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# Law and Education (1926) Department.

## Ordinary SERIES.

**G.O. No.** 1664-65

**DATED** 1/9/26

**[Despatch Abstract.]**

College

Engineering - passed students - Railway Service - admission - xxxxrixxixxx memorials forwarded to the Government of India.

## BACK PAPERS.

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## FURTHER PAPERS.

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To Chief Secy.
P.W.D. Co.
22/4/26.

22 APR 1926

4862 E
23 APR 1926
PUBLIC WORKS DEPARTMENT

From P. Joseph John
College of Engineering
Guindy Madras.

To,
The Chief Secretary to Government
Fort St. George
Madras.

Sir,

I have the honor to forward herewith copies of the memorial sent by the passed mechanical Engineering Students of the College of Engineering, Guindy, Madras to His Excellency the Viceroy of India, thro' the principal of the College, for your information.

Pp. 2-3 infra

I have the honor to be,
Sir,
Your most obedient Servant
Joseph John P.

Not for A section
E section?
23/4

A

# Regulations for the recruitment in India for the Indian Railway Service of Engineers.

1. The permanent establishment of the Indian Railway Service of Engineers is recruited from the following sources :—

(1) Officers of Royal Engineers.

(2) Persons of non-Asiatic domicile appointed by the Secretary of State by selection from the United Kingdom.

(3) Persons of Indian domicile appointed by the Government of India after competitive examinations held in India.

(4) Promotion of specially qualified officers of the Provincial Engineering Service and Engineering subordinates.

(5) Occasional admission of other qualified persons.

2. Every candidate for the competitive examination held in India, must be a British subject of Indian domicile.

Provided that a ruler or subject of any State in India in respect of whom the Governor General in Council has made a declaration under Section 96-A of the Government of India Act, 1915, as amended by Section 3 of the Government of India (Amendment) Act, 1916, may be considered as eligible.

If a candidate (who is eligible under this rule) or his father or his mother were not born within His Majesty's dominions and allegiance, the father must, at the time of the candidate's birth, have been a British subject or a ruler or subject of a State in India ; and if alive, must be, or if dead, must have continued to be, until his death, a British subject or ruler or subject of a State in India.

3. Candidates must produce evidence that they either

(1) hold the Engineering Certificate of the Thomason Civil Engineering College, Roorkee ; or

(2) have passed the Associate Membership examination of the Institution of Engineer (India) ; or

(3) hold the Engineering degree of an Indian University, which is accepted by the Institute of Engineers (India) as exempting from the Associate Membership examination (see App. I) ; or

(4) have obtained an Engineering degree of one of the British Universities mentioned in App. II ; or

(5) have passed Sections A and B of the Associate Membership examination of the Institution of Civil Engineers ; or

(6) have passed the Associateship examination of the City and Guilds Institute (Imperial College of Science and Technology, South Kensington) in Civil Engineering ; or

(7) have passed the Associateship examination of the Bengal Engineering College in Mechanical Engineering.

4. Candidates must be over 21 and not more than 25 years of age on the 1st of August of the year in which the examination is held. They must also be of good moral character, and sound bodily health, and in the opinion of the Provincial Quota Committee (see Rule 6 below) in all respects suitable to hold an appointment in the Indian Railway Service of Engineers.

5. A candidate desiring to be admitted to the competitive examination shall apply to the Chief Secretary or Secretary of the Provincial or Local Administration (enumerated in Rule 10 below) in which province or region his parents reside at the time of the application or have previously resided for a period of not less than three years, or in which he has himself resided, otherwise than as a student at a University only, for a like period.

Provided that persons resident in a State in India shall apply through their Durbars to the Political Officer concerned who will forward their applications to the Provincial or Local Administration to which the State is attached for purposes of these regulations.

6. Application shall be made at such time and in such manner as the Governor General in Council may prescribe.

7. No candidate shall make more than one application in any year ; but a candidate for the Indian Railway Service of Engineers may also apply for permission to appear at the competitive examination for the Transportation (Traffic) and Commercial Departments.

8. No candidate shall be admitted to the competitive examination unless he has been selected by the Quota Committee of his province or region.

9. Each Provincial or Local Administration will appoint a Quota Committee for the selection of candidates from among applicants from its territory or States attached to it for purposes of these regulations. The Railway Board will nominate an officer of a local railway to serve as an *ex-officio* member on each of these Quota Committees, and in provinces or administrations, to which States in India have been attached, the Provincial Government or Administration will arrange to see that such States are represented on the Committees through an officer of the Political Department.

The decision of the Quota Committee will be final.

10. Ordinarily 10 candidates will be allowed to compete at the examination for each vacancy. The total number of candidates, according to the number of vacancies in a year, will be distributed amongst the several provinces or regions according to the percentage shown below :—

| | |
|---|---|
| Assam .. .. .. .. .. .. .. .. | 3 |
| Bengal (including Sikkim) .. .. .. .. .. .. | 15 |
| Bihar and Orissa .. .. .. .. .. .. .. | 10 |
| Bombay (including Hyderabad, Baroda and Kathiawar States) .. | 13 |
| Burma .. .. .. .. .. .. .. .. | 6 |
| Central Provinces (including Gwalior and Central India States) .. .. | 7 |
| Madras (including Coorg, Mysore, Travancore, Cochin and the States of the Madras Agency) .. .. .. .. .. .. | 17 |
| Punjab (including Delhi Province, Kashmir, and the States of the Punjab Agency) .. .. .. .. .. .. .. | 11 |
| United Provinces (including Ajmer Merwara and Rajputana States) .. | 16 |
| North-West Frontier Province and Baluchistan .. .. .. | 2 |

The number, to be allotted to each region, worked out according to the above proportion, will be rounded off to the nearest number, fractions of half and over being taken as 1, and smaller fractions ignored, provided that the number to be selected by a Quota Committee will in no case be less than one.

11. *Any attempt on the part of a candidate to enlist support for his application through persons of influence will disqualify him for selection. Spontaneous recommendations from persons, who are not themselves acquainted with the candidate's work at school or at the University, or otherwise, will be disregarded.*

12. Candidates selected by the Quota Committees will be required to appear for examination before a Medical Board and to obtain a certificate of physical fitness for employment in outdoor service. Candidates disqualified by the Medical Board will not be permitted to appear at the examination.

13. A candidate will be required to pay a fee of Rs. 5 with his application, and a candidate, permitted to appear at the examination will pay a further fee of Rs. 50.

14. The competitive examination will be held at such time and place as may be prescribed by the Governor General in Council.

15. The syllabus for the examination is detailed in Appendix III.

16. Arrangements for the conduct of the examination will be made by the Public Service Commission.

In subjects, which are common to the competitive examinations for the Indian Railway Service of Engineers and the Transportation (Traffic) and Commercial Departments, candidates for both the examinations will be required to undergo the same examination.

17. Of the total number of vacancies in a year, to be filled in India by direct recruitment, two-thirds will be filled on the results of the competitive examination, provided that number of candidates is declared by the Public Service Commission as having qualified by examination. The remaining one-third vacancies will be reserved by the Government of India to redress, so far as may be necessary, marked communal inequalities, and any appointments, which it may be necessary to make on these grounds, shall be made by the Governor General in Council, after consultation with the Public Service Commission, by direct nomination from among candidates who have attained the qualifying standard at the examination. Such vacancies among the one-third reserved as may not be required for the redress of communal inequalities, or for which duly qualified candidates for direct nomination may not be forthcoming, shall be filled in the direct order of merit in which the candidates passed the examination.

*Note.*—Certain appointments in the Indian Railway Service of Engineers were formerly guaranteed to the students of some of the Engineering Colleges. The guarantee has for the future been withdrawn, but to protect the interests of the students who were in the Colleges, when the changes were introduced, the guarantee system will be continued until 1928. The number of vacancies in the Indian Railway Service of Engineers to be recruited for under these regulations will up to that year be reduced by the number of appointments guaranteed.

18. A list of the competitors shall be made out in order of merit as disclosed by the aggregate marks finally awarded to each competitor, and in that order so many competitors, up to the determined number of appointments, as are found by the Public Service Commission to be qualified by examination, shall be designated to be selected candidates for the Indian Railway Service of Engineers, provided that the Government of India are satisfied that they are duly qualified in other respects. Should any selected candidate become disqualified, the Government of India will determine whether the vacancy thus created shall be filled or not ; in the former case, the candidate next in order of merit, and in other respects duly qualified, shall be deemed to be the selected candidate.

If a candidate, having been nominated by the Quota Committee as a candidate for both the Indian Railway Service of Engineers and the Transportation (Traffic) and Commercial Departments, is a selected candidate for both, he shall be treated as a selected candidate for that service or department only for which he expressed a preference at the time of his application.

