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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 2873 Press / Mis.

240-41

Dated 13. 11 1871.

Not to be folded or roughly handled

No. 240. Read the following endorsement of the Acting Consulting Engineer for Railways, dated Madras, 20th October 1871, No. 454 :—

No. 224.

Half-yearly Report of the Sanitary Inspection of the Madras Railway, August 1871.

THIS inspection, which commenced on the 5th August, included all the stations on the Madras Railway. The smaller stations were found generally in a very satisfactory state, and need not here be noticed in detail. I have, in another communication, mentioned one or two places appearing to be not quite so well attended to as usual.

I.—NORTH-WEST LINE.

(a) Arconum.—At this station the platforms, waiting rooms, and latrines, were clean and in good order.

The Native latrines on the north platform, mentioned in former reports, had been altered with the best results and was quite free from smell.

Huts gradually increasing in number are rising near the north fence, outside the compound. These are not built on Company's property. If they are to remain, some plan should be adopted for securing their not being a nuisance to the employés of the railway.

(b.) Tirupetty was in good order, and the platform, waiting room, and latrines were clean and well kept. The staff of sweepers here appears to be too small for the new arrangements of the Locomotive and Traffic Departments. If the Apothecary is to be permanently settled here, quarters are urgently required for him. The guards, who are relieving here, have no cook as at other large stations.

The choultry is in the same condition as at the date of last report. The ditch round the compound still exists, and cannot be healthy in wet weather.

(c.) Cuddapah was as usual in a satisfactory state. The latrines and rooms were clean, and there was no smell in any of the privies.

At the north-west corner outside the Company's premises the piece of waste land mentioned in former reports is still offensive, from its being used as a latrine by the people around.

(d.) Ghooty.—Here the compound was much improved. The weeds and coarse grass had been removed, and a good road made near the servants' bungalows.

In and around the Native latrines on the platform the smell was very offensive, and urine stains seemed to indicate that the fluid had been allowed to dry on the floors. The buckets were all out of their pits and standing outside without any attendant, allowing any urine to soak into the pits. From the smell I could hardly help thinking that the buckets were emptied down the slope at the back of the platform.

In the ladies' retiring room both the vessels were dirty. Stains of urine were on the floor, and the whole place was smelling most offensively.

The gentlemens' room had one chair broken, and the passage of their urinary had a sickening odour. This was stated by the Inspector to be caused by its being used by all the employés, whether stationary or otherwise.

Mr. White, the Inspector, is in bad health, and had fever on the occasion of my visit. A want of proper supervision is very manifest.

(e.) Adony requires no particular notice. The station premises and latrines were in good order.

(f.) Raichore.—Here the waiting rooms are new and extensive, and every thing connected with them was in excellent order when I visited the station.

The gentlemens' urinary has a main drain intended for rain water only, but liable to be used, and bearing evidence of use, as an ordinary urinary. This drain has no bucket or pit at the outlet, and the urine, soaking into the soil behind the urinary, gives rise to an offensive smell.

The European privies have commodes but no outlets, and consequently, when the floors are washed, the fluid cannot escape. The privies were on my visit rather offensive owing to this, and to the fact that they are sometimes used as urinaries by careless passengers.

The grease room is most inconveniently situated within the entrance to the urinaries and privies.

The Native latrines have a bad slope to the channel leading to the buckets, and the urine therefore stands in pools. There is in consequence of this, very frequently, an offensive smell in these latrines, and such was the case when I inspected them.

The private privies have the slope of the floors to the door instead of from it. This has on former occasions been pointed out as objectionable.

The staff here is sufficient, provided the proper duties only are required. At the time of my visit the sweepers were employed in sweeping out the public rooms and the bungalows of the employés.

II.—Bellary Branch.

(a.) Bellary.—This station, which was not a part of the open line on any former inspection, was specially noted, with the view of ascertaining the necessary sanitary staff.

The compound includes sixty-two acres of ground, and within this space there are six private houses and accommodation yet to be provided for several other families. When the employés are accommodated within the compound I am informed that there will be nine or ten guards, thirteen in the Locomotive Department, and six porters, with a proportion of families.

There were about two hundred men employed in building operations when I visited the station.

