R. K
Secte.

Please note that original G.O. No. 1385-86-R of 16th Sept 90 has been put up for C.No. 9582.-

10.10.96 9/10

1890.

Public Works (~~1900~~) Department.

RAILWAY BRANCH.

G.O., No. 1387 Rys.

DATED 15th September 90

[Despatch Abstract.]

Drainage at Rénigunta.—Proceedings, Local and Municipal Department, communicating report from the President, District Board, North Arcot, regarding improvements to the Communicated to the Consulting Engineer for Railways.

Indexed.

[P. W. Ry. 1,000—7-2-09.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	844	Ry.	14-6-90				

FURTHER PAPERS.

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

17TH OCTOBER 1887, No. 754 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Consulting Engineer for Railways, dated Madras, 15th September 1887, No. 263.

From the Acting Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 12th September 1887, No. 717.

I have the honor to request that you will again draw the attention of the Local Fund Board of North Arcot to the insanitary state of the drain along the western boundary of Rénigunta station yard.

2. This drain, which was formerly the ditch of the fence forming the western boundary of our station, has, owing to the ground outside being built over, been converted into a drain for all the eastern portion of the village. The land all round was, when the station was built, an uninhabited waste. I addressed you first on this subject in this office letter No. 669 of the 26th September 1885, and was informed in December of that year that the drain had been cleared out. I again drew attention to the matter in my letters No. 172 of the 19th of March and No. 591 of the 1st September 1886, and I now forward you a copy of a report I have received from our Medical Officer reporting an outbreak of cholera at the Rénigunta station and drawing attention to the filthy state of the drain above referred to. I request that you will again draw the attention of the Local Fund Board to this gross neglect of sanitation.

3. With reference to another portion of the Medical Officer's report I may mention that all railway employés are now supplied daily with drinking water from Tuquok well.

ENCLOSURE.

From H. LESLIE ANSTED, Esq., Medical Officer, Madras Railway Company, to the Acting Agent and Manager, Madras Railway Company, dated Ráyapuram, 31st August 1887, No. 515.

On 26th instant I visited Rénigunta station, where a number of cases of cholera are reported to have occurred during the past few weeks.

2. I found that the epidemic was entirely confined to that part of the compound occupied by employés of the Cuddapah-Nellore State Railway, the first case having occurred in one of a cluster of native huts not far from the new over-bridge. These huts have since been destroyed by burning, but not before the disease had spread to adjoining bungalows. The water-supply of this part of the compound is from a small muddy tank behind the parcherry to the north of the station, but as this water is also freely used by inhabitants of the parcherry, amongst whom no cases of cholera are reported to have occurred, it is not clear that the water is to blame. At the same time it is highly undesirable that drinking water should continue to be drawn from this source, and I strongly recommend that immediate measures be taken to import a supply of pure water from a distance by train or otherwise. I am informed that twice a week a tank full of water is brought by train from Pudi, but this is only sufficient for the wants of the platform and the few Europeans employed in the station, and I would recommend that a tank full be brought at least once every day and employés be encouraged to draw their drinking water from it instead of from the abovementioned tank.

3. There have been so far no cases of cholera amongst employés of the Madras Railway, nor have any cases come to my knowledge as having occurred in the village adjoining our compound on the south side of the line, but there exists grave cause for anxiety in the terribly insanitary condition of this village. I have on several occasions been obliged to address you on the subject of the drain running along our western boundary fence, and I know that you have brought this unsatisfactory condition of things to the notice of the Collector, or other responsible person, who has promised that the drain should be reconstructed and maintained in a proper sanitary condition. Nothing whatever has been done, and on the occasion of my visit the drain was in a terribly offensive state, being choked up with debris of all sorts—decaying vegetable matter, blackshine and mud and pools of filthy stagnant water. These are the very conditions we know to predispose to cholera and other filth diseases, and it will not be a matter for surprise if, amongst the next cases of cholera, some should be reported as having occurred in the neighbourhood of the drain either in the village or in houses inside the compound occupied by our people.