19. (*a*) Candidates selected for appointment under Rule 18 will be appointed as probationers on an agreement for three years in the first instance and will during the period of their probation draw an allowance of Rs. 300 per mensem in the first year, Rs. 350 in the second year and Rs. 400 in the third year of service, subject to satisfactory reports on their work being received at the end of each year of probation. All the men appointed will, during the period of their probation, be required to undergo practical training of one year on a State Railway, including six months in a Railway Workshop and a further six months on construction or survey, as indicated in Appendix IV.

(*b*) At the conclusion of the probationary period all probationers who are favourably reported on will be required to undergo a final practical examination, which will include tests in levelling, surveying, practical design and setting out of work, the manufacture and use of materials, analysis of rates, drawing, estimating and riding, and will, if successful, be confirmed in the Indian Railway Service of Engineers on pay of Rs. 475. On confirmation their agreement will be continued subject to their service being terminable on six months' notice on either side.

(*c*) Candidates, who may in accordance with Rule 17 be appointed by the Government of India by direct nomination, will be appointed on the same conditions as regards pay, training and confirmation as in clauses (*a*) and (*b*).

20. Probationers will be required to pass a riding test within two years of appointment.

21. Probationers will be required to pass a language examination in *Urdu* by the Preliminary Standard, modified to suit the requirements of the Railways, before they can be confirmed or granted any increment, beyond the first, during the period of probation. Probationers whose vernacular is *Urdu* may be exempted from passing the language examination. Failure to pass the examination within the probationary period involves liability to removal from service.

22. Officers of the Indian Railway Service of Engineers, recruited under these regulations, will not be entitled to pension on quitting the service, but will be eligible throughout their service for the benefits of the State Railway Provident Fund, to which they will be required to subscribe, and by the rules of which Fund they will be required to abide. They will also be eligible for gratuities for good, efficient, faithful and continuous service. A summary of the benefits of the State Railway Provident Fund and the Gratuity Rules will be found in Appendix V.

23. Pay will commence from the date of joining service. Service for increments and seniority will also count from the same date. Particulars as to pay are contained in Appendix VI.

24. Leave rules applicable to State Railway officers are under revision. Officers recruited under these regulations will, pending the revision of the rules, be entitled to leave under the existing rules, but the revised rules will apply to them when they are brought into force.

25. Officers will ordinarily be employed throughout their service on the Railway to which they may be posted on first appointment and will have no claim, as a matter of right, to transfer to some other Railway. But the Government of India reserve the right to transfer such officers, in the exigencies of service, to any other Railway or project in or out of India.

26. Officers recruited for the Indian Railway Service of Engineers in the United Kingdom by the Secretary of State must, as one of the qualifications for their appointment, have undergone at least one full year's practical training before selection, while the officers recruited in India will obtain that training after appointment. In the circumstances officers recruited in the United Kingdom will be given one year's seniority over those recruited in India.

27. The Government of India reserve the right of assigning to the R. E. officers recruited for the Indian Railway Service of Engineers, under the rules laid down by the Secretary of State, and to officers promoted from the subordinate ranks, positions in the seniority list at their discretion.

## APPENDIX I.

LIST OF DEGREES OF INDIAN UNIVERSITIES WHICH ARE ACCEPTED BY THE INSTITUTE OF ENGINEERS (INDIA) AS EXEMPTING FROM THE ASSOCIATE MEMBERSHIP EXAMINATION.

B.E. of Bombay University.

B.E. of Calcutta University (College of Engineering, Sibpur).

B.E. of Madras University.

B. Sc. (Engineering), Benares Hindu University.

*Note.*—The above list is liable to be altered from time to time.

## APPENDIX II.

LIST OF BRITISH UNIVERSITY DEGREES WHICH WILL BE RECOGNISED FOR ADMISSION TO THE INDIAN RAILWAY SERVICE OF ENGINEERS.

*Oxford.*—B. A. with Honours, in the Engineering Science Final Honours School.

*Cambridge.*—B. A. with Honours in Mechanical Science Tripos.

*St. Andrews.*—B. Sc. in Engineering.

*Glasgow.*—B. Sc. in Engineering.

*Edinburgh.*—B. Sc. in Engineering.

*Dublin.*—B. A. I. (Ordinary or with Honours in Engineering).

*Durham.*—B. Sc. in Civil, Mechanical or in Naval Architecture (Honours or Ordinary degree).

*London.*—B. Sc. (Internal degree) in Engineering, ordinary or with Honours [not including the B. Sc. in Engineering (Mining) or the B. Sc. in Engineering (Metallurgy)]. The External degree is also accepted to the same extent, provided it is recognised by the Institution of Civil Engineers as exempting from Sections A and B of the A. M. I. C. E. examination.

*Victoria University (Manchester).*—B. Sc. with Honours in Engineering, B. Sc. Technical in Mechanical or Electrical Engineering (Honours Division in the Final Examination).

*Birmingham.*—B. Sc. in Civil, Mechanical, Electrical Engineering (Honours or Ordinary degree).

*Liverpool.*—B. Engineering in Civil, Mechanical, Electrical or Marine Engineering or Naval Architecture (Honours or Ordinary degree).

*Leeds.*—B. Sc. in Civil, Mechanical, or Electrical Engineering (Honours or Ordinary degree).

*Sheffield.*—B. Engineering in Civil, Mechanical or Electrical Engineering (Honours degree or Ordinary degree with a first class in the Final Examination).

*Bristol.*—B. Sc. in Civil or Mechanical Engineering (Honours or Ordinary degree).

*University of Wales.*—B. Sc. (in Civil, Mechanical or Electrical Engineering).

*National University of Ireland.*—B. E.

*Queen's University, Belfast.*—B.Sc. in Engineering.

*Note.*—The above degrees will be accepted only if taken after three years' study and the passing of the regular examinations in the several universities. The conditions as to three years' study will not however apply to Indians, who, having taken an Indian degree, which exempts them from part of the University course, shall have taken one of the above degrees in less than three years in accordance with the regulations of the University concerned.

## APPENDIX III.

### Syllabus for competitive examination for candidates for the Indian Railway Service of Engineers.

*Section (a)—General.*

(1) *English Essay.*—A choice of several subjects of a general character will be given.
*Full marks—100.*

(2) *Present day.*—The paper on "present day" will consist of a liberal choice of questions on contemporary subjects—social, economic, constitutional, etc. The object is to test the width of interest and powers of observation of the candidate.
*Full marks—100.*

(3) Viva Voce .. .. .. .. .. .. *Full marks—100.*

*Section (b)—Technical.*

(*i*) *Compulsory*—

(1) Applied Mathematics .. .. .. .. .. *Full marks—100.*

(2) Applied Mechanics (including strength of Materials and Theory of Structures).
*Full marks—100.*

(*ii*) *Optional*—

Not more than two of the following :— .. *Full marks—100 for each subject.*

(1) Physics (including Electricity and Magnetism).

(2) Chemistry and Metallurgy.

(3) Prime Movers.

(4) Hydraulics and Hydraulic machines.

(5) Construction—

(a) Building materials.

(b) Design of structures.

(c) General principles governing the design of railways, roads, harbours and other works.

(6) Surveying.

(7) Sanitary engineering and water supply.

The standard of knowledge required in the Technical subjects Section (*b*)—both compulsory and optional—will correspond to that for the degree of B.E. of Indian Universities.

A candidate will not be considered as qualified unless he attains a minimum standard in each of the subjects in which he is examined.

## APPENDIX IV.

### Course of training prescribed for Probationers of the Indian Railway Service of Engineers.

*Length of Course—One year.*

(1) Six months in a Railway Workshop of which 6 weeks should be in a Signal Shop.

(2) The next 6 months on Construction or Survey.

*Note.*—The courses of the training specified above are liable to be altered from time to time as circumstances require or experience indicates.

## APPENDIX V.

### Provident Fund and Gratuities.

The following is a summary of the rules relating to Provident Fund and Gratuities applicable to officers appointed to the Indian Railway Service of Engineers.

*Provident Fund.*—The State Railway Provident Fund is established on the following basis :—

(*i*) Every officer is required to subscribe to the Provident Fund at a uniform monthly rate of one-twelfth of emoluments, to which is added half-yearly a bonus at the rate of 100 per cent. of an officer's subscriptions for the half year.

(*ii*) Compound interest at the rate of 5½ per cent. per annum is allowed on the officer's subscription and bonus. This rate is subject to reconsideration, should the rates at which the Government of India borrow undergo modification, six months' notice being given to members before any alteration is made.

(*iii*) The sum which thus accumulates to the credit of an officer is paid to him on quitting the service ; or, in the event of his death before retirement, to his legal representatives.

*Gratuities.*—Officers of Indian State Railways are also eligible on retirement, at the discretion of the Railway Board, for gratuities for good, efficient, faithful and continuous service, on the following conditions :—

(*a*) Completion of 30 years' service, or

(*b*) Attainment of the age of 50 years, or

(*c*) Retirement on account of permanent incapacity due to bodily or mental infirmity, or

(*d*) Abolition of appointment due to a reduction of establishment, if other suitable employment cannot be found for the officer.

