

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referee _____

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. 3476	Press
28-5	Mis
Dated 6-11-1944	186

Not to be folded or roughly handled

1A

*Proceedings of the Madras Government, Public Works Department,
6th November 1868.*

No. 90. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 17th October 1868, No. 384 :—

Read the following letter from the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 15th October 1868, No. 2,772.

I have the honor to forward the attached copy of report on the sanitary condition of the stations on this line for the quarter ending 30th ultimo, and to state that the attention of the several departments has been called to Dr. Ross's remarks.

Report on the sanitary state of the Stations of the Great Southern of India Railway for the quarter ending 30th September 1868.

1. During this quarter I inspected all the stations, from Negapatam to Caroor, and the result of my inspection, as regards each station, is given below.

2. NEGAPATAM.—The privies for Natives were rather dirty, and gave out an offensive smell ; but as my inspection was made during the Nagore feast, when hundreds of travellers arrived by each train, perfect cleanliness is impossible at such a time. As usual the bucket to receive the sewage was useless, from not being under the spout of the drain all the filth runs into the well, and as this cannot be thoroughly cleaned out, an offensive smell is inevitable, and the evil will go on increasing as the surrounding soil becomes saturated. If the sweeper cannot be prevailed on to take a little trouble about the matter, it would perhaps be possible to modify the present arrangement, so that in placing the bucket in the well, it must also, of necessity, be directly under the spout. The privy and urinal for Europeans were clean, but in the latter there was a strong ammoniacal odour, and a fresh coat of tar is necessary. Ladies' waiting-room clean and comfortably furnished. Workmen's privy was very dirty, and stunk abominably. Compound was, on the whole, tolerably neat and clean.

3. SICKLE, KEEVALORE, TRIVAILORE, KULLIKERRY, AND KORADACHERRY.—Platform and neighbourhood clean. The privies at each of these stations were quite clean, and in all respects well looked after. The compound, &c., were also in fair order.

4. NEEDAMUNGALUM.—The Native male privy very offensive. People evidently don't take the trouble to go inside, for in the passage, the floor of which wants repairs, were two or three pools of stale urine. The privy for women was in a much better condition. The privies for Europeans were quite clean.

Compound pretty clean, but near the east end of it, and close by, there is a cart-stand, which at the time of my visit was in a filthy state ; dung, rotten straw, and litter of all kinds being mixed up with the wet soil, and forming a layer of putrescent decomposing matter nearly a foot deep.

5. AMMAPETTAR.—Platform, compound, and neighbourhood clean.

6. SALLIAMUNGALUM.—Privies, compound, and neighbourhood clean.

7. TANJORE.—All the privies here were clean. There were several bales of goods lying about in the first class booking office.

The ladies' waiting-room was clean, but there were neither chairs nor matting in it. The compound and neighbourhood were pretty clean.

8. BOODALORE AND TREEROOVAMBORE.—The privies at these stations were clean and well kept ; compound and neighbourhood in each case clean.

9. TRICHINOPOLY.—One of the Native privies here was shut up, being under repairs, the other was quite clean.

and a fresh coat of tar is necessary

*Proceedings of the Madras Government, Public Works Department,
6th November 1868.*

The gentlemen's waiting-room wanted sweeping out. I observed corks and fragments of lucifer matches lying about. The door between it and the bath-room is very stiff and troublesome to open. The ladies' waiting-room was clean and comfortable.

The compound was tolerably clean, but the pools of water make it very unsightly.

10. ELAMANOOR, KULTHALAY, LAPAPETTAH, KUTTALAY, AND CAEROOR.—There was nothing in the state of these stations calling for special notice. In every instance the privies were clean and well kept, and the general condition of each station satisfactory.

(Signed) J. ROSS, M. B.,
TANJORE, Consulting Physician to G. S. I. Railway,
1st October 1868.

Submitted for the information of Government.

(Signed) H. N. D. PRENDERGAST, Lieut.-Col., V.C., R.E.,
Acting Consulting Engineer for Railways.

No. 91.

ORDER THEREON, 6th November 1868, No. 3,474.

RAILWAY, No. 9.

Ordered to be recorded.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

3A
Report on the Sanitary state of the Station
of the G. S. I. Railway for the Quarter
ending 30 September 1868.

