims suffering from cholera shall not be dropped by the Railway Authorities where they choose, but only in spots appointed before the recurrence of a Festival in consultation with the authorities of districts through which pilgrim trains pass.

4. It also would seem reasonable that in trains carrying over, say, 100 bona fide pilgrims, there should be attached to each a special latrine carriage - not latrine arrangements in separate carriages. To these latrine carriages, all pilgrims should be required to proceed, instead of their using those on the platform of stations passed (vide case D). The special latrine carriage contents should invariably be carefully disinfected, and be disposed of as in the case of a Choleraic matter.

5. Again, a carriage reserved and fitted solely for ambulance purposes should be attached to each train carrying

carrying over 200 pilgrims, so that persons suffering from cholera could at once be segregated until arrival at the spot appointed by the District Authorities, where medical attendance should be available.

6. In the district of occurrence of the Festival, it might be possible to arrange that a medical subordinate should travel within the ambulance, by arranging a system of reliefs along the line.

7. Somewhat similar suggestions to the above were put in force lately in Russia during the prevalence of Cholera.

8. In directing the attention of the District Sanitary Officer, Vizagapatam (Surgeon-Major. Leapingwell) to the fact that certain pilgrims from an infected Festival were about to pass into his district and advising observation, he suggested to me that a system of "passes" might be arranged for in communication with Railway and District Authorities, and that the return of pilgrims by rail to their destination could always be notified to the District Sanitary Officer. By using a code, it could be

be arranged cheaply to keep all authorities informed of the number of pilgrims and special localities to which they were returning.

I have the honor to be

Yr

Your most obedient servant

W. E. P. S. S. S.

Surgeon-Major. Col.

Ag. Sanitary Commissioner

4478

Local & Municipal Dept

Local & Municipal Dept.

CURRENT No. 12882

Recd: 10-6-95

En: 1.

From,

Surg: Lt. Col: W. G. King
M. B., C. M., D. P. H.Ag Sanitary Commissioner
for Madras

c8

No. 781

Transferred to the Public
works (Railway) department.

11/6/95

C. Goddard

23.4.95

Ag. Assistant Secretary

11/7/95

For Saint George
5th June
May 1895Dated 3rd } May 1895
Despatched }

Recd. 6 MAY. 95

No. 890
S

Encl. 1.

Subject.

Reporting the inadequacy
of arrangements made
by the Railway Authori-
ties to meet the sanitary
requirements of the
pilgrims during the
Karthigai festival at
Tiruvannamalai

[with endorsement]

To

The Public works (Railway)
department.

9/15/95

No. 927.

M. Madras Railway Company
Medical Officers Office
Rangapuram 6 July 1896.

To

The Offg. Agent and Manager

12/8

Dear Sir,

Ag Sanitary Commissioner's Report
Your No. 8620 of 21st ultimo
5915

I duly received your above quoted letter forwarding your office letter No. 8620 containing the Sanitary Commissioner's report on circumstances which came under his notice while inspecting the Festival at Tiruvannamalai, with his suggestions for preventing cholera poison being carried into various districts by pilgrims returning from such gatherings. As you have invited my opinion on the Sanitary Commissioner's suggestions I have carefully examined the latter and beg to submit a few comments thereon.

If it is intended to make reflections on the South Indian Railway Company for overcrowding their pilgrim trains I don't think it is reasonable. The natives resort to such feasts as the one under reference in large numbers and the resources of the Companies are taxed to the very utmost and so some overcrowding is quite inevitable.

2.

I am not quite in agreement with para 2 of the Sanitary Commissioner's letter. A person may

he suffering from cholera with painless symptoms and not attract the notice of fellow passengers. and even if they did, the person's fellow passengers would most probably be friends or relations and would very likely keep silent about the circumstances, in case the Railway officials would remove the individual from the train and place him down at some station very far from his home. The pilgrims know that it is the practice of the Railway officials to be especially active on the occasion of a train in looking out for travellers with symptoms of illness and in removing them from the train.