The amount of gratuity admissible is as follows :—

(*a*) For service not exceeding 18 years, half a month's pay for each year of service, subject to a maximum of six months' pay ;

(*b*) For service in excess of 18 years, six months' pay *plus* half a month's pay for each year after the eighteenth, subject to a maximum of 12 months' pay or Rs. 25,000 whichever is less.

In case of an officer's death while in service, the gratuity is paid to his widow or children dependent on him.

## APPENDIX VI.

### PARTICULARS AS TO PAY OF OFFICERS OF INDIAN DOMICILE OF THE INDIAN RAILWAY SERVICE OF ENGINEERS.

1. The various ranks of the department are at present as follows :—

*Executive Engineers and Assistant Executive Engineers.*

| Year of Service. | Pay. Junior scale. Rs. | Pay. Senior scale. Rs. | |
|---|---|---|---|
| 1st | 300 | .. | Probationary period. |
| 2nd | 350 | .. | |
| 3rd | 400 | .. | |
| 4th | 475 | .. | |
| 5th | 525 | 625 | |
| 6th | 525 | 625 | |
| 7th | 575 | 675 | |
| 8th | 625 | 725 | |
| 9th | 625 | 725 | |
| 10th | 675 | 775 | |
| (Efficiency Bar here.) | | | |
| 11th | 725 | 825 | |
| 12th | 775 | 875 | |
| 13th | 825 | 925 | |
| 14th | 875 | 975 | |
| 15th | 925 | 1,025 | |
| 16th | 975 | 1,025 | |
| 17th | .. | 1,075 | |
| (Efficiency Bar here.) | | | |
| 18th | .. | 1,125 | |
| 19th | .. | 1,175 | |
| 20th | .. | 1,225 | |
| 21st | .. | 1,275 | |
| 22nd | .. | 1,275 | |
| 23rd | .. | 1,325 | |
| 24th | .. | 1,325 | |
| 25th and over | .. | 1,375 | |

*Administrative officers.*

| | |
|---|---|
| Deputy Chief Engineers | Rs. 1,750—100—2,150. |
| Chief Engineers | Rs. 2,750—125—3,000. |

2. The increments will be given for approved service only, and in accordance with rules of the Department.

3. Pay will be drawn according to the junior scale, except when an officer is holding a charge which is declared to carry the senior scale of pay. No officer will, however, draw more than the pay of the tenth year of service on the junior scale, unless the Agent is satisfied that he is fit to hold a charge carrying the senior scale of pay.

4. Pay on the senior scale will be drawn by officers holding charges which have been declared to carry the senior scale of pay.

No officer on the senior scale of pay will draw more than the pay of the 17th year of service, unless the Railway Board are satisfied that he is fit for further promotion.

5. Promotions to the administrative grades are dependent on the occurrence of vacancies in the sanctioned establishment and are made wholly by selection ; mere seniority is considered to confer no claim to promotion.

6. Officers of the Indian Railway Service of Engineers are also eligible for appointment to the administrative posts in the Transportation department, as also in the Agency and the Divisions.

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# Regulations for recruitment in India for the Transportation (Traffic) and Commercial Departments of the Superior Revenue Establishment of State Railways.

1. The permanent establishment of the Transportation (Traffic) and Commercial departments of the Superior Revenue Establishment of State Railways is recruited from the following sources :—

(1) Officers of Royal Engineers.

(2) Persons of non-Asiatic domicile appointed by the Secretary of State by selection from the United Kingdom.

(3) Persons of Indian domicile appointed by the Government of India after competitive examinations held in India.

(4) Promotion of specially qualified officers of the Local Traffic Service and subordinates of the Transportation (Traffic) and Commercial departments.

(5) Occasional admission of other qualified persons.

2. Every candidate for the competitive examination, held in India must be a British subject of Indian domicile.

Provided that a ruler or subject of any State in India in respect of whom the Governor General in Council has made a declaration under Section 96-A of the Government of India Act, 1915, as amended by Section 3 of the Government of India (Amendment) Act, 1916, may be considered as eligible.

If a candidate (who is eligible under this rule) or his father or his mother was not born within His Majesty's dominions and allegiance, the father must, at the time of the candidate's birth have been a British subject or a ruler or subject of a State in India ; and if alive, must be, or if dead, must have continued to be, until his death, a British subject or ruler or subject of a State in India.

3. Candidates must produce evidence that they either—

(1) hold a degree of an Indian University incorporated by any law for the time being in force ; or

(2) hold an Engineering or Science degree of any teaching University in the United Kingdom, granted after not less than 3 years' study in that University ; or

(3) have passed Sections A and B of the Associate Membership examination of the Institution of Civil Engineers ; or

(4) possess the Engineering certificate of the Thomason Engineering College, Roorkee or

(5) have passed the Associate Membership examination of the Institution of Engineers (India); or

(6) have passed the Associateship examination of the City and Guilds Institute (Imperial College of Science and Technology, South Kensington) in Civil Engineering ; or

(7) have passed the Associateship examination of the Bengal Engineering College in Mechanical Engineering.

Provided that no degree or certificate will qualify in this behalf unless it included among the subjects of study or examination one or more of the following subjects :—

(*a*) Applied Mathematics.

(*b*) Physics (including Electricity and Magnetism).

(*c*) Applied Mechanics (including Strength of Materials and Theory of Structures).

(*d*) Prime movers.

NOTE 1.—For the examinations to be held in the years 1926 and 1927, candidates who have obtained Railway Traffic training in the United Kingdom for not less than two years will be eligible for admission to the competitive examination, although they may not possess any of the qualifications required under this rule, provided they fulfil the conditions and requirements of the other rules in these regulations.

NOTE 2.—The condition that the degree has been granted after not less than 3 years' study prescribed in clause (2) will not apply to candidates who, having taken an Indian degree which exempts them from part of the University course, have taken the degree of a British University in less than three years in accordance with the regulations of the University concerned.

4. Candidates must be over 21 and not more than 25 years of age on the 1st August of the year in which the examination is held. They must also be of good moral character, and sound bodily health, and in the opinion of the Provincial Quota Committee (see Rule 9 below) in all respects suitable to hold an appointment in the Superior Revenue Establishment of the State Railways.

5. A candidate desiring to be admitted to the competitive examination shall apply to the Chief Secretary or Secretary of the Provincial or Local Administration (enumerated in Rule 10 below) in which province or region his parents reside at the time of the application or have previously resided for a period of not less than three years, or in which he has himself resided, otherwise than as a student at a University only, for a like period.

Provided that persons resident in a State in India shall apply through their Durbars to the Political Officer concerned who will forward their applications to the Provincial or Local Administration to which the State is attached for purposes of these regulations.

6. Application shall be made at such time and in such manner as the Governor General in Council may prescribe.

7. No candidate shall make more than one application in any year; but a candidate, for the Transportation (Traffic) and Commercial Departments, may, if he is qualified under the regulations, also apply for permission to appear at the competitive examination for the Indian Railway Service of Engineers.

8. No candidate shall be admitted to the competitive examination unless he has been selected by a Quota Committee.

9. Each Provincial or Local Administration will appoint a Quota Committee for the selection of candidates from among applicants from its territory or States attached to it for purposes of these regulations. The Railway Board will nominate an officer of a local railway to serve as an ex-officio member on each of these Quota Committees, and in provinces or administrations to which States in India have been attached, the Provincial Government or Administration will arrange to see that such States are represented on the Committees through an officer of the Political Department.

The decision of the Quota Committee will be final.

10. Ordinarily 10 candidates will be allowed to compete at the examination for each vacancy. The total number of candidates, according to the number of vacancies in a year, will be distributed amongst the several provinces or regions according to the percentage shown below :—

| | |
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| Assam .. .. .. .. .. .. .. | 3 |
| Bengal (including Sikkim) .. .. .. .. .. | 15 |
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| Bombay (including Hyderabad, Baroda and Kathiawar States) .. | 13 |
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| Madras (including Coorg, Mysore, Travancore, Cochin and the States of the Madras Agency). | 17 |
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| United Provinces (including Ajmer-Merwara and Rajputana States) | 16 |
| North-West Frontier Province and Baluchistan .. .. | 2 |

The number, to be allotted to each region, worked out according to the above proportion, will be rounded off to the nearest number, fractions of half and over being taken as 1, and smaller fractions ignored, provided that the number to be selected by a Quota Committee will in no case be less than one.

11. *Any attempt on the part of a candidate to enlist support for his application through persons of influence will disqualify him for selection. Spontaneous recommendations from persons, who are not themselves acquainted with the candidate's work at school or at the University, or otherwise, will be disregarded.*

12. Candidates selected by the Quota Committees will be required to appear for examination before a Medical Board and to obtain a certificate of physical fitness for employment in outdoor service. Candidates disqualified by the Medical Board will not be permitted to appear at the examination.

13. A candidate will be required to pay a fee of Rs. 5 with his application, and a candidate permitted to appear at the examination will pay a further fee of Rs. 50.