The Sanitary Inspector's staff consists of five sweepers, who are at present understood to attend to the whole compound. They have to sweep out the public rooms on the platform as well as the private bungalows of the Company's servants, and to wash the platform and sweep the permanent way alongside of it, besides their duties as toties. I think some rule should be laid down as to what their duties are. In my opinion the legitimate duty of the sweepers is to remove human excrement from the latrines and privies. If this is understood to be their duty, the staff at Bellary is ample; but if the station rooms, permanent way, private bungalows, and sixty-two acres of ground are to be attended to in the way I have indicated, I do not consider the staff by any means sufficient. I do not, however, *think* it necessary to increase it. The porters are, in my opinion, the proper persons to

Proceedings of the Madras Government, Public Works Department,
13th November 1871.

sweep out the platform and public rooms and the permanent way, and the employés should provide for their own houses.

The Traffic Department should attend to the removal of straw, paper, etc., dropped about the compound.

On my inspection I found the platform, public rooms, and urinaries in good order. There is no Native latrine on the platform or outside the entrance.

III.—South-West Line.

(a.) Vellore.—This station had the rooms and public places in excellent order, and requires no mention except as to the compound. This has no good boundary wall, but opens partly into a bazaar. The hedge near this bazaar is dirty outside and inside, and persons come into the compound after dark and cause nuisance.

(b.) Salem.—Here the platform and other places frequented by the public were in excellent order.

The signallers' privy had been built in accordance with a former recommendation.

The aloe fence on the east and west sides of the station compound is objectionable, as it affords cover to persons committing nuisance outside, and is apt to become the receptacle of all kinds of refuse. It is dangerous also, so near the houses of the employés, owing to the many poisonous snakes it gives shelter to.

(c.) Erode.—This station was quite clean, all the latrines, urinaries, buckets, etc., having been tarred only a day or two before my visit.

The sanitary condition of Erode is not good owing to its position. It lies low and the residents suffer from fever. Nothing seems wanting in the Inspector's Department, for this was specially noted. The only thing appearing to admit of immediate remedy is the aloe hedge, which should be cut down and replaced by a wire or other fence. This aloe hedge is objectionable on the same grounds as that at Salem, and has this fault besides, that it prevents, from its height, free circulation of air.

(d.) Coimbatore.—There are no remarks required regarding the public rooms, urinaries, or latrines here. All were in good order. The gate latrine, about which objections were raised by the bazaar-men some months ago, was specially examined and was found perfectly unobjectionable.

The private privies were clean and free from smell; but they have never had their pits completed, and they have no spouts leading into the pits, and as the urine, etc., will continue to soak into the soil behind the privies, they must ultimately become offensive if allowed to remain as at present.

(e.) Palghaut.—At this station the waiting room, latrines, and European privy and urinary were in perfect order. The compound, though still rough, had the long grass less luxuriant, and there were good roads up to the employés' bungalows.

(f.) Beypore had all the rooms, as well as the European latrine and urinary on the platform, in a satisfactory state.

There was no Native latrine near the station. This was represented as being much required, especially in wet weather, and has been the subject of remark on former occasions.

The private and workmens' latrines and privies were clean and free from smell; but their construction had not been improved as recommended in former reports.

There is no drainage except from the hotel. During the late monsoon the compound between the line and the sea was covered with water, which was removed by cutting an open ditch across the road between the houses of the employés and the sea.

IV.—BANGALORE BRANCH.

(a.) Jollarpett Station.—Except in one particular, to be noticed below, the condition of this station was perfectly satisfactory. The platform, waiting room, and European urinaries and privies were in excellent order, and the workmens' latrines were clean and sweet. The Native latrine on the main line had an offensive smell on my first visit, but was quite free from smell on my return. As this second visit was quite unexpected, I am inclined to believe that the smell mentioned was unusual, and was owing to the very large number of Native passengers using the latrines, combined with the excessive heat of the sun at 1 P. M. on the occasion referred to. I am led to this conclusion also by the indications manifested everywhere else of great care on the part of the Inspector.

(b.) Bangalore Station.—The Inspector here has been very successful in his efforts, and has effected very great changes for the better in the condition of the station.

The waiting rooms and European urinaries were quite clean, and except that one or two panes of glass were broken in the ladies' retiring room, everything was in good order.

I called the attention of the Station Master to the windows in question, and he states that the damage had been done quite recently, and that steps would be taken to have the necessary repairs made immediately.

The private privies were much improved as were also the porters' latrines.

The porters' lines still require a drain behind.

ROYAPOORAM,
27th September 1871.

(Signed) J. URQUHART, M.D.,
for *Consulting Physician.*

(True Copy.)

