M.R.O. 1—77,000—8-5-57.

(1) Number of pages 12-10-42

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(3) Initials of the Reference

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 779 Press Mis.

Dated 15-3- 18 61.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 15th March 1864.

No. 347. Read the following Proceedings of the Madras Government in the Financial Railway Department :—

Requesting the preparation of Plans and Estimates for the erection of Choultries for Native travellers in the immediate neighbourhood of certain Railway stations. } (Here enter 4th March 1864, No. 145.)

No. 348. ORDER THEREON, 15th March 1864, No. 779.

Communicated to the Superintending Engineers, 4th, 5th and 7th Divisions for early attention, with reference to paragraph 2.

(True Extract.)

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

To the Superintending Engineer, 4th Division.
" Do: do. 5th do.
" Do. do. 7th do.

Exd. S. T. Augustin.

Proceedings of the Madras Government, Financial Railway Department, 4th March 1864.

Read the following:—

No. 95.

No. 22. Application from the Agent and Manager of the Madras Railway Company, requesting the sanction of Government to the undermentioned estimates:—

Estimate of the cost of altering urinaries and privies, and affording additional accommodation for Native passengers at different stations on the South West Line.....	Rupees	28,461
Do. do. do. North West Line.....	„	6468
	Rupees...	34,929

Order, No. 62, 2nd February 1864.

With these estimates five plans are submitted, in which are shown the alterations proposed to be made in accordance with Dr. Mackay's suggestions. Plan No. 1 is that of an out-house, with the privies and urinaries altered for the use of Europeans and East Indians. The urinary is to be floored with asphalte, and sufficient slope given so as to ensure the flowing off of the urine through a glazed earthenware pipe with iron tub, which is placed in a masonry chamber with a wooden lid.

2. A room is provided for women, and a privy for men; sufficient means of ventilation are provided in both, and light freely admitted by means of frosted windows.

3. Plan No. 2 is also that of an out-house, showing how the privies, &c., may be adapted for the use of Native passengers. The urinary is altered, in the same manner as in Plan No. 1; the privies are floored with asphalte, over which sand is to be laid; the floor slopes in one direction, and drainage is provided for by a gutter leading through an earthenware pipe to an iron tub. A separate place is provided for Native women, and ample means of ventilation allowed.

4. Plan No. 3 is that of a urinary and privy attached to a platform shed. The alterations here consist of changing the men's urinary in the manner already described, providing asphalte instead of chunam flooring to the privies, and securing ventilation and light in them by means of openings two feet square. Urinals are placed outside the building.

5. These privies and urinaries are adapted for the use of Natives. Although Dr. Mackay recommends that latrines should not have roofs, it is not considered necessary to remove them where they at present exist.

6. No. 4 is a similar plan to No. 3. It is altered so as to meet the wants of Europeans; the urinary is altered as before, and a urinal provided; in the privies, opening two feet square are made to admit light and air; the privy for women is divided by a wall so as to make two closets.

7. Plan No. 5 shows how it is proposed to construct latrines of three different sizes. Separate accommodation is provided for men and women, each division is 20 feet by 15 feet in the largest, 14 feet by 8 feet in the medium, and 8 feet square in the smallest sized latrine; these latrines have a flooring of asphalte covered with gravel, and urinals provided in proportion to their size; they are not roofed in, a fall of 1 in 20 is allowed for the flooring of latrines and urinaries.

8. The proposed alterations are according to the suggestion given in Dr. Mackay's report, and I consider that when these plans are carried out, ample accommodation will have been provided for all classes of passengers.

9. In answer to a communication from this office, the Agent and Manager states that the Chief Engineer is of opinion that "the wants of our Native employés at Madras are as well provided for as they can be under existing circumstances." Accommodation for the East Indian and Native Clerks has, I know, been provided: but the class I referred to were the porters, coolies, &c., 177 of whom on an average are employed daily by the Railway authorities alone. It is true, however, that this number will be decreased when the Salt Cotaur station is used as the sole Goods' Depôt.

10. Mr. Smart considers that "if a urinal be constructed by the Department Public Works at Beypore near the proposed Choultry, it will amply meet all requirements." This will certainly

be necessary for native passengers at the Choultry, but I am of opinion that the Railway authorities should also provide accommodation for their own employés within the station compound.

11. In letter, No. 119 of the 13th instant, the Agent and Manager recommends that Choultries should be built at the undermentioned stations for the number of people specified:—

Perambore.....	100 to 200
Avady.....	Rest house for Troops to and from Poonamalle.
Arcot.....	100 to 200
Vellore.....	do.
Salem.....	do.
Coimbatore.....	200 to 300
Paulghaut.....	100 to 200
Shoranoor.....	Travellers' Bungalow for passengers to and from Cochin..
Tiroor.....	100 to 200
Beypore.....	200 to 300
Tripetty.....	100 to 200

12. In paragraph 16 of my report, No. 43, of the 22nd January, I also suggested that Choultries should be built at Arconum and Jalarapett; but as the Agent does not consider them necessary at present, I will not urge on Government the necessity of their being constructed at those two stations.