14. The competitive examination will be held at such time and place as may be prescribed by the Governor General in Council.

15. The syllabus for the examination is detailed in Appendix I.

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In subjects, which are common to the competitive examinations for the Indian Railway Service of Engineers and the Transportation (Traffic) and Commercial Departments, candidates for both the examinations will be required to undergo the same examination.

17. Of the total number of vacancies in a year, to be filled in India by direct recruitment, two-thirds will be filled on the results of the competitive examination, provided that number of candidates is declared by the Public Service Commission as having qualified by examination. The remaining one-third vacancies will be reserved by the Government of India to redress so far as may be necessary, marked communal inequalities, and any appointments, which it may be necessary to make on these grounds, shall be made by the Governor General in Council, after consultation with the Public Service Commission, by direct nomination. From among candidates who have attained the qualifying standard at the examination. Such vacancies among the one-third reserved as may not be required for the redress of communal inequalities, or for which duly qualified candidates for direct nomination may not be forthcoming, shall be filled in the direct order of merit in which the candidates passed the examination.

18. A list of the competitors shall be made out in order of merit as disclosed by the aggregate marks finally awarded to each competitor, and in that order so many competitors, up to the determined number of appointments, as are found by the Public Service Commission to be qualified by examination, shall be designated to be selected candidates for the Transportation (Traffic) and Commercial departments of the Superior Revenue Establishment of State Railways, provided that the Government of India are satisfied that they are duly qualified in other respects. Should any selected candidate become disqualified, the Government of India will determine whether the vacancy thus created shall be filled or not; in the former case, the candidate next in order of merit, and in other respects duly qualified, shall be deemed to be the selected candidate.

If a candidate, having been nominated by the Quota Committee as a candidate for both the Indian Railway Service of Engineers and the Transportation (Traffic) and Commercial Departments, is a selected candidate for both, he shall be treated as a selected candidate for that service or department only for which he expressed a preference at the time of his application.

19. (*a*) Candidates selected for appointment under Rule 18 will be appointed as probationers on an agreement for three years in the first instance and will during the period of their probation draw an allowance of Rs. 300 per mensem in the first year, Rs. 350 in the second year and Rs. 400 in the third year of service, subject to satisfactory reports on their work being received at the end of each year of probation. All the men appointed will during the period of their probation be required to undergo training, which will comprise courses at the Railway School/College of Transportation alternating with practical work on Railways. Full details of the course of training will be found in Appendix II.

NOTE.—The Government of India reserve the right to reduce, at their discretion, the period of training in the case of candidates who have had previous suitable training or experience either in the United Kingdom or India.

(*b*) At the conclusion of the course of training probationers will be required to undergo written and oral tests in the subjects in which they have been trained, and, if they are successful and well reported on, they will be confirmed in the Transportation (Traffic) and Commercial departments of the Superior Revenue Establishment of State Railways, on pay of Rs. 450. On confirmation their agreement will be continued subject to their service being terminable on six months' notice on either side.

(*c*) Candidates who may in accordance with Rule 17 be appointed by the Government of India by direct nomination, will be appointed on the same conditions as regards pay, training and confirmation as in clauses (*a*) and (*b*).

20. Probationers will be required to pass a language examination in Urdu by the Preliminary Standard, modified to suit the requirements of the Railways, before they can be confirmed or granted any increment, beyond the first, during the period of their probation. Probationers whose vernacular is Urdu may be exempted from passing the language examination. Failure to pass the examination within the probationary period involves liability to removal from service.

21. Officers of the Transportation (Traffic) and Commercial departments of the Superior Revenue Establishment of State Railways, recruited under these regulations, will not be entitled to pension on quitting the service, but will be eligible throughout their service for the benefits of the State Railway Provident Fund, to which they will be required to subscribe, and by the rules of which Fund they will be required to abide. They will also be eligible for gratuities for good, efficient, faithful and continuous service. A summary of the benefits of the State Railway Provident Fund and the Gratuity Rules will be found in Appendix III.

22. Pay will commence from the date of joining service. Service for increments and seniority will also count from that date. Particulars as to pay are contained in Appendix IV.

23. Leave rules applicable to State Railway officers are under revision. Officers recruited under these regulations will, pending the revision of the rules, be entitled to leave under the existing rules, but the revised rules will apply to them when they are brought into force.

24. Officers will ordinarily be employed throughout their service on the railway to which they may be posted on first appointment and will have no claim, as a matter of right, to transfer to some other Railway. But the Government of India reserve the right to transfer such officers in the exigencies of service, to any other Railway or project in or out of India.

25. The Government of India reserve the right of assigning, to the R. E. officers [under the rules laid down by the Secretary of State] recruited for the Transportation (Traffic) and Commercial departments of the Superior Revenue Establishment of State Railways and to officers promoted from the subordinate ranks, positions in the seniority list at their discretion.

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## APPENDIX I.

### SYLLABUS FOR COMPETITIVE EXAMINATION FOR CANDIDATES FOR TRANSPORTATION (TRAFFIC) AND COMMERCIAL DEPARTMENTS.

*Section (a).*—Compulsory (to be taken by all candidates).

(1) *English Essay.*—A choice of several subjects of a general character will be given. *Full marks—100.*

2) *Present day.*—The paper on present day will consist of a liberal choice of questions on contemporary subjects—social, economic, constitutional, etc. The object is to test the width of interest and powers of observation of the candidate. .. .. .. *Full marks—100.*

(3) *Viva Voce* .. .. .. .. .. .. *Full marks—100.*

*Section (b).*—Optional.

Not more than two of the following :— .. *Full marks 200 for each subject.*

(1) Applied Mathematics.
(2) Applied Mechanics (including strength of materials and Theory of Structures).
(3) Physics (including Electricity and Magnetism).
(4) Prime movers.

The standard of knowledge required in the optional subjects will correspond to that for the degree of B. Sc. or B. E. of Indian Universities.

A candidate will not be considered as qualified unless he attains a minimum standard in each of the subjects in which he is examined.

NOTE.—In the case of students admitted, under Note 1 to Rule 3 of these regulations, to the examination to be held in the year 1926, the following subjects will be substituted for the subjects under Section (*b*) Optional—

(1) Practical Railway Working.
(2) Railway Economics.

Candidates will be required to take up both the subjects for examination.

## APPENDIX II.

### COURSES OF TRAINING PRESCRIBED FOR PROBATIONERS IN THE TRANSPORTATION (TRAFFIC) AND COMMERCIAL DEPARTMENTS.

*Length of Course—three years.*

| | |
|---|---|
| 1. Course in guard's duties, lectures on the Locomotive and general lectures on Railway Working, and Signalling and Telegraph Traffic Working. The course to be held at an Area School .. .. | 3 months. |
| 2. Actual working as a guard with full responsibilities after having been passed as capable by the appropriate railway officials .. .. | 3 ,, |
| 3. Course at Railway School/College of Transportation on A. S. M.'s duties, including Signalling, and Telegraph Traffic Working, with lectures on railway organisation and general railway subjects .. .. | 3 ,, |
| 4. Responsible charge as A. S. M. of a station with separate signalling staff, after having been passed as fit to take up the charge by the appropriate railway officials .. .. .. .. .. | 3 ,, |
| 5. Further course at Railway School/College of Transportation of A. S. M. and S. M.'s duties including lectures on the Vacuum Brake, Interlocking and Statistics .. .. .. .. .. | 2 ,, |
| 6. Responsible charge as S. M. of a way-side station after having been passed as capable by the appropriate railway officials .. .. | 3 ,, |
| 7. A course of training in the duties of Assistant Train Controller .. | 2 ,, |
| 8. A course of training in the actual duties of Yard Foreman .. .. | 3 ,, |
| 9. A course of training in the duties of Assistant Station Superintendent at a large station .. .. .. .. .. .. | 2 ,, |
| 10. Work in all the sections of a Divisional Office .. .. .. | 5 ,, |
| 11. Acting as Assistant to the Assistant Loco. Foreman of a large engine changing station .. .. .. .. .. | 2 ,, |
| 12. Work in the Train and Time Table section at the Headquarters of a Railway .. .. .. .. .. .. .. | 3 ,, |
| 13. Working as Claims Investigator and Tracer and in Commercial office .. | 2 ,, |
| Total .. .. | 36 ,, |

Examinations will be held at the close of courses and at intervals during the three years.

NOTE.—The courses of training specified above are liable to change from time to time as circumstances require or experience indicates.

## APPENDIX III.

### Provident Fund and Gratuities.

The following is a summary of the rules relating to Provident Fund and Gratuities applicable to officers appointed to the Transportation (Traffic) and Commercial Departments of the Superior Revenue Establishment of State Railways.

*Provident Fund.*—The State Railway Provident Fund is established on the following basis :—

(*i*) Every officer is required to subscribe to the Provident Fund at a uniform monthly rate of one-twelfth of emoluments, to which is added half-yearly a bonus at the rate of 100 per cent. of an officer's subscriptions for the half year.