The Railway apothecaries at such times move freely about among the pilgrims while the latter are waiting at stations and the ticket collectors and porters are always instructed to scan the faces of the pilgrims well in order that cases of sickness may be detected and sent to hospital. The pilgrims therefore combine to conceal cases and the difficulties of the Railway officials in detecting them are far greater I fear than the Sanitary Commissioner thinks. The report by the District Medical Officer Kellogg shows how little assistance the authorities may expect from natives in detecting cases of cholera and stamping out the disease.

When the S. I. Railway authorities detected a case of cholera among the pilgrims returning from Tirunnamalai they appear to have acted with promptitude as you will observe

observed from the report made by the 2^d class Hospital Assistant Pansuti on page 7 of the Extract of Reports accompanying the Sanitary Commissioner's letter to Government. The Railway officials refused to allow the cholera stricken people to remain in the train after the disease had declared itself and set them down where medical relief was available.

3. I don't see any evidence in the Extract of Reports that the Railway authorities dropped pilgrims suffering from cholera at unsuitable places as suggested in para 3 of the Sanitary Commissioner's letter. Wherever the pilgrims were dropped medical attendance appears to have always been available. I am in entire agreement with the Sanitary Commissioner that some understanding should exist between the authorities of Districts and the Railway Companies as to the stations at which cholera cases should be removed from the train. The District authorities should erect cholera sheds near some of the larger stations along the line where medical subordinates are stationed. There are such sheds on this Railway and when a case is removed from a train the Railway apothecary renders first aid, places the patient in the shed, sends an intimation to the Government Medical Subordinate and hands over the case to him when he arrives. These sheds need not be expensive structures and although that is

1560

10. so it is very difficult to get District authorities to put them up. This department has been trying for a long time without success to induce the District authorities at Jalandhar to erect a cholera shed near that station to replace one that was demolished several months ago.

11. The suggestion in para 10 that a Latrine carriage should be attached to pilgrim trains is not one that I would like to support. The habits of natives are such that it would be difficult to induce the healthy pilgrims to enter such carriages and the latter would certainly prove to be serious nuisances. The latrine accommodation on platforms should suit healthy pilgrims quite well and if the latrines are cleaned out & thoroughly disinfected immediately after the departure of the pilgrim train any danger that might follow the use of the platform latrines by the pilgrims would be removed.

(5+6) An ambulance carriage attached to trains carrying over a certain number of pilgrims would be useful. In my N^o 449 of 27 March last to your address I offered some remarks on the desirableness of having such carriages attached to pilgrim trains. I adhere to what is stated in that letter in this connection, and would only like to add that the patients should be thoroughly disinfected and removed at some station, and buried deeply in the ground at some

5
some distance from houses and wells. Perhaps I should also say that instead of a Railway Apothecary accompanying the train over his own length only it might be better if a Government Medical Subordinate travelled in the ambulance carriage the whole journey, and so the continuity of the patient's treatment would not be interrupted. There might not be time during a short stoppage for an Apothecary to acquaint his successor with all the particulars of cases then under treatment and I think it would be better if a Government Medical Subordinate treated the cases throughout.

I would only seek to add that I am sure Railway Companies do their best to prevent the spread of cholera and other infectious diseases through any agency of theirs. When it is considered that the incubative stage of cholera may be five or ten days or even 20 days and that persons who attend one of these feasts and never take ill themselves may bring the disease to their homes it would be very unreasonable to blame Railway Companies for helping to carry the poison to these villages. Again persons may have cholera on them and yet not be apparently ill or only slightly ill and in that way the task of Railway officials in selecting dangerous cases is very difficult. I think a great deal could be done by District authorities at these feasts to prevent cholera breaking out. The pilgrims reach the feast after a fatiguing

6
195
2. fatiguing journey in many cases and this predisposes them to cholera. It is therefore important that the pilgrims should have opportunities of buying good wholesome meals at these fairs, that good well water should be available for their use and that no vendors of decayed fruit should be allowed to ply their calling among the pilgrims.

I beg to return herewith your office in Docket above referred to.