(Signed) J. W. MELLIS,
for *Acting Agent and Manager.*

No. 226.

Half-yearly Report of the Stores, Records, etc., of the Apothecaries of the Madras Railway, August 1871.

THE stores of the Apothecaries were found generally in good order, and the records carefully kept. The instruments were specially noted, and were found clean and well attended to.

At Cuddapah I remarked that the almirah was not locked, and that the poison drawer was also unlocked.

At Raichore the stores were in confusion, owing to there being no place for them. The Apothecary attached to this station was, by order, living at Kosgee, and had to leave Raichore every evening.

At Arconum there was no lock to the almirah containing the medicines and poisons.

At Coimbatore the expenditure of some of the medicines appeared to have been very great, the spirit, ether. nitre, being almost exhausted, and the tincture of opium quite spent.

No other station requires remark. The expenditure book and prescription books agreed better than usual.

(Signed) J. URQUHART, M.D.,
for *Consulting Physician.*

(True Copy.)

(Signed) J. W. MELLIS,
for *Acting Agent and Manager.*

SUBMITTED to Government.

2. The Agent has informed me that the attention of the heads of departments has been called to the several points brought to notice by the Consulting Physician.

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consulting Engineer for Railways.

No. 241. ORDER THEREON, 13th November 1871, No. 2,873.

RAILWAY, No. 34.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. S. T. Augustin.

Madras Railway Company
Consulting Physician's Office
Royapooram - 27th September/71

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Madras
21st September
1871

Confirmed

True Copy
J. H. Ellis
for the Ag Agent & Manager

Lt. J. Urquhart Med
for Consg Physician

No Circle

No 224

Madras Railway Company
Consulting Physician's Office
Royapooram 27th September 1871.

Half yearly Report
of the Sanitary Inspection of the Madras Railway
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This inspection which commenced on the 5th August included all the Stations on the Madras Railway. The smaller Stations were found generally in a very satisfactory State and need not be be noticed in detail. I have in another communication mentioned one or two places appearing to be not quite so well attended to as usual.

I. North West Line.

(a) Arconum. At this station the platforms, waiting rooms and latrines were clean and in good order.

The native latrines on the North platform, mentioned in former reports had been altered with the best results and was quite free from smell.

Huts gradually increasing in number are rising near the North fence out side the Compound These are not built on Company's property. If they are to remain some plan should be adopted for securing their not being a nuisance to the employes of the Railway.

(b). Tripetty was in good order, and the platform, waiting room and latrines were clean and well kept. The staff of Sweepers here appears to be too small for the new arrangements of the Locomotive and Traffic departments.

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The choultry is in the same condition as at the date of last report. The ditch round the Compound still exists and cannot be healthy in wet weather.

(c). Cuddapah was as usual in a satisfactory state. The latrines and rooms were clean and there was no smell in any of the privies.

At the North West Corner outside the Company's premises the piece of waste land mentioned in former reports is still offensive from its being used as a latrine by the people around.

(d). Gooty. Here the compound was much improved. The weeds and coarse grass had been removed and a good road made near the Servants' Bungalows.

In and around the Native Latrines on the platform the smell was very offensive and urine stains seemed to indicate that the fluid had been allowed to dry on the floor. The buckets were all out of their pits and standing outside without any attendant allowing any urine to soak into the pits. From the smell I could hardly keep thinking that the buckets were emptied down the slope at the back of the platform.

In the Ladies retiring room both the vessels were dirty. Stains of urine were on the floor and the whole place was smelling most offensively.

The Gentlemens' room had one chair broken and the passage of their urinary had a sickening odour. This was stated by the Inspector to be caused by its being used by all the Employes whether stationary or otherwise.

Mr. White the Inspector is in bad health and had fever on the occasion of my visit. A want of proper supervision is very manifest.

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(f). Raichore Here the waiting rooms are new and extensive and every thing connected with them, was in excellent order when I visited the station.

The Gentlemans urinary has a main drain intended for rain water only, but liable to be used and bearing evidence of use as an ordinary urinary. This drain has no bucket or pit at the outlet and the urine soaking into the soil behind the urinary, gives rise to an offensive smell.

The European privies have commodes but no outlets and consequently when the floors are washed the fluid cannot escape. The privies were on my visit rather offensive owing to this and to the fact that they are sometimes used as urinaries by careless passengers.

The grease room is most inconveniently situated within the entrance to the urinaries and privies.