(*ii*) Compound interest at the rate of 5½ per cent. per annum is allowed on the officer's subscription and bonus. This rate is subject to reconsideration should the rates at which the Government of India borrow, undergo modification, six months' notice being given to members before any alteration is made.

(*iii*) The sum which thus accumulates to the credit of an officer is paid to him on quitting the service ; or, in the event of his death before retirement, to his legal representatives.

*Gratuities.*—Officers of Indian State Railways are also eligible on retirement, at the discretion of the Railway Board, for gratuities for good, efficient, faithful and continuous service, on the following conditions :—

(*a*) Completion of 30 years' service, or

(*b*) Attainment of the age of 50 years, or

(*c*) Retirement on account of permanent incapacity due to bodily or mental infirmity, or

(*d*) Abolition of appointment due to a reduction of establishment, if other suitable employment cannot be found for the officer.

The amount of gratuity admissible is as follows :—

(*a*) For service not exceeding 18 years, half a month's pay for each year of service, subject to a maximum of six months' pay ;

(*b*) For service in excess of 18 years, six months' pay *plus* half a month's pay for each year after the eighteenth, subject to a maximum of 12 months' pay or Rs. 25,000 whichever is less.

In case of an officer's death while in service, the gratuity is paid to his widow or children dependent on him.

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## APPENDIX IV.

### Particulars as to pay of officers of Indian domicile of the Transportation (Traffic) and Commercial Departments of the Superior Revenue Establishment of State Railways.

1. The various ranks of the department are at present as follows :—

*Executive officers on Senior and Junior scales of pay.*

| *Year of Service.* | *Pay.* *Junior scale.* Rs. | *Pay.* *Senior scale.* Rs. | |
|---|---|---|---|
| 1st | 300 | .. | Probationary period. |
| 2nd | 350 | .. | |
| 3rd | 400 | .. | |
| 4th | 450 | 550 | |
| 5th | 450 | 550 | |
| 6th | 500 | 600 | |
| 7th | 550 | 650 | |
| 8th | 550 | 650 | |
| 9th | 600 | 700 | |
| (Efficiency bar here.) | | | |
| 10th | 650 | 750 | |
| 11th | 700 | 800 | |
| 12th | 750 | 850 | |
| 13th | 800 | 900 | |
| 14th | 850 | 950 | |
| 15th | 900 | 950 | |
| 16th | .. | 1,000 | |
| (Efficiency bar here.) | | | |
| 17th | .. | 1,050 | |
| 18th | .. | 1,100 | |
| 19th | .. | 1,150 | |
| 20th | .. | 1,200 | |
| 21st | .. | 1,200 | |
| 22nd | .. | 1,250 | |
| 23rd | .. | 1,250 | |
| 24th and over | .. | 1,300 | |

*Junior Administrative Officers.*

| | |
|---|---|
| Deputy Chief Operating Superintendent, East Indian Railway and North Western Railway | Rs. 1,750—50—2,000 |
| Deputy Chief Commercial Manager, East Indian Railway and North Western Railway | |
| Deputy Traffic Manager, Eastern Bengal Railway and Great Indian Peninsula Railway. | |
| Deputy Transportation Superintendent, Class I, Great Indian Peninsula Railway. | |
| Deputy Transportation Superintendent, Class II, Great Indian Peninsula Railway. | Rs. 1,600—50—1,700. |
| Divisional Transportation Superintendent, Great Indian Peninsula Railway. | |
| Personal Assistant to Chief Transportation Superintendent, Great Indian Peninsula Railway. | |

*Senior Administrative Officers.*

| | |
|---|---|
| Chief Operating Superintendent, East Indian Railway and North Western Railway .. .. .. | Rs. 2,750—125—3,000. |
| Chief Transportation Superintendent, and Chief Commercial Manager, Great Indian Peninsula Railway .. | Rs. 2,500—125—2,750. |
| Chief Commercial Manager, East Indian Railway .. | Rs. 2,500. |
| Traffic Manager, Eastern Bengal Railway .. .. | Rs. 2,300—100—2,500. |
| Chief Commercial Manager, North Western Railway .. | Rs. 2,250. |

2. The increments will be given for approved service only and in accordance with rules of the Department.

3. Pay will be drawn according to the junior scale, except when an officer is holding a charge which is declared to carry the senior scale of pay. No officer will, however, draw more than the pay of the ninth year of service on the junior scale, unless the Agent is satisfied that he is fit to hold a charge carrying the senior scale of pay.

4. Pay on the senior scale will be drawn by officers holding charges which have been declared to carry the senior scale of pay. No officer on the senior scale of pay will draw more than the pay of the 16th year of service, unless the Railway Board are satisfied that he is fit for further promotion.

5. Promotions to the administrative grades are dependent on the occurrence of vacancies in the sanctioned establishment and are made wholly by selection by the Railway Board; mere seniority is considered to confer no claim to promotion.

6. The administrative appointments in the Transportation (Traffic) Department are also open to officers of the Transportation (Power) Department.

7. The administrative appointments are not reserved for officers of the Transportation (Traffic) and Commercial or Transportation (Power) Departments of the Superior Revenue Establishment of State Railways, and the Government of India reserve the right to appoint, at their discretion, an officer of any department or Railway to any of these posts.

8. Officers of the Transportation (Traffic) and Commercial departments are eligible for appointment to administrative posts in the Agency and the Divisions.

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# Regulations for the recruitment in India for the Mechanical Engineering and Transportation (Power) departments of Superior Revenue Establishment of State Railways.

1. The permanent establishment of the Mechanical Engineering and Transportation (Power) departments of the Superior Revenue Establishment of State Railways is recruited from the following sources :—

(1) Persons of non-Asiatic domicile appointed by the Secretary of State by selection from the United Kingdom.

(2) Persons of Indian domicile appointed by the Government of India by selection in India.

(3) Promotion of specially qualified subordinates of the Mechanical Engineering or Transportation (Power) Departments.

(4) Occasional admission of other qualified persons.

*Note.*—These regulations provide for a seven years' training to Indians appointed in India. Although recruitment will be made under clause (2) above with effect from 1926, the officers will not be available for employment before 7 years, *i.e.*, before 1933, and during this period requirements of the departments will be met by recruitment under clauses (3) and (4) and by recruitment of persons of non-Asiatic or Indian domicile by the Secretary of State by selection from the United Kingdom.

2. Every candidate for selection in India must be a British subject of Indian domicile.

Provided that a ruler or subject of any State in India in respect of whom the Governor General in Council has made a declaration under Section 96 A of the Government of India Act, 1915, as amended by Section 3 of the Government of India (Amendment) Act, 1916, may be considered as eligible.

If a candidate (who is eligible under this rule) or his father or his mother was not born within His Majesty's dominions and allegiance, the father must, at the time of the candidate's birth, have been a British subject or a ruler or subject of a State in India; and if alive, must be, or if dead, must have continued to be, until his death, a British subject or ruler or subject of a State in India.

3. Candidates must produce evidence that they have passed the Intermediate examination in Science or Arts of any Indian University incorporated by law or the Senior Cambridge Examination.

X 4. Candidates must not be over 19 years of age on the 1st of January of the year in which the selection is made. They must also be of good moral character, and sound bodily health, and in the opinion of the Provincial Quota Committee (see Rule 9 below) in all respects suitable to hold an appointment in the Mechanical Engineering and Transportation (Power) departments of the Superior Revenue Establishment of State Railways.

5. A candidate desiring to be admitted to the Mechanical Engineering and Transportation (Power) departments of the Superior Revenue Establishment of State Railways shall apply to the Chief Secretary or Secretary of the Provincial or Local Administration (enumerated in Rule 10 below) in which province or region his parents reside at the time of the application or have previously resided for a period of not less than three years, or in which he has himself resided, otherwise than as a student at a University only, for a like period.

Provided that persons resident in a State in India shall apply through their Durbars to the Political Officer concerned who will forward their applications to the Provincial or Local Administration to which the State is attached for purposes of these regulations.

6. Application shall be made at such time and in such manner as the Governor General in Council may prescribe.

7. No candidate shall make more than one application in any year.

8. No candidate shall be eligible for final selection for appointment unless he has been selected by a Quota Committee.

9. Each Provincial or Local Administration will appoint a Quota Committee for the selection of candidates from among applicants from its territory or States attached to it for purposes of these regulations. The Railway Board will nominate an officer of a local railway to serve as an *ex-officio* member on each of these Quota Committees, and in provinces or administrations to which States in India have been attached, the Provincial Government or Administration will arrange to see that such States are represented on the Committees through an officer of the Political Department.