4. The villagers draw their water partly from wells in the village, and, should cholera break out, there is every possibility of these wells becoming contaminated, when a very serious epidemic may be expected.

5. My main object in writing is to request that you will again communicate with those responsible for the health and sanitation of the town, calling their attention to the fact that nothing has yet been done to the drain, and so bring pressure to bear upon the local authorities with a view to forcing them to do away with what is now a great nuisance and a source of danger to the inhabitants of the village and station of Rénigunta.

Submitted to Government.

2. The drain referred to is probably the ditch from which many years ago the earth was taken for the boundary bank marking the limits of the Railway Company's property.

3. At that time there were no houses, it is stated, in the vicinity of the ditch. Of late years a wire fence has been erected on the bank, leaving the ditch as before outside the Railway Company's property, and houses have been erected close to the ditch, on one side by the public, on the other by the Railway Company.

4. The ditch has now become a "drain" necessary for drainage purposes both to the public and to the Railway Company, and it carries, I believe, the off-flow due to the domestic arrangements of the houses on the public side. That due to the railway quarters is, it is believed, as usual, removed by the railway establishment.

5. It will be seen that the state of the drain has been the subject of correspondence since September 1885.

6. In December 1885 the Local Fund Engineer framed an estimate for a stone lined drain, but stated that he thought it would cost more than the Board could afford.

7. At their meeting held on 23rd September 1886, the Chittoor Taluk Board included the cost, Rs. 1,720, in the next year's budget. The Agent of the Railway Company then asked that it might be taken in hand earlier than this disposal of the matter would permit. Whereupon Mr. Glenny proposed that, as the Madras Railway Company had originally dug the ditch, they should pay half the cost of "preventing it from being a nuisance." To this the Madras Railway Company objected, the matter being one of sanitation and outside their own property.

8. Finally Mr. Glenny declined to promise any expensive work "to permanently abate the nuisance originated by the Railway Company."

9. In my opinion the excavation, having in course of years become a necessity for the sanitation of the town, must be dealt with at the cost of the public, not of the Railway Company, who, under their contract, even if willing, could not, I believe, incur expenditure upon any but their own property.

10. As to the old excavation mentioned by the Local Fund Engineer, which, when I saw it, was in use as a village pond for domestic poultry, the drain must necessarily be led clear of it, or it would, if it has not already, become a cesspool.

11. The drain in question, if properly sectioned and given a suitable fall to the nullah below, could perhaps be kept free from stagnant water. What is mainly wanted is that the public shall be prevented from shooting their refuse there and that scavengers shall be made to remove the results of any neglect of this prohibition.

12. It is all important that the excellent sanitary arrangement of the Railway Company on their own property should not be rendered futile owing to neglect of ordinary precautions in its vicinity.

13. As a junction the station will have a still larger staff than hitherto, and the village of Rénigunta and the town of Tirupati are the two principal points from which cholera is disseminated throughout the Presidency.

14. Their sanitation is therefore of Provincial if not Imperial importance.

No. 588 D., Public Works.

Referred to the Local and Municipal Department.

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.
Railway Branch.

OOTACAMUND,
21st September 1887.

G.O., dated 10th October 1887, Mis. No. 1918 L., Local and Municipal.

Read—endorsement of the Joint Secretary to Government, Public Works Department, Railway Branch, dated 21st September 1887, No. 588 D., on office note by the Consulting Engineer for Railways, dated 15th September 1887, No. 263:—

ABSTRACT.—Submitting correspondence regarding the insanitary state of the drain along the western boundary of Rénigunta station.

Order—dated 10th October 1887, Mis. No. 1918 L., Local and Municipal.

In the current year's budget a sum of Rs. 1,000 is provided for the construction of a masonry drain between the drivers' compound and the native village of Rénigunta (*vide* item No. 5 of statement III-A and paragraph 10 of the Presidents' report in G.O., dated 11th March 1887, No. 469 L.). It is presumed that this is the drain referred to. The work should be carried out at once, application for further allotment being made if necessary.

(True Extract.)

(Signed) W. S. MEYER,
Assistant Secretary.

