M.R.O. 1—11,000—6-4-47.

(1) Number of pages 4

(2) Date of repair

(3) Initials of the Referencer

# MADRAS RECORD OFFICE.

## Government of Madras.

DEPARTMENT.

G.O. No. 56 Press Mis.

Dated 18

***Not to be folded or roughly handled***

*Proceedings of the Madras Government, Public Works Department,*
*22nd February* 1867.

No. 451. Read the following Endorsement of the Deputy Consulting Engineer for Railways, dated Madras, 11th February 1867, No. 35.

Read the following :—

*Report on the sanitary condition of the Stations of Great Southern of India Railway, for the Quarter ending 31st December* 1866.

During this quarter I inspected all the Stations from Negapatam to Trichinopoly. Just prior to my inspection there had been a good deal of rain, and I found that, in almost every instance, more or less water had leaked through the roof of the privy. The result of this had been to convert the earth on the floor into a sort of muddy paste, while from the same causes green patches and streaks were appearing on the walls. In most instances, however, the privies were clean and free from smell.

Of course the only remedy for the state of matters just described would be, so soon as the weather permits, to have all the roofs made perfectly watertight, then to scrape the walls and whitewash them afresh. Meantime, during wet weather, it would, I think, be better to clean out the layer of mud altogether ; then, by means of a basket of dry earth and a little extra labor on the part of the sweeper, it would not be difficult to remove all excrementitious matter on the departure of each train.

I shall now notice the state of each station separately, omitting however, in regard to the privies, any further reference to their wet muddy floors, having already drawn special attention to their general condition in this respect.

*Negapatam.*—The privy for natives was clean, with a layer of dry earth on the floor. The privies for European travellers and for the workmen were also clean. Compound and neighbourhood pretty clean. There was a quantity of waste paper, straw, and other rubbish lying in the compound near the gate lodge.

*Sickle.*—Platform, compound, and neighbourhood clean.

*Kevalore.*—Both privies at this station were very dirty, and gave out a most offensive smell. It was but too evident that they had not been cleaned for several days. The platform, particularly at the west end, has a good deal of grass growing on it, which ought to be cleared away. The compound and station altogether had a dirty, untidy appearance.

*Trivalore.*—Privies, compound, and neighbourhood clean.

*Kulikery.*—Do. do.

*Kordacharry.*—Privy, &c., clean. The Station Master's house, to which I referred in my last report, is now what it ought to be.

*Needamungalam.*—The privies here were clean, and the compound and neighbourhood tolerably clean also.

*Aramapettah.*—Platform and compound clean.

*Sallamungalam, Tanjore, Boocalore.* The privies at each of these stations were clean. There was nothing in regard to other points calling for special notice.

*Cottrapatty.*—Platform and neighbourhood clean.

*Teroovembore.*—A new privy has been built here since my last report. It did not seem to have been used.

*Trichinopoly.*—The station formerly used here has been abandoned for passenger traffic. The new one is not yet completed. No privies have yet been built.

(Signed) J. ROSS, M. D.,
*Consg. Physician to G. S. I. R.*

TANJORE,
1st *January* 1867.

*Proceedings of the Madras Government, Public Works Department*
*22nd February 1867.*

For the information of Government.

(Signed) H. N. D. PRENDERGAST, Major, R. E.,
*Deputy Consulting Engineer for Railways.*

*26th January* 1867.

From the Deputy Consulting Engineer for Railways, to the Agent and Traffic Manager Great Southern of India Railway, dated Madras, 26th January 1867, No. 18.

I have the honor to acknowledge the receipt of Doctor Read's report on the sanitary condition of the stations on the Great Southern of India Railway, for the quarter ending the 31st December last, and to request that you will be good enough to state, for the information of Government, what measures have been adopted for making the roofs of the privies watertight, and whether any notice has been taken of the conduct of the station servants at Kovalore, with respect to the general condition of the station premises, and that of the privies in particular.

From the Agent Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 8th February 1867, No. 2466.

In reply to your letter No. 18 of the 26th ultimo, I have the honor to send you extract from the Resident Engineer's report :—"The drought last year was so great that any cemented roof "would have cracked. I have instructed Inspector Collins to prescribe whenever he finds a "crack, and to let in tar into the seams." It was found impossible for a few days to get a sweeper for the Keevalore Station, which accounts for the report against that place. This was remedied some five or six weeks ago.