**The decision of the Quota Committee will be final.**

10. Ordinarily 20 candidates will be selected by all the Quota Committees for each vacancy. The total number of candidates, according to the number of vacancies in a year, will be distributed amongst the several provinces or regions according to the percentage shown below :—

| | |
|---|---|
| Assam . . .. .. .. .. .. .. .. | 3 |
| Bengal (including Sikkim) .. .. .. .. .. | 15 |
| Bihar and Orissa .. .. .. .. .. .. | 10 |
| Bombay (including Hyderabad, Baroda and Kathiawar States) .. | 13 |
| Burma .. .. .. .. .. .. .. | 6 |
| Central Provinces (including Gwalior and Central India States) .. | 7 |
| Madras (including Coorg, Mysore, Travancore, Cochin and the States of the Madras Agency) .. .. .. .. .. | 17 |
| Punjab (including Delhi Province, Kashmir, and the States of the Punjab Agency .. .. .. .. .. .. .. | 11 |
| United Provinces (including Ajmer-Merwara and Rajputana States) .. | 16 |
| North-West Frontier Province and Baluchistan .. .. .. | 2 |

The number to be allotted to each region, worked out according to the above proportion, will be rounded off to the nearest number, fractions of half and over being taken as 1, and smaller fractions ignored, provided that the number to be selected by a Quota Committee will in no case be less than one.

11. *Any attempt on the part of a candidate to enlist support for his application through persons of influence will disqualify him for selection. Spontaneous recommendations from persons, who are not themselves acquainted with the candidate's work at school or at the University, or otherwise, will be disregarded.*

12. Candidates selected by the Quota Committees will be required to appear for examination before a Medical Board and to obtain a certificate of physical fitness for employment in outdoor service. Candidates disqualified by the Medical Board will not be eligible for final selection for appointment.

13. A candidate will be required to pay a fee of Rs. 5 with his application.

14. From the candidates selected by the Quota Committees the Public Service Commission will select the candidates they consider to be qualified and place these selected candidates in order of merit.

To enable the Public Service Commission to carry out these functions it will be necessary for candidates to appear before them for interview and for a short examination to test their general knowledge.

The number of candidates to be finally selected will be twice the number of vacancies provided that the Government of India are satisfied that they are duly qualified in other respects. Should any selected candidate be disqualified, the Government of India will determine whether another candidate should be selected in his place or not; in the former case, the candidate next in order of merit, and in other respects duly qualified, will be selected.

15. Of the total number of candidates to be selected, two-thirds will be selected in the strict order of merit awarded by the Public Service Commission, provided that number of candidates is declared by the Public Service Commission as properly qualified for selection. The remaining one-third will be reserved by the Government of India to redress so far as may be necessary, marked communal inequalities, and any appointments, which it may be necessary to make on these grounds, shall be made by the Governor General in Council, after consultation with the Public Service Commission, by direct nomination from among candidates who have been declared by the Public Service Commission to have attained the qualifying standard. Such vacancies among the one-third reserved as may not be required for the redress of communal inequalities, or for which duly qualified candidates may not be forthcoming, shall be filled in the direct order of merit awarded to the candidates by the Public Service Commission.

16. Candidates finally selected for appointment under Rule 15 will be appointed as special class apprentices for seven years in the first instance under an indenture, binding them to serve the State Railways on the completion of their training if their services are required.

The continuance of the apprenticeship from year to year will depend on satisfactory reports being received from the officers under whom the apprentice is working. If, at any time during his apprenticeship, an apprentice does not satisfy his superior officers that he is making good progress he will be liable to be discharged from his apprenticeship with a week's notice.

17. The selected candidates will be required to undergo practical and theoretical training in a Railway Workshop for the first three years of their apprenticeship. During this period they will be granted a stipend of Rs. 75 per mensem. At the end of each of the three years the candidates will be examined, and, if unsuccessful, will be discharged from their apprenticeship.

NOTE.—The liability to discharge will be greater at the end of the first year than later on.

18. If successful at the examination at the close of the third year of the apprenticeship well-reported on during the period of 3 years' training in the workshops and otherwise found suitable—

(*a*) apprentices for the Mechanical Engineering department will be sent to an Engineering College to be prescribed by the Governor General in Council for a course of two years' training in the higher mechanical course; they will be required to continue practical work in the workshops during the college vacations :

(*b*) apprentices for the Transportation (Power) department will be transferred to the Running department of State Railways for two years, during which period they will be required, from time to time, to attend courses at the Railway School/College of Transportation.

During this period of apprenticeship, the apprentices will be granted a stipend of Rs. 100 per mensem.

19. At the expiration of the second period of training referred to in Rule 18, the apprentices will be examined, and will be listed in order of merit on the results of this examination and the examinations during the first 3 years of apprenticeship, taking also into account the reports on the apprentices received during the course of the apprenticeship referred to in Rule 16. Apprentices to the number of vacancies, for which the selection was made in the first instance, will be selected for a further period of training for two years (see Rule 20), provided they have attained the qualifying standard, and the others will be discharged from their apprenticeship,

Provided that if at least half the number of the apprentices, selected under Rule 15 to redress communal inequalities, do not become eligible for selection under this rule, the deficiency will be made good by direct selection, the number to be selected according to merit being reduced by the same number; in no case, however, will final selection be made if the apprentice has not attained the qualifying standard.

20. Apprentices selected under Rule 19 will be sent to the United Kingdom to undergo a further period of training for two years, as prescribed in Appendix I. During this period of training in the United Kingdom they will be granted a stipend of £250 per annum. They will be granted a free 2nd class passage to the United Kingdom, and during the period of voyage to the United Kingdom, their stipend of Rs. 100 per mensem will be continued.

21. On the successful termination of this training, the apprentices will be appointed as probationers on an agreement for a period of three years in the first instance, and will during the period of their probation draw pay at Rs. 375 per mensem in the first year, Rs. 425 in the second year and Rs. 475 in the third year of service, subject to satisfactory reports on their work being received at the end of each year of probation.

NOTE.—Apprentices appointed as probationers will be granted a free first class passage to India. Unsuccessful apprentices will be granted a free second class passage back to India provided that they embark for India within a period of three months from the date of intimation that they have been unsuccessful.

22. At the conclusion of the probationary period all probationers, who are favourably reported on, will be required to undergo a final practical departmental test, and will, if successful, be confirmed in the Mechanical Engineering or the Transportation (Power) department, as the case may be, of the Superior Revenue Establishment of State Railways, on a pay of Rs. 525. On confirmation their agreement will be continued, subject to their service being terminable on six months' notice on either side.

23. Probationers will be required to pass a language examination in Urdu by the Preliminary standard, modified to suit the requirements of Railways, before they can be confirmed or granted any increment, beyond the first, during the period of their probation. Probationers whose vernacular is Urdu may be exempted from passing the language examination. Failure to pass the examination involves liability to removal from service.

24. Officers of the Mechanical Engineering and Transportation (Power) departments of the Superior Revenue Establishment of State Railways, recruited under these regulations, will not be entitled to pension on quitting the service, but will be eligible throughout their service for the benefits of the State Railway Provident Fund, to which they will be required to subscribe, and by the rules of which Fund they will be required to abide. They will also be eligible for gratuities for good, efficient, faithful and continuous service. A summary of the benefits of the State Railway Provident Fund and the Gratuity Rules will be found in Appendix II.

25. Pay will commence from the date of landing in India on return from the United Kingdom. Service for increments and seniority will also count from that date. Particulars as to pay are contained in Appendix III. During the period of voyage to India their stipend of £250 per annum will be continued.

26. Leave rules applicable to State Railway officers are under revision. Officers recruited under these regulations will, pending the revision of the rules, be entitled to leave under the existing rules, but the revised rules will apply to them when they are brought into force.

27. Officers will ordinarily be employed throughout their service on the Railway to which they may be posted on first appointment and will have no claim, as a matter of right, to transfer to some other railway. But the Government of India reserve the right to transfer such officers in the exigencies of service, to any other Railway or project in or out of India.

28. The Government of India reserve the right of assigning, to the officers promoted from the subordinate ranks, positions in the seniority list at their discretion.

## APPENDIX I.

### Training in the United Kingdom of selected Special Class Apprentices of Indian domicile with a view to qualifying for the Mechanical Engineering and Transportation (Power) Departments of the Superior Revenue Establishment of State Railways.

*Length of Preliminary Course—two years.*

Special Class Apprentices will be required to specialise in either workshop practice or locomotive running work.

*Workshops (a).*—In the former case the whole period will be spent in a selected Locomotive or Carriage and Wagon Workshop under conditions existing for apprentices and improvers, three months of the time being spent in the Drawing Office and three months in the Correspondence or Accounts Section.

*Running (b).*—In the latter case, six months will be spent as a fitter in a Running Shed of a British Railway, six months as a fireman on running engines under conditions applying to ordinary staff, six months attached to a Running Shed Office, and six months in the Running Department of an electrified section of a railway.

*Theoretical.*—In all cases the apprentice will be required to attend, after working hours, a Technical College or special lectures on Engineering subjects, and before returning to India must qualify for Associate Membership of the Institution of Civil or Mechanical Engineers.

## APPENDIX II.

### Provident Fund and Gratuities.

The following is a summary of the rules relating to Provident Fund and Gratuities applicable to officers appointed to the Mechanical Engineering and Transportation (Power) Departments of the Superior Revenue Establishment of State Railways.

