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MADRAS RECORD OFFICE.**Government of Madras.***Public works* **DEPARTMENT.**

G.O. No. 2261	Press Mis-
644-45	
Dated 26 7	1867.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
26th July 1867.*

No. 644. Read the following letter from the Colonial Secretary, Colombo, to the Chief Secretary to Government, Fort Saint George, dated Colombo, 6th July 1867, No. 26:—

1. I am directed by the Governor to request that you will be good enough, with the permission of the Right Honourable the Governor of Madras in Council, to cause the accompanying copy of a letter and of its enclosures from the Director General of the Ceylon Railway, to be forwarded to the Managers of the Lines of Railway in the Presidency of Madras, with a request that they will state what, in their opinion, would be a sufficient working staff when the line is opened throughout to Kandy, a distance of 75 miles.
2. An early reply to this letter would oblige.

From the Director General of Ceylon Railway, to the Honorable the Colonial Secretary, Colombo, dated Colombo, 18th June 1867, No. 156.

1. With reference to the enclosed extract from my letter No. 65, dated 1st March, I have the honour to forward copies of letters from the Traffic Manager and the Locomotive Engineer, so that they may be submitted to the Managers of the Indian lines of Railway. The trains may be taken as varying from five to seven each way.
2. I also enclose copy of a letter from the Chief Resident Engineer, who has had experience on Madras Railways.

Extract from Director General's letter, No. 65, dated 1st March 1867, to the Honorable the Colonial Secretary, to accompany letter No. 156.

4. The difference which exists between English Clerks, Porters, and other Railway officials, compared with those of Ceylon, renders any analogy between them absurd when drawn by one inexperienced in Eastern life and character; apart from this, the total novelty of the Railway system to the natives, the difficulties of training, the limited source from which vacancies can be filled, even by inexperienced men, the non-existence of any source from which trained men can be drawn, the fearful per-centage of sickness owing to the unhealthy district in which a portion of the line lies, the system of duplicate vouchers, the difficulties of amalgamating the Railway with the Government system of accounts, and other local causes which affect the strength of a working staff, cannot be conceived by one who has only had experience in the working of an English Railway, where every advantage may be commanded without effort.

5. The Schedule of a working staff for the first year or two must necessarily be somewhat experimental, but if it be necessary to fix upon one, I beg to submit that the best plan will be to draw up a statement of the facts which affect the working staff numerically, and to send copies of it to the Managers and Locomotive Engineers of several of the Indian lines, with a request that they will state what, in their opinion, will be the working staff required.

6. A careful consideration of their replies will, I believe, be the most satisfactory guide for Government in forming an opinion on a Schedule.

7. I annex the copy of a letter from the Locomotive Engineer on the subject of his working staff, and I have only to add that, during the last month, two-thirds of the Foremen, Drivers, and Fitters, &c., from England, have been invalidated at the same time.

8. The Contractor for working one engine has three Drivers on his books, and yet is frequently obliged to apply for additional assistance, by borrowing Drivers from the Locomotive Department, and at the present moment the laying of the permanent way would be brought to a stand still were it not for assistance given by the Locomotive Engineer, in lending his Drivers to prevent it.

Proceedings of the Madras Government, Public Works Department.

26th July 1867.

From the Financial and Traffic Manager, Ceylon Government Railway, to the Director General, dated Colombo, 2nd May 1867, Nos. A1-151.

With reference to your letter No. B-177, of the 12th ultimo, calling for a statement of the facts and circumstances which will affect my staff numerically, when the line may be opened throughout to Kandy, I have the honour to submit, for your consideration, the following statement which however, from the nature of the case, is imperfect—

The Departments under my supervision are—

- The Traffic and Electric Telegraph.
- „ Accountants, Audit, and Cashiers.
- „ Store-keepers.

The total length of line between Colombo and Kandy is seventy-five miles. The number of level crossings will be about twenty, of which seven will be for main roads and thirteen for bye-roads.

There will be eleven stations on the line, the goods traffic of which I estimate as follows, viz:—

	Tons.	
Colombo	19,500 per month	} Received and forwarded.
Heneratgoda	120 „	
Veangodde	180 „	
Ambepussa	200 „	
Polgahawela	60 „	
Kadugannawa	400 „	
Kandy	8,000 „	} Passengers only one, at least for some time.
Kelani	...	
Mahara	...	
Rambukan	...	
Peradeniya	...	