During the quarter I inspected all the stations
from Nagapattinam to Cuddalore and the result of my
inspection, as regards each station, is given below
Nagapattinam.—The privies for Europeans were rather
dirty and gave out an offensive smell, but on my
inspection few males during the Nagas Festival
when hundreds of travellers arrived by each train
perfect cleanliness is impossible at such a time.
As usual the bucket to remove the sewage was
empty, and was hanging under the station, and
during all the full moon and the full for the
bucket as in the corner to be thoroughly cleaned out
an offensive smell was inevitable and the rain
full up on increasing, and the surrounding land
became saturated. If a drainage canal be
provided it will take a little trouble about the
matter, it would perhaps be possible to modify
the present arrangement, so that in placing the
bucket in the tank, it must also, if necessary, be
directly into the tank. The privies for Europeans
were clean, but in the latter there was a strong ammoniacal odour
and a great deal of dirt in the privies.

Ladies waiting room clean and comfortably furnished.

Workmen painting were very dirty, and about stationary.

Compartment was on the table tolerably neat and clean.

See table. Platform & neighbourhoods clean. The Prince at each of these stations. Large platform clean and in all respects well looked after. The Compartment for ladies also in fine order.

See dining saloon. The Station Master being very attentive kept constantly sent back the small things which, for in the passage, the floor of which must remain, some time or three feet high each corner.

The young gentleman was in a most better condition.

The prince for dining room was quite clean. Compartment pretty clean but near the back end of it, and close by there is a coat stand. Behind at the back of my seat, there is a filthy sheet - dining room where and little of all that being mixed up with the dirt and forming a layer of pulverulent decomposing matter.

mostly a foot deep. Animapettah. Platform Compartment and neighbourhoods clean. Pallanamallam. Prince Compartment and neighbourhoods clean. Tanjore. All the prince here was clean. There were several holes of gas being about, in the first class waiting room.

The ladies waiting room, was clean but there were rather chairs, not nothing in it. The Compartment and neighbourhoods were pretty clean.

Boodolore and. The prince at these stations was clean and well kept. Compartment and neighbourhoods in each case clean.

Trichinopoly. One of the station prince here was shut up, being under repair, the other was quite clean.

The Gentlemen waiting room, besides sweeping out & mending, looked fragments of larger match lying about. The door between it, and the bath room is very stiff and troublesome to open.

The Ladies waiting room was clean and comfortable.

The Compartment was tolerably clean but the pools of water make it very unwholesome.

Changanore.

Ammanoor Then for nothing in the
 Keelthulay state of these stations calling
 Sallagittah for Special Notes. In every
 Keelthulay & in base, the previous loose floor
 Carros and well kept, and the general
 condition of each station taking
 into account the factoring of the same.

Sgt. James Pop M.B.
 Consulting Physician
 to G. S. I. Railway

London
 1st Decr 1883

Dear Sir,

I have the honor to forward the attached

copy of Report on the sanitary condition of
 the stations on this line for the quarter
 ending 30th ultimus, and to state that the
 attention of the several departments has
 been called to Dr. Ross's remarks.

I have the honor to be

Sir

Your most obedient servant
 William H. B. Esq.

Agent

Great Southern of India Railway.
 Agent's Office Negapatam. 15th October 1883

No. 2772

THE AGENT

G. S. I. Railway.

THE CONSULTING ENGINEER

for Railways

MADRAS.

Sir

I have the honor to forward the attached
 copy of Report on the sanitary condition of
 the stations on this line for the quarter
 ending 30th ultimus, and to state that the
 attention of the several departments has
 been called to Dr. Ross's remarks.

15th Decr 1883

Yours

From
 The Agent
 To The Consulting Engineer
 for Railways
 Dated 15th October 1868
 Received 17th October 1868
 Rs. 405/8
 Amount of Rs. 405/8
 on the drawing conditions
 of the Station on the line
 for the greater and lower
 30th Sept. 1868

No. 584.

Submitted for the information of Government.

Consulting Engineer's Office,
 Madras, 17th October 1868.
 To
 The Secretary to Government,
 Public Works Department,
 Fort Saint George.

RAILWAY DEPARTMENT.

1868.

From *W. E. Hays*
The Consulting Engineer
for Railways.

To
The Secretary to Government,
P. W. Department,
Fort St. George,
No 31/21 678

Fort St. George,
No 3474-62 Nov 1/68
Dated 17th
Received 20 } October 1868.

Em: 2 No. 384

Submitting for
the information of
Government, a report
on the Sanitary State
of the Stations Q. S. & P.
Ry for the Quarter
ending 30th Sept^r /88.
With an Index

C. 220 Det 768 Q. 295

[illegible]

12th 1868
No 4055
Govt. of Madras.

PUBLIC WORKS,
The Consulting Engrs.
for Railways

1868

1868

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Nov. 90-91

St. Railway Engrs.
to Engrs. Sub.
the Engrs. Physicians
the sanitary con-
dition of the
for the quarter
ended 1868