*Provident Fund.*—The State Railway Provident Fund is established on the following basis:—

(*i*) Every officer is required to subscribe to the Provident Fund at a uniform monthly rate of one-twelfth of emoluments, to which is added half-yearly a bonus at the rate of 100 per cent. of an officer's subscriptions for the half year.

(*ii*) Compound interest at the rate of 5½ per cent. per annum is allowed on the officer's subscription and bonus. This rate is subject to reconsideration should the rates at which the Government of India borrow, undergo modification, six months' notice being given to members before any alteration is made.

(*iii*) The sum which thus accumulates to the credit of an officer is paid to him on quitting the service; or, in the event of his death before retirement, to his legal representatives.

*Gratuities.*—Officers of Indian State Railways are also eligible on retirement, at the discretion of the Railway Board, for gratuities for good, efficient, faithful and continuous service, on the following conditions:—

(*a*) Completion of 30 years' service, or

(*b*) Attainment of the age of 50 years, or

(*c*) Retirement on account of permanent incapacity due to bodily or mental infirmity, or

(*d*) Abolition of appointment due to a reduction of establishment, if other suitable employment cannot be found for the officer.

The amount of gratuity admissible is as follows:—

(*a*) For service not exceeding 18 years, half a month's pay for each year of service, subject to a maximum of six months' pay;

(*b*) For service in excess of 18 years', six months' pay *plus* half a month's pay for each year after the eighteenth, subject to a maximum of 12 months' pay or Rs. 25,000 whichever is less.

In case of an officer's death while in service, the gratuity is paid to his widow or children dependent on him.

## APPENDIX III.

*Particulars as to pay of officers of Indian domicile of the Mechanical Engineering and Transportation (Power) Departments of the Superior Revenue Establishment of State Railways.*

1. The various ranks of the departments are at present as follows :—

*Executive Officers on Senior or Junior scale of pay.*

| Year of Service. | Pay. Junior scale. Rs. | Pay. Senior scale. Rs. | |
|---|---|---|---|
| 1st | 375 | .. | Probationary period. |
| 2nd | 425 | .. | |
| 3rd | 475 | .. | |
| 4th | 525 | 625 | |
| 5th | 525 | 625 | |
| 6th | 575 | 675 | |
| 7th | 625 | 725 | |
| 8th | 625 | 725 | |
| 9th | 675 | 775 | |
| (Efficiency bar here). | | | |
| 10th | 725 | 825 | |
| 11th | 775 | 875 | |
| 12th | 825 | 925 | |
| 13th | 875 | 975 | |
| 14th | 925 | 1,025 | |
| 15th | 975 | 1,025 | |
| 16th | .. | 1,075 | |
| (Efficiency bar here). | | | |
| 17th | .. | 1,125 | |
| 18th | .. | 1,175 | |
| 19th | .. | 1,225 | |
| 20th | .. | 1,275 | |
| 21st | .. | 1,275 | |
| 22nd | .. | 1,325 | |
| 23rd | .. | 1,325 | |
| 24th and over | .. | 1,375 | |

*Junior Administrative Officers.*

| Post | Pay |
|---|---|
| (*a*) Mechanical Engineering Department— | |
| Deputy Chief Mechanical Engineer, N. W. Railway, E. I. Railway, and G. I. P. Railway. | Rs. 1,750—50—2,000. |
| Deputy Loco. and Carriage Superintendent, E. B. Railway. | |
| (*b*) Transportation (Power) Department— | |
| Deputy Chief Operating Superintendent, E. I. Railway, and N. W. Railway. | Rs. 1,750—50—2,000. |
| Deputy Transportation Superintendent, Class I, G. I. P. Railway. | |
| Deputy Transportation Superintendent, Class II, G. I. P. Railway. | Rs. 1,600—50—1,700. |
| Divisional Transportation Superintendent, G. I. P. Railway. | |
| Personal Assistant to Chief Transportation Superintendent, G. I. P. Railway. | |

*Senior Administrative Officers.*

| Post | Pay |
|---|---|
| (*a*) Mechanical Engineering Department— | |
| Chief Mechanical Engineer, E. I. Railway | Rs. 2,750—125—3,000. |
| Chief Mechanical Engineer, G. I. P. Railway | Rs. 2,500—125—2,750. |
| Chief Mechanical Engineer, N. W. Railway | Rs. 2,500. |
| Loco. and Carriage Superintendent, E. B. Railway | Rs. 2,300—100—2,500. |
| (*b*) Transportation (Power) Department— | |
| Chief Operating Superintendent, E. I. Railway and N. W. Railway. | Rs. 2,750—125—3,000. |
| Chief Transportation Superintendent, G. I. P. Railway. | Rs. 2,500—125—2,750. |

2. The increments will be given for approved service only and in accordance with the rules of the Department.

3. Pay will be drawn according to the junior scale, except when an officer is holding a charge which is declared to carry the senior scale of pay. No officer will, however, draw more than the pay of the ninth year of service, unless the Agent is satisfied that he is fit to hold a charge carrying the senior scale of pay.

4. Pay on the senior scale will be drawn by officers holding charges which have been declared to carry the senior scale of pay. No officer on the senior scale of pay will be drawn more than the pay of the 16th year of service, unless the Railway Board are satisfied that he is fit for further promotion.

5. Promotions to administrative grades are dependent on the occurrence of vacancies in the sanctioned establishment and are made wholly by selection by the Railway Board; mere seniority is considered to confer no claim to promotion.

6. The administrative appointments shown under Transportation (Power) Department are also open to officers of the Transportation (Traffic) Department.

7. The administrative appointments shown under the Transportation (Power) Department are not reserved for officers of the Transportation (Power) or Transportation (Traffic) Departments, and the Government of India reserve the right to appoint, at their discretion, an officer of any Department or Railway to any of these posts.

8. Officers of the Mechanical Engineering and Transportation (Power) Departments are eligible for appointment to administrative posts in the Agency and the Divisions.

H132RD—2,000—22-7-26—GIPS

C. No. 4862-E. [illegible] for Joseph John

College of Engineering, Guindy.

Memorials submitted to His Excellency the Governor General and Viceroy by certain passed mechanical Engineering students of the College of Engineering, Guindy.

—

L. Ed. 1360 C
3/5/26.

Secy.

The memorials which are triplicate copies sent to this Govt for information may ~~[illegible]~~ be transferred to after perusal ~~by~~ ~~[illegible]~~ Law (Education)

P.W.D. no 4862 [illegible]
29-4-26

25.4.26

27.4.26

Law (Edn.)

29.4.26

E/[illegible]

Rep
29/4

SECRETARY TO GOVT. MADRAS
3 MAY 1926
LAW DEPARTMENT

Law (Edn.) Dept

The receipt of the originals may be awaited.

5/5

5.5.26

5.5.26

The originals of the memorials have not yet been received. The Director may be reminded. A draft memo is submitted

3.6.26. 3.6.26 6/6/26.

[Memo 13602-1 d 8.6.26]

UNDER SECRETARY LOCO ... OF MADRAS LAW DEPARTMENT
7 JUN 1926

p.9 cf

pp 10-11 cf

C.No.2014 C - From the D.P.I., R.O.C.No.326 A/26, dated 24-6-26.

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Please see the memorial on pages 2-3 ~~mf~~ c.f. and the Director's remarks on pages 10-11 c.f.

Under the rules relating to the recruitment of probationers for the Loco Department in the E.I. Railway, candidates must not be more than 19 years of age and must undergo a five year's course (3 years in the Railway Workshops and 2 years in the Royal Engineering College, Sibpur). The rule regarding the age of applicants practically shuts out candidates who have passed out of the College of Engineering, Guindy, as these are generally at least 22 years old. The memorialists request that the rule regarding age limit may be waived in their case. The memorialists also pray that the course of training prescribed by the Government of India may be ~~considered~~ curtailed in view of the training they have already undergone in the Engineering College.

p. 2 cf

p. 3 cf

Age after passing the Intermediate examn } 17
Theoretical course in the college } - 4 yrs
Practical course - 1
22

rule 12 on p. 3 of G.O. No. 1604 / 12.11.28 (C)

p. 11 cf

2. It is doubtful whether the rule regarding age limit has been framed designedly to exclude candidates passing out of the College of Engineering though the effect is to exclude them. The training that is now given in the college serves the needs of the Government and local bodies. That the instruction now imparted in the college does not fit students for employment on the railways has been recognised by Mr. Statham in his "Report on the proposed Andhra University."

pp 6-7 cf (B)

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p. 7 cf (B)

He has recommended that the courses in the Engineering College to be opened at Vizagapatam should be framed specially to fit students for employment on the railways. It is doubtful whether a ~~similar~~ ~~suitable for~~ course in the Engineering College, Guindy, ~~side by~~ suited to the needs of Railways side by side with the present course can be introduced at a moderate cost.

pp 10-11 cf

3 It is for orders whether the enquiry suggested by the D.P.I. in paragraph 2 of his letter should be made or whether the memorials may be forwarded without any remarks.