Yours faithfully
Sd/- J. Currie
Medical Officer
Madras Railway

(True copy)

Henry C. Coesh

Offg. Agent & Manager.

all

ENC. ... 3052 295
LETTER No. 628 of 11.7.95
FROM A.M.

N^o 8537
4656

Madras Railway Company,
Agent and Manager's Office,
Madras, 13th May 1895.

From

The Offg. Agent and Manager
Madras Railway Coy.

To

The Secretary,
Railway Conference,
Simla.

Sir,

I have the honour to acknowledge the receipt of your letter N^o 024 of 8th February 1895 forwarding copy of letter N^o 713 R.J. of 13th December 1894 from the Government of India with enclosures regarding the stoppage of trains at short intervals to enable passengers to obey the calls of nature.

1. In dealing with this subject attention is invited to the very different conditions under which pilgrim traffic is conducted on the Madras Railway compared with those which exist on the Oudh and Rohilkhand, and other Railways, in Northern India. On the Madras Railway pilgrims reach their destination in 3 or 4 hours, and the existing latrine accommodation provided at stations is found to suffice; most of the trains conveying passengers halt at the principal intermediate stations for 15 minutes

© minutes or more, and mail trains stop at all large stations both in the morning and evening for about half an hour; drinking water is distributed on the platforms of nearly every station; and the present arrangements for coping with pilgrim traffic appear to afford satisfaction.

2. On the general question raised, and in regard to the difficulties encountered on other lines when the journey by train extends to over 24 hours, the Heads of Departments to whom the subject was referred concur with me that any system for utilizing the carriages for latrines does not commend itself. It does not suit the habits, customs and convenience of the bulk of native passengers, as they are, as a rule, ignorant of the proper method of using the type of latrine usually provided in carriages - and the difficulty in preserving cleanliness in the carriage is an insuperable objection. The pollution moreover, of the road both within station limits and throughout the line, the consequent dissemination of disease, and the demand on the permanent way gangs to undertake the duties of scavengers, are adduced as further reasons for condemning the

the system. These objections however, do not affect the provision of latrines in one of the Carriages in ordinary trains for the use of females and children-recently adopted.

3. In the opinion of this office the other alternative appears to be preferable in many ways although it entails detention to the trains. I would therefore advocate that all trains conveying pilgrims should stop for at least 45 minutes at sunrise, and again at sunset, at specially selected temporary stations, to permit pilgrim passengers to perform their necessary ablutions and make use of the ordinary conveniences which should be provided. With this object the selected stations should be far from large towns and fixed at sites where open plains would afford space for the erection of the requisite sheds and latrines (for both sexes) which should be of a temporary character. The sites chosen should also contain an ample supply of good water, and a special temporary staff of scavengers should be retained for keeping the premises scrupulously clean and ready for the use of

11
of the following train-load of passengers.
On times when large pilgrim traffic is
annually dealt with, it will doubtless be
practicable to time all trains carrying
pilgrims so that they will arrive at these
temporary halting stations at sunrise
or sunset. The outlay and upkeep of
these temporary latrine conveniences
would be fully repaid by the resulting
benefits to be derived. The outbreak
of an epidemic would be restricted to
the temporary halting stations; the risk
of its importations into large towns
would be minimised; the cleanliness
of the line and stations would be secured;
and the comfort and convenience to
passengers would be fully appreciated.

11. In regard to sickness during
the journey the Company's Medical Officer
suggests that in cases where pilgrims
are attacked by cholera they should be
removed to a hospital van (to be attached
to the train) in which separate latrine
accommodation for both sexes should
be provided. The apothecary of the
section could travel in the van,
taking with him ^{his} medical chest, and
would commit the charge of the patients
to

to the Apothecary of the next section,
and the repetition of this procedure
would secure for all who required it,
the benefit of medical aid throughout
the journey. I consider this proposal
worthy of consideration.

5. With reference to the utilization
of Covered goods wagons to meet the
requirements of abnormal traffic,
there appears to be no reason why these
should not be converted into temporary
3^d class Carriages by the introduction
of suitable ventilation both at the
ends and on the roof of these vehicles.