13. I now beg to recommend that the foregoing estimates, amounting together to Rupees 34,929, be entered in the Schedule of new works about to be forwarded for the sanction of the Government of India: but as the amount of each particular estimate falls short of Rupees 5000, there is no necessity for a reference to the Government of India *previous* to sanctioning the works.*

* Vide paragraph 9 of Resolution of Government of India, No. 2301-7, G. G., dated 23rd September 1863.

14. I also recommend that the Public Works Department be instructed to build Choultries at the above-named stations, for the accommodation of the specified number of natives.

(Signed) P. P. L. O'CONNELL, Captain, R. E.,
Consulting Engineer for Railways.

MADRAS, 23*rd February* 1864.

To the Chief Secretary to Government, Fort Saint George.

From R. B. ELWIN, Esq., Agent and Manager, Madras Railway Company; to Captain P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways, dated Madras, 15th February 1864, No. 118.

I have the honor to acknowledge the receipt of your letter, No. 57, of the 4th instant, accompanied by a copy of the Proceedings of Government, No. 62, dated 2nd idem, containing the reports of Dr. Mackay and Captain Lindsay, upon the sanitary condition of the Station-houses on the South West and North West Lines of Railway.

2. I have also to acknowledge the receipt of your two subsequent communications, Nos. 66 and 74, dated respectively the 5th and 8th instant, upon this subject.

3. I have, in consequence of the receipt of these documents, issued the necessary instructions to the Chief Engineer, Acting Traffic Manager, and Consulting Physician, and will do my best to give effect to the various practical suggestions made by Dr. Mackay.

4. In pursuance of the instructions of Government, I have the pleasure to submit, for their approval, plans and estimates of the alterations and additions proposed to be made at the different stations, as specified hereunder:—

Design No. 1	(Plan No.	335)	of	urinals	for Europeans.
„ „ II	(„ „	336)	of	do.	for Natives.
„ „ III	(„ „	333)	of	do.	for do.
„ „ IV	(„ „	332)	of	do.	for Europeans.
„ „ V	(„ „	334)	of	do.	for Natives.

		RS.	A.	P.
1	Summary with 5 detailed Estimates of South West Line.....	28,461	0	0
1	Summary of North West Line, as per detailed Estimates of South West Line...	6468	0	0

From Chief Engineer, No. 80, 12th February.

5. The Chief Engineer, in forwarding these plans and estimates, offers the following observations.

"The nuisance complained of by Dr. Mackay in the 3rd paragraph of his report is caused by "Natives who go to Perambore station over-night to be in time for the early train. It is proposed "to provide a urinal and privy for them with ingress from the road. It would be useless to annex "it to the platform in the usual way, as it is required for persons before they enter our premises. It "appears to me that this urinal, being for the use of the outside public, should be built by Govern- "ment or the Municipal Commissioners.

"Measures are being taken to provide bricks, asphalte, and all other materials to carry out "these works, and operations will be commenced so soon as I hear that the arrangements I propose "meet the views of the Consulting Engineer."

6. I beg to forward the fortnightly reports* from the Apothecaries, received through the Consulting Physician, in accordance with the request conveyed in paragraph 4 of your letter No. 57.

* To be returned.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company; to Captain P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways, dated Madras, 15th February 1864, No. 119.

Adverting to paragraph 5 of your letter, No. 57, dated the 4th instant, and to paragraph 16 of your report to the Chief Secretary to Government, No. 43 of the 22nd January, I have the honor to state that after conferring with the Chief Engineer and Acting Traffic Manager, I beg to recommend that Choultries, or other accommodation, be provided at the undermentioned stations, for the number of people specified:—

Perambore.....	100 to 200.
Avady.....	Rest house for Troops to and from Poonamalle.
Arcot.....	100 to 200.
Vellore.....	do.
Salem.....	do.
Coimbatore.....	200 to 300.
Paulghaut.....	100 to 200.
Shoranoor.....	Travellers' Bungalow for passengers to and from Cochin.
Tiroor.....	100 to 200.
Beypore.....	200 to 300.
Tripetty.....	100 to 200.

2. The construction of the Tramway from Conjeveram to Arconum will, it is considered, render unnecessary the provision of special accommodation at the latter station.

3. The question of providing Choultries at Jalarapett Junction, and Cuddapah, will depend greatly upon the arrangement of trains, &c., &c., and therefore I will defer offering any observations, affecting these stations, until we have had some experience in the matter.

From R. B. ELWIN, Esq., Agent and Manager, Madras Railway Company; to Captain P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways, dated Madras, 20th February 1864, No. 144.