The Coaching traffic may be roughly estimated as follows:—

Distance from Colombo.		
3 miles	Colombo	£1 4 0
9 „	„ Mahara	200
16 1/2 „	„ Heneratgoda	50
22 1/2 „	„ Veangodde	100
34 1/2 „	„ Ambepussa	120
45 1/2 „	„ Polgahawela	120
52 1/2 „	„ Rambukan	500
61 1/2 „	„ Kadugannawa	50
70 1/2 „	„ Peradeniya	350
74 1/2 „	„ Kandy	510
		1,100
		£ 4,500

During the coffee season, which may be said to extend from the beginning of October to the end of March (six months), the number of trains per day may be seven "up" and seven "down," viz., two passengers, one third class, and goods, and four goods; during the six months from April to September, the number of trains may possibly be reduced to five per day each way, by discontinuing two goods trains.

From Colombo to Rambukan, a distance of fifty-two miles, the line passes through a flat, and for the most part very unhealthy country, the situation of the Ambepussa, Polgahawela, and Rambukan stations, being especially unhealthy, so much so indeed that at certain seasons it is no unusual thing to have 30 per cent. of the men down with fever. With only thirty-five miles and six stations open for traffic, it was found necessary to employ a Relieving Station Master.

From Rambukan to Kadugannawa, a distance of twelve miles, is one continuous incline of 1 in 45, with numerous curves, of a radius of ten chains only. Due allowance should be made for bank-riders for working the incline and for making the trains at Rambukan and Kadugannawa.

Proceedings of the Madras Government, Public Works Department.

26th July 1867.

In fixing the staff, it should be borne in mind that this is the first Railway opened in the Colony, and that, consequently, we have no supply of trained men from which to draw. Due regard should also be had to the difficulties of training the Natives, the limited source from which even inexperienced men can be drawn for filling up vacancies, and the unhealthiness of the district before referred to. It should also be borne in mind, while fixing the staff of the Accountant's and Storekeeper's Offices, that all vouchers have to be rendered in duplicate.

The Indian Managers should be requested to distinguish between appointments requiring experienced Railwaymen from England, and those which may be filled by inexperienced Europeans and Natives.

From the Traffic Manager to the Ceylon Government Railway, to the Director General, dated Colombo, 18th June 1867, No. A 1/204.

With reference to my letter A 1/154, of the 1st ultimo, submitting a statement of the facts and circumstances likely to affect the numerical strength of this department on the completion of the line to Kandy, I have the honour to request your attention to the Memorandum noted in the margin, showing the extent to which my establishment is crippled by the present unhealthy season.

Out of 7 Guards there are 3 sick.
 „ 3 Clerks „ 2 „
 „ 10 Signallers „ 3 „
 „ 8 Station Masters „ 2 „

I have no hesitation in adding that it is not an exceptional per-centage of six men I now lay before you, but a fair average representation of what we must expect, and be prepared for, during all similar seasons in each year.

From the Locomotive Engineer, to the Director General, dated Colombo, 15th June 1867, No. 930.

1. In reply to your letter on the subject of the staff of my department, I have the honor to state that I consider it would be premature and unwise to attempt to fix the staff now; this will depend upon the wants of the traffic, which can only be ascertained after the opening throughout to Kandy. There are certain exceptional cases connected with this Railway, which must be considered as such when comparing with other Railways:—

1st.—The Kadugannawa incline, twelve miles in length, and the gradient throughout 1 in 45; this incline being fifty-two miles from Colombo, and ten miles from Kandy, will necessitate a separate Locomotive Establishment there, for the incline pilot engines; the wear and tear of the rolling stock on this length of line must also be very heavy.

2nd.—The unhealthy feverish district the Railway passes through, which last season, during one entire month, laid up and unfitted for duty one-half of the number of Engine Drivers I had, and nearly caused a stoppage to the traffic.

3rd.—The great want of skilled native labourers, especially as regards Engine Fitters, of which at present there are really none, and until the apprentices at present being trained are further advanced, European Fitters must be employed.

From the Chief Resident Engineer, to the Director General, dated Colombo, 18th June 1867.