I have &c

(Sd) Henry C. West,

Offg. Agent & Manager.

1 True copy

Henry C. West.

Offg. Agent & Manager.

The Consulting Engineer
for Railways.

W. C. West

2 TO E. G. H. 3052 1005
LETTER NO. 628 11-7-95
A M

(No. 1.)
No. 628

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 11 July 1895

Print

From

The off Agent and Manager.

M.R.C.

To

The Consulting Engineer for Railways

SIR,

await S.R. report
M.H. 18/7

I have the honour to acknowledge the receipt of your letter No 1945 dated 20 June, enclosing copy of a letter from the Acting Sanitary Commissioner for Madras reporting on the inadequacy of arrangements made to meet the sanitary requirements of the pilgrims attending the recent festival at Tiruvannamalai on the South Indian Railway.

2.

In reply I desire

to explain that the general aspects of this subject were fully considered at the last Railway Conference, and I enclose you a copy of a letter in which the expression of my views was submitted in compliance with the request from that body that the opinions of the Managers of the several Railways might be obtained.

2. I have also the pleasure to forward a copy of a letter from the Company's Medical Officer, whose opinion was invited on the several points raised by the Acting Sanitary Commissioner.

I have the honor to be,
Sir

Your most Obedt Servt.

Henry Webb.

Offg Agent & Manager

C. P. 3032
Dated 13-7-95

To
The Consulting Engineer
for Railways.
No.
Dated 188
Recd.

From
MADRAS RAILWAY.
The Agent and Manager.

Letter to Am in No 2574
2-8-95

No. 797 *Print* South Indian Railway Co., Ltd.
AGENT'S OFFICE,
TRICHINOPOLY, 30th August 1895.

From
Ag:
THE AGENT,
SOUTH INDIAN RAILWAY,
To
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,
Referring to your endorsement No 1946 of 20th June 1895, forwarding copy of the Acting Sanitary Commissioner's letter (Local and Municipal Department No 890 dated 3rd May 1895) to the Chief Secretary to Government of Madras, I have the honor to collate the following extracts from reports by the Superintending Physician and the ^{Acting} Traffic Manager, of this Railway, on the subject referred to in the Acting Sanitary Commissioner's letter.
The Superintending Physician writes the arrangements made by his Department during the Tiruvannamalai Festival of 1894 were as follows:—
"The Apothecary of the Section (located at Villupuram) visited Tiruvannamalai daily and stayed several hours, and inspected the station grounds, latrines, &c. Disinfectants were freely used about the grounds, and especially on spots where pilgrims sat about or washed, &c."
All

3760
2.9.95

Dated
Received

No.

ENCLOSURE.

189

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly,
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

(2)

All rubbish was swept twice daily and burnt in the incinerator. The waterman was stationed at the well to serve out water and prevent its pollution. Disinfectants were served out to the station staff for use when required and a supply of cholera medicines was left with the station master. The Apothecary during the festival month made special inspection of stations on his section and was absent from Head Quarters for 21 days on this account. It is the general practice during festivals for the Apothecary of the Section, in whose length of line a festival occurs, to act as above specified. This is done at Kumbakonam, Tirupati, Madambaram, &c.

The transport of large numbers of semicivilised, and unruly, pilgrims with horrid and insanitary ways, is a difficult traffic question and so much of it as is related to medical management is certainly not, in my opinion, happily solved by the Acting Sanitary Commissioner in his letter to the Chief Secretary to Government. Copy of which you send me with your above quoted letter. The special latrine carriage proposed by the Acting Sanitary Commissioner has yet to be invented: and when used by large numbers of pilgrims is more likely to be a nuisance on wheels than a measure appertaining to sanitation, and to prevent bona fide pilgrims from using the station latrines would mean the stationing of two ticket inspectors at the double latrines at stations (some of our stations have more than two latrines) to scrutinise the tickets of passengers, essaying towards the calls of nature. This would mean further a prohibitive waste of time at stations.