The Native latrines have a bad slope to the channel bearing to the buckets and the urine therefore stands in pools. There is in consequence of this, very frequently an offensive smell in these latrines and such was the case when I inspected them.

The private privies have the slope of the floors to the door instead of from it. This has on former occasions been pointed out as objectionable.

The staff here is sufficient provided the proper duties only are required. At the time of my visit the sweepers were employed in sweeping out the public rooms and the bungalows of the employes.

III. Bellary Branch.

(a). Bellary. This station which was not a part of the open line on any former inspection was specially noted with the view of ascertaining the necessary sanitary staff.

The compound includes 62 acres of ground and within this space there are six private houses and accommodation yet to be provided for several other families. When the employes are accommodated within the compound I am informed that there will be nine or ten guards, thirteen in the Locomotive department, and six porters, — with a proportion of families.

There were about two hundred men employed in building operations when I visited the station.

The Sanitary Inspectors staff consists of five sweepers who are at present understood to attend to the whole compound. They have to sweep out the public rooms on the platform as well as the private bungalows of the Company's servants and to wash the platform and sweep the permanent way along side of it, besides their duties as bobbis.

I think some rule should be laid down as to what their duties are, in my opinion the legitimate duty of the sweepers is to remove human excrement from the latrines and privies. If this is understood to be their duty the staff at Bellary is ample but if the station rooms, permanent way, private bungalows and sixty two acres of ground are to be attended to in the way I have indicated I do not consider the staff by any means sufficient. I do not however think it necessary to increase it. The porters are in my opinion the proper persons to sweep out the platforms, and public rooms and the permanent way, and the employes should provide for their own houses.

The traffic department should attend to the removal of straw, paper &c dropped about the compound.

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(C). Erode:- This station was quite clean, all the latrines, urinaries, buckets &c having been tarred only a day or two before my visit.

The sanitary condition of Erode is not good owing to its position. It lies low and the residents suffer from fever. Nothing seems wanting in the Inspectors' department for this was specially noted. The only thing appearing to admit of immediate remedy is the aloe hedge which should be cut down and replaced by a wire or other fence. This aloe hedge is objectionable on the same grounds as that at Salem and has this fault besides that it prevents from its height free circulation of air.

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I called the attention of the Station Master to the windows in question and he states that the damage had been done quite recently and that steps would be taken to have the necessary repairs made immediately.

The private privies were much improved as were also the porters latrines.

The porters lines still require a drain latrine.

Madras
September
21st
1871

/True Copy/
J. W. Mellis
for the Ag Agent & Manager.

Rob. J. Urquhart. M.D.
for the Coms. Physician

Com'd Corr.

P.R. 1987/71

21675

Madras Railway.

From
The Ag: Agent & Manager
M. R. Co.

To
The Ag. Cons. Engineer
for Railways.

Dated 13th
Recd 16th } October 1871.
P. W. 4987/71
No 606.

Have the honour to enclose
copy of a Report made
by Dr. Urquhart on
behalf of the Consulting
Physician, upon the Sanitary
condition of the stations
on the South West and
North West Lines and
Bangalore Branch, and
the Stone Records for wch
in charge of the Cantonments.

J. W. Mellis
for the Ag. Agent & Manager

No 454-

Submitted to Government

I the Agent has informed me that the attention of the heads of departments has been called to the several points brought to notice by the Consulting Physician.

Madras
20th October
1871

J. Hawkins Major R.E.
Ag: Cons: Engr: for Rlys:

To
The Secretary to Government
Public Works Department
Fort Saint George.

P. W. 1871 Depart

187/.

No. 4987.

From

The Consulting Engineer
for Railways,

To

The Secretary to Govt
P. W. Dept.

Dated 20th } October 1871.
Received 21 }

Genl. 3.

No. 454.

Submitting for the information of Government, a report received from the Consulting Physician on the Sanitary condition of stations.

No 2873.

Ordered to be recorded.

W. M. Dr

C. E. for Govt Rep. 24/10/71

Copy 24 Oct 1871

No. 4987

Genl of 1871 Madras.

PUBLIC WORKS.

To The Actg Consulting Engr for Railways

Dated.

Rcd. Encl. 3

G. O. 13th Novr 1871. No. 2873.

Nos. 2402241

Stations. Indorsements on the progress Reports Rys.

Submitting the Assts Physicians Reports on the Sanitary State of the Stations, &c, on the Madras Rys, recorded.