1. I have the honor to acknowledge the receipt of your letter of yesterday's date.

2. The result of my experience and observations in India and Ceylon is, that a very marked difference exists between the Half-castes and Natives of the two countries, the comparison being decidedly in favor of the inhabitants of the Continent.

3. It is not only that in India there is a very large number in each class, from which selection can be made, but that, individually, they exhibit a much greater aptitude and ability, especially amongst the high-caste Natives, than so far as I am able to judge, is ever to be found amongst the Natives of Ceylon.

your m. George

*Proceedings of the Madras Government, Public Works Department,
26th July 1867.*

4. The difficulties of selecting from these classes persons capable of filling even the subordinate situations on a Railway, are thus much greater here than in India; and it would be necessary to employ a much larger number in Ceylon to compensate for their inferiority in ability and energy.

No. 615. ORDER THEREON, 26th July 1867, No. 2,261.

RAILWAY, No. 51.

Forwarded to the Consulting Engineer for Railways, with a request that he will, in communication with the

Agents of the Madras and Great Southern of India Railways, furnish with as little delay as possible the information required by the Government of Ceylon.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,

Under Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Angustin.

N^o 26.

Colonial Secretary's Office,
Colombo, 6 July 1867.

Sir,
I am directed by the Governor to request that you will be good enough, with the permission of the Right Honble the Governor General of Madras in Council to cause the accompanying copy of a letter and of its enclosures from the Director General of the Ceylon Railway, to be forwarded to the Managers of the Lines of Railway in the Presidency of Madras, with a request that they will state what in their opinion would be a sufficient working staff when the line is opened throughout to Kandy, a distance of 75 miles.

an
The Chief Secretary
to Government
Fort St. George

An early reply to this letter
would be oblige me.

I have the honor to be,
Sir,

Your most obedt servant.

James Fane
I have the honor to be,
Sir,
Your most obedt servant.

N^o 156

Ceylon Railway
Colombo 18th June 1867.

Sir,

With reference to the enclosed
extract from my letter of N^o 65
dated 1st March, I have the
honor to forward copies of letters
from the Traffic Manager and
the Locomotive Engineer, so that
they may be submitted to the
Managers of the Indian Lines
of railway. The trains may be
taken as varying from 5 to 7
each way.

I also enclose copy of a
letter from the Chief Resident
Engineer, who has had experience
on Madras Railways

I have etc
G. Guilford L. Molesworth
Director General

The Honble
The Colonial Secretary
Colombo

Enclosure No 1

Extract from Director General's letter
No 65 dated 1st March 1867 to the
Honble the Colonial Secretary to
accompany letter No 156

The difference which exists
between English clerks, porters, and
other Railway officials, compared with
those of Ceylon, renders any analogy
between them absurd when drawn
by one inexperienced in Eastern
life and character. Apart from
this, the total novelty of the Railway
system to the natives, the difficulties
of training, the limited source from
which vacancies can be filled
even by inexperienced men, the non-
existence of any source from which
trained men can be drawn, the
fearful percentage of sickness owing
to the unhealthy district in which
a portion of the line lies, the

System

system of duplicate vouchers, the difficulties of amalgamating the Railway with the Government system of accounts and other local causes which affect the strength of a working staff, cannot be conceived by one who has only had experience in the working of an English Railway, where every advantage may be commanded without effort.

5. The Schedule of a working staff for the first year or two must necessarily be somewhat experimental, but if it be necessary to fix upon one, I beg to submit that the best plan will be to draw up a statement of the facts which affect the working staff numerically and to send copies of it to the Managers and Locomotive Engineers of several of the Indian lines with a request that they will state what, in their opinion, will be the working staff required.

6. A careful consideration of their replies

11
replies will, I believe, be the most satisfactory guide for Government in forming an opinion on a Schedule.

7. I annex the copy of a letter from the Locomotive Engineer on the subject of his working staff, and I have only to add that during the last month, 2/3rd of the former, Drivers and Fitters, &c. from England have been invalided at the same time.

8. The Contractor, for working one Engine, has three drivers on his books and yet is frequently obliged to apply for additional assistance by borrowing drivers from the Locomotive Department and at the present moment the laying of the Permanent way would be brought to a stand-still were it not for assistance given by the Locomotive Engineer in lending his drivers to prevent it.