The Acting Sanitary Commissioner appears

"appears to be under the impression that Cholera-stricken
 "passengers are allowed to travel together. This is a
 "great mistake. No sooner does a passenger show
 "any symptom of the disease than every other passenger
 "in the carriage is removed to other parts of the train
 "and the Cholera stricken passenger alone carried
 "in the polluted carriage. The patient is not dropped
 "by the Railway authorities where they choose, but
 "put down at the nearest large station where there
 "is a hospital. The polluted carriage is then
 "subjected to a process of disinfection. I
 "pointed out a few years ago that no process
 "of disinfection practicable for a carriage
 "would satisfy theoretical requirements, still
 "the carriage is well scrubbed and washed
 "with an antiseptic fluid, and then fumigated
 "(closed) with Sulphur."

"It is my belief that in 99% of cases
 "of Cholera showing itself in passengers, the
 "disease manifests itself only after the journey
 "has commenced, the patient being free from
 "the disease at the time of purchasing his ticket.
 "For a person with the actual disease dominant
 "on him to pass the ticket collector's gate, and
 "walk or be carried up the platform of the
 "station and put into a carriage, without
 "being detected by the railway servants, or
 "being objected to by other passengers, is
 "well nigh an impossibility."

"I may here say with reference to
 "the Acting Sanitary Commissioner's proposal
 "to have a reserved ambulance carriage
 "that the present practice obtaining on this
 "railway of removing healthy passengers
 "from a carriage contaminated by a
 "Cholera patient and allowing the patient to
 "travel

Travel in it alone is preferable."

"But medical necessities may be carried by the Chief Guard in his van at Festival times"

"Similarly I do not see good reason for a medical Subordinate to travel as proposed by the Acting Sanitary Commissioner in the district of occurrence of the festival. Such pilgrims as come away from an infected area (themselves being poisoned) usually manifest the disease only after a good distance is travelled - 50 miles and upwards. and if, as is proposed, the District authorities should inform the Railway authorities at what points along the line in the district Cholera Stricken patients are likely to alight - the reason for travelling Subordinates is still less evident."

"I do not think anything more can be done than is now done in the transport of large numbers of pilgrims. Perhaps for ethical reasons, if for nothing else, stricter orders may be issued as to prevention of overcrowding of trains. But all over the world occasions continually arise when it is necessary to carry a passenger some how and to crowd into a compartment nearly twice the number it is meant to carry. mere overcrowding, however, offensive to one's sense of comfort and decency, will not produce Cholera."

The Traffic Manager writes:-

"The measures taken by this Department for dealing with the sanitation of passengers going to, and returning from, Tiruvannamalai last December have been explained in my reports to you dated 22nd December 1894 and

"13th February 1895 respectively".

"It will be seen therefrom that in every instance we followed the rules laid down as far as it lay in our power, and I fail to see anything in the observations of the Acting Sanitary Commissioner which go to prove neglect on the part of the Railway authorities in respect of the cases brought to notice."

"As Mr. Birch was the Traffic Officer in charge at the time, I called upon him to offer what remarks he might be desirous of making upon the report of the Sanitary Commissioner, and I now beg to quote from his memorandum the following expression of his views:—

"The bulk of the passengers who attend this festival and Cattle fair come from adjacent places, a large majority being residents of places within 100 miles. I call attention to this as the Acting Sanitary Commissioner's remarks imply otherwise. A continuous stream of persons walk into, and away, from Tiuvannamalai during several days of the Fair, many of them bringing or removing cattle. The unchecked spread of disease by these persons is not touched upon by the Sanitary Commissioner. The disease was certainly not conveyed there by our passengers since its prevalence at a village only 7 miles distant was officially notified by the District Magistrate before the Festival commenced. x x x x x

"So far as could be known no person suffering with choleraic symptoms was permitted to get into the trains but

"it may reasonably be supposed that
 "premonitory symptoms passed unnoticed
 "in such large crowds."

"No cases were detected either in trains
 "or at Stations until the Festival was
 "over and the rush to leave the place
 "commenced."