ORDER—dated 17th October 1887, No. 754 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement, No. 263, dated 15th September 1887.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1887} Madras.

PUBLIC WORKS.

B th. Enc 2
459/90.

Dated October, 17th.

Recd. *Encl.*

G.O., 17th Oct. 1887, No. 754 R.

OCTOBER.

Drain near the Renigunta Railway Station

Orders in the Local and Municipal Department on correspondence regarding the insanitary state of the — running along its western boundary, communicated to the Consulting Engineer.

754 Ry 17-10-87

1890.

P. W. DEPARTMENT.

Current No. 489

From

The Consg: Engr: for Ry:

ENCLOS.— 1

No. 39
Dated 16-1-90
Received 17-1-90

SUBJECT.

Drain near the Renigunta Ry: Station Compound

Reporting that the —— is again in a neglected & very insanitary state and is becoming a dangerous nuisance.

DISPOSAL.

No. 393 C dated 21st Jany: 1890

Transferred to the Local & Municipal Dept: for early necessary action.

by order C. J. S.

D 21/1.

R.

No. 393 C d/ 21-1-90
754 R. d/17-10-87

1890.

P. W. DEPARTMENT.

Current No. 4138

From The Consy. Engineer
for Rys.

ENCLOS.—

No. 305

Dated 1-5-1890

Received 2-.-.—.

SUBJECT.

Submitting letter from the Agent and Manager Madras Railway regarding the insanitary condition of drains at Perigunta Rly. station compound

1 Ld/ Abd.
7/5

DISPOSAL.

No. 21986 dated 10th Jany/1890

Transferred to the Local and Municipal Department in continuation of P.W.D Endorsement No. 393 C d/ 21st January/1890

1 d/ R.R.B. Dual Col Brockman
Sy. to Govt
Lt Col
Sy. to Govt
The Local & Municipal Dept 10/5 P.W.D

CHIEF SECRETARIAT MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following papers—

Endorsement of the Public Works Department, Railway Branch, dy 21st January 1890 No 393C on letter from the Consulting Engineer for Railways, dy 16th idem January 1890 No 39, submitting for orders letter from the Agent and Manager, Madras Railway reporting that the drain just outside the western boundary of the Royapuram station compound is becoming again a dangerous nuisance owing to its unsanitary state.

—

Again endorsement of the Public Works Department, dy 10th May 1890 No 2195C. on letter from the Consulting Engineer for Railways, dy 1st May 1890 & L: L7 No 1468 of 90. submitting letter from the Agent & Manager Madras Railway regarding the unsanitary condition of drains at Royapuram.

—

Also the following letter from the President, District Board, North Arcot, dy 28th May 1890 R/f on Gl. L7 No 2469/90 Adverting

Adverting to Mr. Acting Under Secretary Butterworth's endorsement noted in the margin, I have the honor to state that the question of improving the drain in the Railway Compound at Renigunta is under consideration before the Ramipet Taluk Board who have called for an estimate for improving it. A final report will be submitted on receipt of information from the President of that Taluk Board; in the meantime the Deputy Tahsildar of Tirupati has been instructed to see that the drains are kept clear by the Scavengers.

2. I may add that, as this drain is only required in the interests of the Railway and as the nuisance complained of is caused by the Railway Subordinates, it would be fair if the Railway paid for it. The drain would properly be part of the Railway premises, but by getting it placed along their boundary, they get all the advantage of it at the expense of the Taluk Board.

* N= 6187 dt 7th February 1890.

* N= 289 dt 17th May 1890.

Order thereon dated 9th June 1890 N= 1414 Lmis:

Communicated to the Public Works Department (Railway Branch).

2

2. The further report promised by the President is awaited.

True Extract

Offg. Secy Major R.E.

Under Secretary P.W.D.

for Chief Secretary.

12/6/90

To

The Public Works Department.

(Railway Branch).

The President, District Board, N. Arcot.

Govt. of {188} Madras.

To

Proceedings, dated 188 ,

No.

Subject.

P.W.C. No. 5528

Govt. of (1890) Madras.

Local and Municipal Department.

