

Local & Munl. (1899) Department.

MISCELLANEOUS.

G.O., No. 468 M.

DATED 5-4-99

INDEXED.

[Despatch Abstract.]

Sanitation

Recording the Correspondence regarding
the Condition and design of the latrines attached
to the South Indian Railway Station Karur.

BACK PAPERS.

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

FURTHER PAPERS.

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

Local & Munl. (189⁹) Department.

CURRENT No. 881^m

Cnos 404 & 881^m

Order

No 468 ^{mins} 5/4/99

Recorded.

V.A.
7/3/99

all
29/3/99

From

The Public Works Department
Railway Branch.

No. 116 R. M.

Dated 20-3-99

Received } 21-3-99

Registered

Enclosures 2 & C no. 404^m 299 returned.

Spare copies nil

SUBJECT.

Transferring with reference to
Bndt. of this department no 174
dated 17th February 99. letter
from the Agent, South Indian
Railway reporting on the
condition and design of
the latrines attached to the
South Indian Railway.

to the Clr, Munl Council, Karur
Hro the Sanitary Commr
10/4/99

Copy of 2310.
Disposal letter

4/7/3

11/2/3

27/2

BACK PAPERS

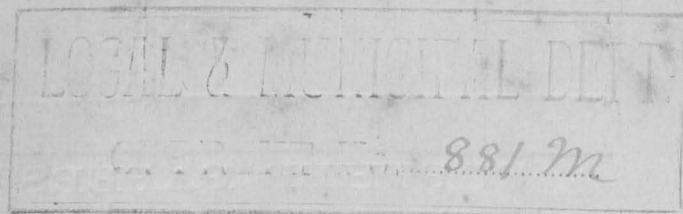
G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Local & Munl. (189) Department.

CURRENT No. 1365



From

The Agent
South Indian Ry

to 116 R. M. dated 20th March 1899.

Order

No. 235

Transferred to the
Local and Municipal Deptt
with reference to its order
No. 171 dated 17th February
1899 herewith returned.

Dated 13th March 1899

Received 14th — do —

Registered — —

Enclosures

Spare copies

W. Doyle.
Under Secretary
16/3/99.

SUBJECT.

Station Labrines

Reporting about the
condition & design of —
attached to his railway
in connection with alterations
suggested by the Chairman
of the Harur Municipal
Council

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No. 235

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

TRICHINOPOLY, 13th March 1899.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.



Sir,

With reference to your endorsement No. 618 dated 22nd February 1899, I have the honor to inform you that while I do not consider the native latrines on this railway of the best possible design I fear it would not be feasible to make the alterations suggested by the Chairman of the Karur Municipal Council except at prohibitive cost. The habits of the people are, I fear, such that even with a really good design of latrine it would be very difficult to keep them in a cleanly condition during train times. I think the Chairman's picture is overdrawn but the fact cannot be denied that improvements should be possible. In the new design for Tanjore Station you will notice that a revised type of latrine is proposed, and I should like to learn by experience whether it is a success before advocating heavy and perhaps useless expense.

I enclose for your information a copy of the Chief Engineer's letter No. C/6511 dated 9th March and return the original papers received from you.

I have the honor to be,

Sir,

Your Most Obedient Servant,

A. B. G. Shetty

Agent.

881/m/99 2 Enclosures.

M. L. D.

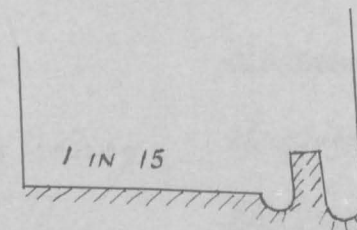
South Indian Railway.

Copy of a letter, No. 66511/518, dated 9th. March 1898.
from the Chief Engineer, South Indian Railway.
to the Agent, South Indian Railway.

Your letter No. R1380/11/287 of 27th. Ultimo
Condition and design of Station Latrines

The complaint comes with bad grace from such a
body of men as the Karur Municipal Council considering the many
complaints we have made about the state of the River banks under
the Anrauvati bridge which have received no attention and the
muster of latrine they have themselves erected at the back of
the Permanent Way Inspector's bungalow.