2.7.26. 3.7.26

We may forward the memorials with the remark that the Govt. are not aware ~~that~~ whether the age limit has been fixed designedly to exclude graduates from the College and that if so they are not aware of the reasons which prompted the decision.

5/7

Econ no 2014 C-1 6 7 26

7234 E A
8 JUL 1926

I shall be grateful if P.W.D will obtain the C.E's remarks on these representations and on whether any recommendation should be made by this Govt.

No objection to the file going to the Chief Engineer u.o

V.T.K. 6.7

B/ph/6/7

P. W. D. u.o

~~4~~ 28

P.W.D.

The file may be forwarded u.o. to the Chief Engineer for remarks with reference to A on the previous page.

6-7-26

7-7-26

8/7

C.E.(G.&E.)

P.W. & L. D u.o
No. 7234-E/26-1 d 8.7.26

CHIEF ENGINEER AND SECY. TO GOVT.
SECTION
12 JUL 1926
S. No. 2150
MADRAS P.W.D.

---

~~5~~ 29

(17)

Office of the Chief Engineer
P. W. D.

The two courses viz the Mechanical Engineering course of the Madras Engineering College and the Apprentice course for Loco officers of the Railway are not comparable. The Memorialists have equipped themselves in a general way as Mechanical Engineers having been trained in an Educational institution whereas the men wanted by the E.I.Railway will have to be trained intensively for a special purpose at the cost of the Railway Company under the Apprentice system. The advertisement invites applications for two posts of "special class apprentices" and not Assistant Engineers. The Railway Company wants apprentices and not finished Engineers. I consider however that, in the case of the memorialists who have spent two years in studying Mechanical Engineering at the College, this period of two years might, if the Company agree, bu curtailed from the Apprentice course. This will reduce the apprenticeship from 7 to 5 years. As the Memorialists are now nearly 24 years of age, they may also be recommended for exemption from the age limit of 19 years fixed by the E.I.Railway Company.

3/8

C.E. u.o 2150E/26-1
3-8-1926.

To the Secretary, P.W. & Labour Dept u.o.

Public Wprks & Labour Dept

SECRETARY TO GOVERNMENT
8692 E
5-AUG 1926
PUBLIC WORKS DEPARTMENT

Fwd. 5/8

**Secy**

Since this file was sent to the C.E, the Railway Board have published rules and regulations for the training and recruitment of officers for the ~~Imperial~~ State Railway Superior Services.

In accordance ~~of~~ with these regulations, B.E's of the Madras University ~~can compete~~ are eligible for the competitive examinations for admission to the Indian Railway Service of Engineers and the Transportation (Traffic) and Commercial Depts of the State Railway Revenue Establishment. In regard to the Transportation (Power) and Mechanical Engineering Depts, the rules provide for a course of training for seven years ~~and~~ candidates ~~xxxxxx~~ for these departments ~~are selected in their~~ must not be over 19~~th~~ years of age. The course of training is the same as that advertised by the ~~[illegible]~~ I. Railway and referred to in this file. ~~It does not appear that~~ The age limit has been fixed ~~[illegible] fixed to exclude graduates from the College of Engineering, but it seems to have been fixed~~ apparently with a view to recruit candidates when they are young and give them ~~the~~ a special course of training including 2 years' training in England. Since Engineers of the local College are permitted to appear for the competitive examinations for the other two departments referred to at A above, it does not appear that they have a grievance in regard to the rules and regulations for the Transportation (Power) and Mechanical Engineering Depts. which are apparently specialised branches, and it seems unlikely that the Railway Board will agree to consider any period of training in the Engineering College as qualifying for these two branches. ~~[illegible], [illegible] special recommendation from this Govt. on behalf of the [illegible].~~

— A

vide regulations marked A + B in flag (W) (Rule 3)

vide regulations marked C in flag (W) (Rule 16).

12 AUG 1926
Law Department

P.B.
9.8.26

10.8.26

11-8-26

11/8

Law (Educn) no

P.W.L.D. R.O. No.
72348/26-2
11.8.26

Edn 2613 C
12.8.26

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Law and Education Department.

There are three branches of Railway Service which have to be considered:

(i) Indian Railway Service of Engineers.

(ii) Transportation (Traffic) and Commercial Departments of the Superior State Railway Revenue Establishment.

×(iii) Mechanical Engineering and Transportation (Power) Departments of Superior Revenue Establishment of State Railways.

A in flag (W)
B „ „
C „ „

× It is understood from the P.W.D that the memorials refer to this Dept.

(i) and (ii) above.

There is a competitive examination for which B.E. degree holders of Indian universities are eligible to appear. Madras gets 17 per cent of the posts. The rules provide that candidates must be over 21 and not more than 25. The Chief Engineer states that the memorialists are about 24 years old. The question of exemption from age limit does not, therefore, arise.

Regn 3 (3) in A, flag W
& Regn 3 (1) in B, flag W
× p. 2 of W
p. 5 ante

(iii) above.

Under the rules candidates must not be over 19 years of age. The period of training is 7 years. The memorialists are not eligible for appointment unless exempted from the age limit. The P.W.D. does not recommend exemption or a reduction in the period of training. ~~We~~ This Dept need not make any recommendation to the Govt. of India. The memorials may be simply forwarded.

Regn 4 in C, flag W
rule 16, ibid
p. 6 ante

2 A draft order and a draft letter ~~in accordance with the B.S.S. [illegible]~~ are submitted for approval.

14 AUG 1926
Law Department

18.8.26. 19.8.26

19/8

V.T.K.
20/8

M2

20.8.26

The file may ~~also~~ be circulated to H.E. for perusal before despatch.

~~8~~ 32

May be subd. to H.E. the Governor

24/8

V.T.K.
5/8

H.E. the Govr

G.
31.viii.26.

SECRETARY TO GOVERNMENT
31 AUG 1926
LAW DEPARTMENT

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33 (19)

Sectt. II-5 (b)—5,003—6-12-24. (6)

**Law & Education DEPARTMENT.**

| | Date. | Initials. |
|---|---|---|
| When received for Fair-copying | 1/9 | |
| When copied | | |
| When examined | | |
| When signed | 1/9. | |
| When despatched | | |

College

Engineering - passed students - Railway Service - admission - memorials forwarded to the Government of India.

READ AGAIN G.O. No ........, dated ........ 192 .

" " " " ........ " ........ 192 .

*READ ALSO:—*

C. No. 1360/C ~~From the~~ Endt: of the D.P.I., No. R.O.C. ~~326 A/26,~~ 10811, C.F., dated 24.6.1926

" " ........ " " ........ " ........ " ........ 192 .

" " ........ " " ........ " ........ " ........ 192 .

**ORDER.** No. 1664, dated 1. 9. 1926

Mis.

The memorials will be forwarded to the Government of India.

2. The ~~Endt.~~ Director of Public Instruction is requested to draw the attention of the memorialists to the regulations relating to the recruitment in India of officers for the State Railway Superior Services, under which the memorialists are eligible to appear for the competitive examinations for admission to the Indian Railway Service of Engineers and the Transportation (Traffic) and Commercial Departments of the ~~State Railways~~ Superior Revenue Establishment of State Railways.

19/8

DESPATCHED 2-SEP

To

The D.P.I. ~~with a c.~~.

" P.W.D. (with copy of letter)

18.8.26.

19.8.26

V.T.K.
5/8

Letter.

34

20

~~-2-~~

Letter No. 1665 dated 1. 9. 26.
Mis.

DESPATCHED
2 SEP [illegible]
with Regd

To

The Secretary to the Govt. of India,
Deptt. of Education,
Health and Lands.

(with memorials)

Sir,

I am directed to forward certain memorials addressed to His Excellency the Viceroy and Governor-General of India on the subject ~~praying for exemption from~~ of the rules relating to the recruitment of probationers to the Loco Department of the East Indian Railway. 2) The Director of Public Instruction has been asked to draw the attention of the memorialists to the rules relating to recruitment in India for ~~the Superior Services of the Indian~~ State Railway, Superior Services since published by the Railway Board, under which the memorialists are eligible to appear for the competitive examinations for admission to the Indian Railway Service of Engineers and the Transportation (Traffic) and Commercial Departments of the Superior Revenue Establishment of State Railways.

W

I have etc.

18.8.26

19.8.26

19/8

V.T.K.
20/8

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When given for copying
When copied
When examined
When signed } 192 .

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Read again G.O. No. 192 . dated | | | | | | | |
| Current No. | | | | | | | |
| Enclosures to C. No. | | | | | | | |
| Order of Government .. .. .. .. | A | A | A | A | A | A | A |
| Letter of Government. | | | | | | | |
| Statement with ditto. | | | | | | | |
| Papers not filed of, being meant for despatch in original. | | | | | | | |

*N.B.*—
A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.