Adverting to your letter, No. 96, dated the 16th instant, touching the plans and estimates forwarded with my communication of the 15th instant, No. 118, I have the honor to offer the following explanation furnished by the Chief Engineer:—

From Chief Engineer, No. 98, 18th February.

"I return herewith plans 3 and 4 altered, "as requested in paragraph 2 of the Consulting "Engineer's letter.

"In reply to paragraph 1, I have to remark that the present urinals at Perambore station "are to be rendered serviceable by the introduction of a railed passage giving access to them from "the platform, similar in fact to the present arrangement at Tinnanore station.

"In the flooring of the latrines designed for Natives, it is intended to use asphalte as a "substratum covered with sand. Dr. Mackay, in the 7th paragraph of his report, under the "head North West Line, recommends as a flooring, 'granite, well rammed clay, or other *imperme-* "*able* material.' Granite is too expensive, and clay is not always obtainable. I have therefore "substituted asphalte which, even if it were exposed to the sun, does not suffer, as Dr. Mackay "imagines. I need scarcely instance as an example the asphalte pavement on the north platform "extension of the Terminal station.

"With respect to paragraph 3 of the Consulting Engineer's letter, I have simply to remark "'that wooden seats and g'azed earthenware pans' are moveable material, and do not appear in "estimates any more than the furniture of stations. They will be indented for by the Traffic "Department, and supplied in the usual manner when the Engineering works are completed.

"With respect to paragraph 5, I am of opinion that the wants of our Native employés at "Madras are as well provided for as they can be under existing circumstances. One urinal for "Clerks, Native and East Indian, has already been built: and as Mr. Wright is about to remove "the whole of his workmen to Perambore, and the Goods' Warehouse is shortly to be transferred "to the Salt Cotaur terminus, I think that others throughout the yard are not required. In fact "their existence in our comparatively limited space would soon prove to be a positive nuisance.

"I am also of opinion that if a urinal be constructed by the Department Public Works at "Beypore, near the proposed Choultry, it will amply meet all requirements."

2. I beg to call your special notice to the remarks of Mr. Smart in paragraphs 6 and 7 of his communication. The subject of providing further accommodation for the Native Clerks, and others employed at the Royapooram station had previously received the attention of the Chief Engineer and myself, and I fully concur in the views expressed by Mr. Smart.

MEMORANDUM.

On arriving with my family at the Railway station at Tripatoor, about 8 A.M. of the 17th instant, the transits drew up at the usual place, when an attendant showed us into the ladies' waiting-room, through the bath and dressing-rooms.

2. The former was in a state sickening to the organs of sight and smell, so much so that the waiting-room itself was not endurable.

3. The proper official was sent for, who after a time made her appearance: but in conducting her operations she went to a spot not 20 yards distance from the side verandah, and about the same number of yards in rear of the palisading that divides the platform from the open space behind it, where the transits draw up.

4. This was not perceived till the operation was nearly completed, when the servant remonstrated with the woman, who then grumblingly moved about three yards further to complete the service she was engaged in.

5. The Station Master on his arrival was informed of this, and shown the spot that had been defiled, when he said he would fine the woman and make her more careful in future; but this appeared to me to be scarcely sufficient, especially as the want of cleanliness at the stations on the Railway had so recently become the subject of public discussion.

6. The dressing-room was in a dirty state, and we could not get it cleaned thoroughly till past noon, and the result of the former operation was offensively manifest for a long time.

7. The gentlemen's retiring place was clean, but in the separate compartments there was no accommodation whatever, and the floor not even sanded.

MADRAS,
20th February 1864.

(Signed) J. PUCKLE, Major,
Madras Staff Corps, and Deputy Superintendent Mysore Commission.

No. 23. ORDER THEREON, 4th March 1864, No. 145.

His Excellency the Governor in Council sanctions the construction of the works referred to in the foregoing letter, for improving the urinals and privies, and providing additional ones at the stations on the South West and North West Lines, at an estimated cost of Rupees 34,929.

2. Orders will be issued in the Department of Public Works for the preparation of plans and estimates for the erection of Choultries for Native travellers in the immediate neighbourhood of the stations specified in paragraph 11 of the Consulting Engineer's Observations.

3. The Governor in Council does not understand how the construction of the Tramway from Arconum to Conjeveram will prevent the necessity of erecting a Choultry at Arconum. It appears to His Excellency in Council that the construction of the projected Tramway, by increasing the number of travellers resorting to the Arconum station, will render the want of a Choultry all the more pressing. The Agent and Manager should be requested to explain his views on this point more fully.

4. The Governor in Council directs that the annexed Memorandum on the state of the Tripatore station be forwarded to the Agent and Manager. The state of things described by Major Puckle shows the Station Master to be quite unfit for his post. Indeed, it is clear that at all the large stations, the Station Masters should be Europeans.

(True Extract.)

G. J. Cumming
Chief Secretary.

To the Consulting Engineer for Railways, with plans and estimates returned.
„ Department of Public Works.

Exd. J. Tulloch.