Apart from this however the old pattern of latrine with the
floor sloping to one side of the structure with cesspool is not
a good one and for station latrines much used, something better
is wanted, we have of late years constructed a latrine with a
continuous seat as per sketch and I think this is not objection-
able.



The separate compartment with the pan is no doubt still
better but it would necessitate the latrines being made much
larger, ~~It shall be xxxxxxxx by xxxxxxxx xxx~~

Enc. L 1365 9
A 235 13.3.99

AGENT'S OFFICE,
TRICHINOPOLY.
13th. March 1899.

Accompaniment to the Agent's letter No. 235
of 13th March 1899

(True copy).

M. S. M. S. M. S.
Agent

From
The Agent,
South Indian Railway,
Trichinopoly,
To
The Consulting Engineer for
Railways,
Madras.
Dated
Received
No. 18
ENCLOSURE.

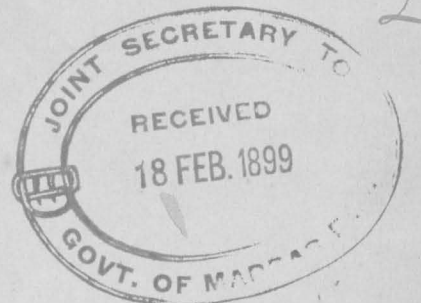
2
881/m/99

Local & Munl. (1899) Department.

Railway

CURRENT No. 404m

250



From

The Sanitary Commission
for Madras.

No. 326/s

Dated 1st February 1899.

Received

Registered

Enclosures

Spare copies.

SUBJECT.

Forwarding with remark
letter from the Chairman, Muni-
cipal Council Karur reporting
about the conditions of latrines
attached to South Indian Rail-
way Station and requesting to
make arrangements for the
defects being remedied.

Order No 171 of 17-2-99

Transferred to the
(Railway)
Public Works Department

A. Edgington
Ag Assistant Secretary

16/2/99

To 618 of 22nd Feb/99.

Forwarded to the

Agent, South Indian Railway
for remarks

A. B. B. (Signature)

For being sent for Ag.
(Railway)
The Public Works Deptt.

+ To be returned

2/10/99

South Indian Railway

Copy of a letter No. 06511/518 dated 25th March 1899 from the Chief Engineer, South Indian Railway, to the Agent, South Indian Railway.

Your letter No. R.1360/11/387 of 27th. Ultimo condition and design of station latrines

The complaint comes with regard from such a body of men as the Karur Municipal Council considering the many complaints we have made about the state of the River banks under the Amravati bridge which have received no attention and the master of latrine they have themselves erected at the back of the Permanent Way Inspector's bungalow. Apart from this however the old pattern of latrine with the floor sloping to one side of the structure with cesspool is not a good one and for station latrines much used, something better is wanted, we have of late years constructed a latrine with a continuous seat as per sketch and I think this has no objection.

The separate compartment with the pan is no doubt still better but it would necessitate the latrines being made much larger. X XXXXX XX XXXX XXXXXX XXX

(True copy)

AGENT'S OFFICE
TRICHINOPOLY
13th. March 1899

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Karur Municipal Office,

Dated 16th January 1899.

No. 10

From,

M. R. Ry. V. Subba Rao Esq. B.A.

Chairman Municipal Council,

KARUR.

To,

THE

Sanitary Commission
Madras

Sir,

I beg to bring to your notice the very unsatisfactory condition of the Cabines in many of the important stations on the South Indian Railway. Due more to their imperfect design and construction unsuited to native habits than to any neglect on the part of the Company to keep them clean. I venture to address you on the subject in the interests of Sanitation with the hope that the authorities concerned may be moved to adopt measures to improve them.