Rd. 12-6-90

To

The P. W. Deptt.
Railway Branch

B
No. 844 R 17th June 1890

Proceedings, dated 9th June 1890
No. 1414 Local (Mun).

Subject.

Communicating letter from the President District Board North Arcot regarding the improvement of the drain in the Railway Compound at Renigunta.

No. 2198 Cd/10-5-90
393 C d/21-12-90
754 R d/17-10-87
B No. 844 R 17th June 1890

Rec'd 15 June

Communicated to the Consulting Engineer for Railways with reference to his endorsements No. 39 and 305 dated 16th January and 1st May 1890.

2. The further report which is awaited will, on its receipt, be forwarded.

Queen
14.6.90
W. Forte.

To

The Consulting Engineer for Rlys: D. 1

SDE 11/6.

D 13/6/90
Asst. 14/6 R 16-6-90

9/6
23

[25]

Local and Municipal Department.

CHIEF SECRETARIAT, MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following ~~paper~~ :—

Letter from the President, District Board, North Arcot, dated 18th August 1890 Ref. on Govt. L. F. No. 172 :—

In continuation of my Ref. on Government L. F. 24 dated 28th May 1890, and with reference to para 2 of G. O. dated 9th June 1890, No. 1414 L. Mis, I have the honor to forward herewith a copy of the resolution of the Ranipet Taluk Board, passed by them at their meeting held on the 14th July last regarding the improvements to the drain outside the Railway compound at Renigunta, and to report that it has been decided by the Taluk Board to effect the undermentioned repairs to it on receipt of necessary Estimates from the District Board Engineer which he has promised, and to employ a peon to guard the drain from being used as a latrine by the Railway Employés

as

as well as by the other people:—

(1) That earth slopes of the drain above the masonry be properly sloped and all excess of earth levelled on the ground further off.

(2) That the slopes near the Cemetery walls be revetted with rubblestone to the top and the portions turfed.

(3) That the channel in continuation of the masonry drain on the South be properly deepened and formed to about 100 yards below the new road culvert.

(4) That the drain be flushed 2 or 3 times a week by constructing a small cistern at its head near the gateway

2. It is further proposed to extend the masonry drain if the channel mentioned above does not suffice.

3. On the part of the Railway Company, it is requested that they may be asked to repair the small house drains that lead to the large drain, to permit the earth from the slopes north of the Cemetery to be thrown on the adjacent ground, and to refix the wire fence, after removal, to prevent people from crossing it from all directions.

4. The question of covering the whole drain with covering stones to prevent people from fouling it, was considered, but it does not commend itself to the Board as, in that case, it will not be feasible to clean the drain or flush it constantly, and it will eventually cause the drain to get choked up. The employment of the peon to guard it will answer the purpose best and an application for his entertainment will be submitted shortly.

Order thereon dated 29th August 1890 No 2186 L. Mis

Communicated to the Public Works Department (Railway Branch) in continuation of G.O. dated 9th June 1890 No 1414 L.

(True Extract)

W. W. Bamber Major R.E.
Under Secretary P.W.D.
for Chief Secretary

disposal of by no: 824 Ry 17-6-90 sent to Duty on the 26/6/90.

To
The Public Works Department
(Railway Branch)
" President, District Board,
North Arcot.

Govt. of {188 } Madras.

To

Proceedings, dated 188 ,

No.

Subject.

P. W. Cus: 83357

Govt. of {1890} Madras.

Local and Municipal Department.

To

The P. W. D Railway Branch

Rec'd 4-9-90

Proceedings, dated 29th August 1890
No. 1186 Local

Subject.

Communicating
letter from the President District
Board North Arcot regarding the
improvement to the Drain at
Perungudi.

B
No 1387 R dy 15th Sept/90.

Gen. Dept. Gazetted 1/9

B. No 1387 R dy 15th Sept/90.

D.F. 1119/19

Communicated to
the Consulting Engineer for
Railways in continuation
of Progs: No. 8444 R dated
17th June 1890.

Opy: R

To The Consy: Engr for Rys

Rec'd 22/9/90

0/5/9 Advn. 6/9. R 11/9