Submitted for the information of Government.

(Signed) H. N. D. PRENDERGAST, Major, R. E.,
*Deputy Consulting Engineer for Railways.*

No. 455. ORDER THEREON, 22nd February 1867, No. 341.

RAILWAY, No. 38. Ordered to be recorded.

(True Extract.)

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

To the Consulting Engineer for Railways
,, Editor's Table.

Exd. S. T. Augustin.

Report on the Sanitary condition of the Stations of G. S. I. R. for the Quarter ending 31st December 1866

Covering three Quarters, the inspection of the stations from Negapatam to Trichinopoly does not fall to my inspection this has been a fair year of rain, and I found, that in almost every instance, most of the water had leaked through the roofs of the privies. The result of this has been to convert the earth on the floor in to a sort of sloppy paste, while from the same cause the posts and uprights of the seats are decaying and require renewing. In most instances, however, these could be done and the roofs made perfectly watertight, so as to exclude the rain, and in reference thereto I would suggest, that the seats, instead of being set upon uprights, should be built up with brick and lime, and the ends of each seat be closed by means of a layer of dry earth and rubble from the interior of the privies. It would also be desirable to remove all superfluous earth from the floor in order to prevent the accumulation of moisture.

I should now notice the state of each station separately, confining myself to such remarks as the state of the premises may require.

Negapatam. The privies for natives were found clean with a layer of dry earth on the floor.

The premises for European Travellers and for the merchants were also clean. Compound and neighbourhood pretty clean. There was a quantity of waste paper, straw and other rubbish lying in the Compound near the Jail Coop.

Tickle — Platform, compound and neighbourhood clean.

Kerrakoore — Both privies at this station were very dirty and gave out a most offensive smell. It was but too evident that they had not been cleaned for several days. The platform, particularly at the west end had a good deal of cow growing on it, which ought to be cleared away. The compound and station altogether had a dirty unhappy appearance.

Trincomoor — Privies, compound and neighbourhood clean.

Kuttiherry — do — do —

Kondatchurry — Privy not clean. The station master have to which I referred in my last report is now what it ought to be.

Poodoorumregalum — The privies here were clean, and the compound and neighbourhood tolerably clean also.

Ammanpettah — Platform and Compound clean.

Tallamunnegalum
Tanjore
Boodaloor — The privies at each of these stations were clean. There was nothing in regard to other points calling for special notice.

Coottupetty — Platform and neighbourhood clean.

Perumpoor — A new privy has been built here since my last report. It is not clean to [illegible]

Allen wood

Photographs — The plates formerly used has been abandoned for passenger Depot. The war ever of not yet complete & in service has not been built.

Yangon Myanmar Phone. Off. No.
1st January Our ref. No. Please quote in
1969 C. O. No. &c. &c.

Re Rec. regarding Rec. of Proposals

Sir,

Yours &c.

Railway Office

Correspondence Inwards Abstract

of

Letters

Relating to Traffic Receipts

from 1st to 31st December 1874.

Date of Receipt

1874

Dec 1st

Name of Writer & Nature of Subject

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 2nd

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 3rd

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 4th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 5th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 6th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 7th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 8th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 9th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 10th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 11th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 12th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 13th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 14th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 15th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 16th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 17th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 18th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 19th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 20th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 21st

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 22nd

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 23rd

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 24th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 25th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 26th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 27th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 28th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 29th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 30th

Letter from Messrs Bell Brothers on the subject of Traffic Returns

Dec 31st

Letter from Messrs Bell Brothers on the subject of Traffic Returns

/True Copy/

W. Worthington

Secretary

Railway Office

Dy Consulting Engineer

for Railways.

N° 2265

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, [illegible] 1867.

From

THE AGENT,

*Great Southern of India Railway,*

To

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

SIR,

From

The Agent Great Southern of In
Railway.

To

The Consulting Engineer for Ra
ways.

No. 2265

Dated 8th February
Received 11th " } 1867

Forwarding an
Extract of the
Resident Engineer
Report

Cir

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Recorded

N.

Fort St George
2nd Sep 1867

To C E for Rep
" Editor Table

Dec 25/67

RAILWAY DEPARTMENT.

186

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

P. W. Department,

Fort St. George.

Dated
Received } 186

No.