2. While precautions of every possible kind are being strenuously enforced

to prevent the importation of plague,
the sanitary requirements of the 3rd
Class passengers in Railways have
not been paid the attention they
need. These passengers are the chief,
if not the sole, means of bringing the
infection from plague affected parts
and the filthy latrines which they
frequent at the Railway stations will
make it easier for the contagion to
spread. I visited the latrines in Sri-
Chinopoly, Maddalore and Chengapat on
the night of the 27th December 1898 and
they were beyond description loathsome.
Possibly they were cleaned in the day,
but the sloping floor without any
seats or platform to sit and the
absence of a separate place for latrine
proper as distinct from the urinal,
must have been the cause of their
filthy condition in the night. I
am not aware if any standard
design sanctioned by sanitary
authorities is followed by the

Railway companies. Each latrine is an
enclosure with one or two entrances, the
floor sloping from the entry entrance, -
without any provision for seats. By
sitting on the floor the excretions of the
one behind, pass to the one in front
dirtying the latter's clothes and feet.
During the few minutes a train stops,
the third class passengers rush through
a single passage and so there is no re-
raised seat or platform, sit on the floor
and get their feet and dress soiled by
the urine of the passengers sitting a
few feet above them. Many of them are
barefooted and I saw a few heading the
excreta in the latrine and running back
to their seats and spoiling the bundles
of the fellow passengers in the same
Compartment. Many a respectable Hindū
who cannot afford to travel second
class would not under any circum-
stances think of approaching these
places. In disregard of all notions of

decency and cleanliness people are compelled by nature to visit them which no Hindu under other circumstances would think of entering. Municipalities are enjoined to have latrines and urinals according to some design sanctioned by the Sanitary Board. If the Railway Company should follow any of their designs much of this complaint will disappear.

3. The existing latrines may be adapted to the requirements of the natives by having separate partitions for urinals, and by raising in a line with the walls a masonry construction of the width of two feet to serve as seats, with drains to carry the urine into tubs, instead of the sloping floor as at present. The latrines should have raised platforms with tubs below to receive the excreta and should have separate sign boards. Each urinal must have at least three entrances all in the same direction

with walls to screen them. one or more large wooden tubs filled with water - must be kept ready at all times and the scavenger should be in attendance especially at night. These are some of the outlines which suggest themselves to me as very necessary from the point of view of native requirements. I submit them for your consideration.

4. What I have stated above is no exaggeration. The defects require early attention so far at least as the junction stations are concerned. The improvements in sanitation in towns can be of little avail to prevent the spread of the plague if the latrines of 3rd class passengers are allowed to remain in the condition they are now in. The Railway Companies are doing much to cooperate with the Government in fighting against the epidemic. It cannot be too much to expect them to do the needful in the direction pointed out.

5. Another matter to which may

attention was called on the night of
the 27th December to the overcrowding in
the Third Class Compartments. More
than seven carriages contained numbers
in excess of what they may legally
contain. Overcrowding in compartments
at night with dirtied feet and
clothes cannot but endanger the
health of the passengers. This would
be particularly so in times of public
and religious festivals. The public
would be most grateful to the Companies
if they can see their way to reduce the
number of passengers that each 3rd
Class compartment may contain at night
by one or two, only for such period as
the threat of the plague remains.

I beg to remain

Sir

Your most obedt. servant

V. Subba Rau

Chairman

full.
to be copied.
abstract only.
heading only.

Karur Municipality.

FROM

THE CHAIRMAN,

Municipal Council,

KARUR.

LOCAL & GENERAL

CHITRA NO. 404m

No 326
S

DATED

TO

THE

Sanitary Commission
Madras.

Forwarded to Govern-
ment.

2. In the opinion of the
undersigned, the matters
referred to are worthy
of early and earnest
attention on the part
of the South Indian
Railway Company.

W. King
Jr. Secy. J. N. S.

Sanitary Commission
for Madras.

Dated

Despd.

Received

No. 10.

Encl. nil

Subject.

Reporting about the condition
of latrines attached to
Railway stations (S. I. R.)
and requesting to make
arrangements for the defects
being remedied.

MENT

MENT

TO

BEING MEANT FOR DISPATCH

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abstract only.
y heading only.

1/4/m/99