"The station staff, largely aided
 "by auxiliaries, and under personal
 "superintendence of the District Officer
 "assisted by a contingent of the Reserve
 "Police, moved day and night amongst
 "the returning passengers, and several
 "suspicious cases were removed from
 "the premises to the local hospital."

"I may say that our duties in
 "regard to passengers suffering from contagious
 "or infectious disease are very simple. If any
 "case is discovered in the train the carriage
 "in which the person is travelling is cleared
 "of other passengers and the patient is taken
 "out at the nearest station where medical aid
 "can be rendered. The vehicle is then detached
 "and disinfected."

"I admit there is at times some
 "difficulty in detecting these cases, especially
 "if the sick person is accompanied by his
 "family or friends who may be averse to the
 "interference of the authorities, being wishful
 "to take if possible, the patient to his house."

"As a rule passengers alighting at their
 "destination pass away immediately from the
 "Company's premises and we have nothing
 "more to do with them. They then become
 "subject to the care of the town or district
 "authorities."

"I understand, however, that at the festival we are referring to, the people had no regular camping ground, and squatted, without sanitary provisions, in the open grounds about the town."

"That amongst a concourse of over 100,000 people with such conditions prevailing, it is not to be wondered at, that sickness broke out."

"If the Acting Sanitary Commissioner would direct attention to the necessities of the people during their stay at the festival, much good would result. That is the time and place for adopting preventive measures."

"With regards to returning passengers no doubt many of them have to wait some hours before they can be entrained. On three closing days of the festival we despatched to no fewer than 25,000 people which fact will convey some idea of the stress of work put upon the traffic staff."

"If the people themselves, when sickness has declared itself amongst them, would call attention to their cases the evil might be better combated, but there is, as before stated, the desire to hide the fact in order to avoid detention and to get home."

"I come now to the suggestions put forward by the Acting Sanitary Commissioner, who in para 4 of his report, recommends the attachment of a latrine carriage to each train carrying over 100 pilgrims."

"I do not see the necessity for this."

"These passengers do not travel great distances on our line. I would venture the remark that the average time they are in the

"the train is not more than 6 hours."

"An healthy person would be able to contain himself during this time and anyone having sudden motions could use the latrines at Station passed enroute."

"The instances of Cholera affected persons in trains are, fortunately, few in our experience and the provisions now in force for dealing with them have so far proved satisfactory."

"What would be the result if a latrine carriage were provided?"

"I will preface my answer to this question by stating that people generally attend these feasts in village or family groups 5 or 10 or more together and the most intelligent person of the party transacts business, buys tickets, &c. - If, therefore, one of the party required to go to the latrine carriage, which would be I presume, in the rear of the train, he would, in all probability, have his friends accompanying him thither, fearing to lose one another. In such an event the confusion and the risk of accident would be great when handling a full train of many hundred persons."

"The Station latrines are always available, and Sanitary precautions adopted, particularly at times of festival traffic, as pointed out by the Superintending Physician, with whose remarks on this part of the subject I thoroughly agree."

"With regard to para 5 of the Acting Sanitary Commissioner's report as to a carriage reserved and fitted solely for ambulance purpose being attached to each train carrying over 200, pilgrims, I also think this unnecessary. If we had this carriage and a latrine carriage with

with an Apothecary travelling in the former as suggested.
 in para 6 of the Acting Sanitary Commissioner's report
 on each train carrying over 200 passengers (only
 required at festival times) we should have to increase
 our rolling stock and medical staff. It seems
 to me the difficulty might be met in a simpler
 and less expensive manner by halting special
 trains carrying pilgrims at certain intervals or
 at principal stations, for 30 minutes during which
 time the Company's Apothecaries could carry out
 cursory examination of the passengers and the
 passengers themselves be able to visit the latrine,
 or what would be better, some grounds near by,
 with trenches ready made, set apart for their use.

"It might also be considered advisable
 to have some bottles of Cholera Mixture available
 in the Chief Guard's van, which the guard could
 give out in prescribed doses when necessary,
 in the initial stage of a Choleraic attack, this
 might have some beneficial effect."

"In Conclusion, I beg to assure you that
 the subject is one which will continue to receive
 my careful attention."

With reference to the foregoing I am
 of opinion that the procedure adopted by the
 Railway Company is in the right direction,
 and on the most practical lines possible, under
 the circumstances only a general supervision
 of such crowds as frequent the Railway
 premises and trains at Festival times can be
 attained, and to attempt anything more
 would involve not only so serious an
 interference with the travelling public as to
 result in their avoiding the Railway, but
 would entail a very considerable increase in the
 Company's working expenses in the matter of
 Rolling

Rolling Stock and Staff, without adequate result.
I believe that a Latrine Carriage attached to a train would in many ways be more harmful than its absence, and an ambulance Carriage would certainly scare many pilgrims into the most desperate straits before they would submit to being incarcerated in such a vehicle.

I think that during Festivals more might be done, and with greater advantage on the lines on which the Railway Administration, now works, if the Company's Superintending Physician, and the Government Medical Officers in charge of the respective Districts traversed by the line of Railway, put themselves before hand in communication and conjointly agreed on the measures that could best be taken with the staff and materials at their command to combat the epidemics and the insalubrious influences at work, or expected.

I have the honor to be,
Sir,
Yours most obedient Servant

J. H. L. Mesurier
for Agt. Agent.

41A

A
PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Private
Enclosure
Read Report from the Sanitary Commissioner of Madras, --

No. 890 dated 3rd May 1895.

Letter from the Agent and Manager, Madras Railway, No-

1628 dated 11th July 1895, *with enclosure*

Letter from the Agent, South Indian Railway, No. 797 dated

30th August 1895.

Order thereon, No. 590 R. dated 20. 9. 95.

The Sanitary Commissioner -
in the report above quoted enters a --
strong protest on the pilgrim traffic
of the South Indian Railway as regards
Overcrowding
Failure to detect and treat pilgrims -
suffering from Cholera.
and suggests need of Latrine carriages
and Ambulance carriages.

2. Regarding the first complaint it ap-
pears to His Excellency the Governor -
in Council that the reports reveal the
great insufficiency of the rolling --
stock and ^{he} desires the attention of the
Railway Administration be drawn to this

It

It also appears desirable that pending the construction of more carriages, arrangements should be made to obtain by ^{five} ~~line~~ or otherwise third class carriages from the Southern Mahratta Railway -- during times of much traffic.

3. Certain proposals are before the Government of India to allow the use of Covered Wooden Wazons in emergencies -- but this should not delay the provision of third class carriages above alluded to.

4. ~~The accusation of failure to detect and separate pilgrims suffering from cholera~~ does not appear to be borne out by the reports, but it seems desirable to make a trial of attaching -- one ambulance carriage or to reserve 2 compartments (one for each sex) on a pilgrim train and to provide the guard with ~~prescribed remedies~~ *the necessary remedies* --

5. This system would supersede the -- present one of removing all the passengers from a carriage in which there is a detected patient and which system is tantamount to ^{converting} ~~turning~~ that carriage into an ambulance carriage besides causing great inconvenience ^{and} or discomfort to the healthy passengers.

6. As regards the supply of latrine carriages the evidence goes to show that it is practically impossible, and that the best way to deal with the -- wants of passengers in pilgrim trains -- is to stop the train between stations at convenient places where trenches -- should

That failure to detect and separate pilgrims suffering from cholera, has occurred

340
should be dug and screens erected and sweepers provided.

7. In view of the profit directly derived by the Railway ^{from} ~~by~~ this traffic -- it appears to His Excellency the Governor in Council that except in cases -- of wealthy Municipalities, it should devolve on the Railway Company to provide both the latrine accommodation -- ^{referred to} ~~above noticed~~ as well as temporary -- cholera camps for the treatment of -- patients on removal from the train at places where no regular hospitals -- exist.

W. J. G. 19/5/95

7/11/95

13/5/95

The Hon. Mr. C. J. G. 19/5/95

June

19/5

*To The Congress for Rs. of
- Sanitary Comm. Rs. 100
- Local & M. Rs. 100*

A/-

N^o 590. R. dated 20.9.95