* * * * *

"True Extract"

50/ J. Swan Jr.

Enclosure No 2 in letter No 156 of 18th June 1867

A₁
154.

Ceylon Government Railway
Inspector, & Traffic Department
Colombo, 2nd May 1867

Sir,

With reference to your letter
No 13/177 of the 12th ultimo, calling for
a statement of the facts and
circumstances which will affect my
staff numerically, when the line may
be opened throughout to Kandy; I
have the honor to submit, for your
consideration, the following statement
which, however, from the nature of
the case, is imperfect.

The Departments under my
supervision are,

- The Traffic & Electric Telegraph
- Accountants, Audit, & Cashiers
- Storekeepers

The total length of line between
Colombo

The Director General

Colombo and Randy is 75 miles.

The number of Level crossings will be about 20, of which 7 will be for main roads and 13 for bye roads.

There will be 11 Stations on the Line, the Goods traffic of which I estimate as follows, viz:

Goods	
Colombo	10,000 per month
Generatgoda	120
Kyangoda	180
Ambepussa	200
Polgahawela	600
Raduganmawa	100
Randy	8000
Kelani	
Mahara	
Rambukana	
Peradeniya	

Received and forwarded

The coaching traffic may be roughly estimated as follows:

Distance from Colombo	
Colombo	
3 miles Kelani	400
9 miles Mahara	200
16 miles Generatgoda	100
22 miles Kyangoda	120
24 miles Ambepussa	120
46 miles Polgahawela	300
52 miles Rambukana	30
64 miles Raduganmawa	200
70 miles Peradeniya	310
75 miles Randy	1,100
	<u>2,500</u>

per month

During the coffee season, which may be said to extend from the beginning of October to the end of March (6 months) the number of trains per day may be 7 up and 7 down viz: 2 Passengers, 1 3rd class, and 4 Goods, during the 6 months from April to September, the number of trains may possibly be reduced to 5 per day each way, by discontinuing 2 Goods trains.

From Colombo to Rambukan, a distance of 52 miles, the line passes through a flat land, for the most part very unhealthy country, the situation of the Ambepussa, Polgahawela, and Rambukan Stations being especially unhealthy, - so much so, indeed, that at certain seasons it is no unusual thing to have 30 per cent of the men down with fever with only 35 miles, and 6

Station

stations open for traffic, it was found
necessary to employ a Relieving Station
master...

From Rambukani to Kaduganawa
a distance of 12 miles, is one continuous
incline of 1.45, with numerous
curves of a radius of 10 chains only.
Over allowances should be made for
Bankrupts for working the incline
and for stopping the trains at
Rambukani and Kaduganawa.

In fixing the staff, it should be
borne in mind that this is the
first Railway opened up in the colony,
and that consequently, we have no
supply of trained men from which
to draw. Special regard should also
be had to the difficulties of training
the natives, the limited source from
which even inexperienced men can
be drawn for filling up vacancies,
and the unhealthiness of the district
before referred to. It should also
be

17
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the staff of the Accountants and
Storekeeper's Offices, that all vouchers
have to be rendered in duplicate.

The Indian Managers should be
requested to distinguish between
appointments requiring experienced
Railway men from England, and
those which may be filled by
inexperienced Europeans and natives.

I have etc

S/ E. Robinson

Gen. and Traf. Manager

True copy

S/ Jas. Swan Jr.

of 1911

—	—	3	blinks	—	2
—	—	10	signals	—	3
—	—	8	Station Master	—	2

G. L. Moleworth Esq:
Director General

similar seasons in each year.

I have etc.

(Signed) C. Robinson.

Traffic Manager

True copy

S) Joseph Swan Jr

Enclosure No 3 in letter No 106 of 18th June 1867.

91

No 930.

Ceylon Government Railway.

Locomotive Department.

Colombo, 15th June 1867.

Sir,

In reply to your letter on the

subject of the staff of my Department

I have the honor to state that I

consider it would be premature

and unwise to attempt to fix the

staff now, this will depend upon

the wants of the traffic which

can only be ascertained after the

opening throughout to Kandy - There

are certain exceptional cases connected

with this Railway which must

be considered as such when

comparing with other Railways -

First the Kandy branch, Indeni, &c.

including miles in length and the

gradient throughout is 45; this

is much more than the Indeni

G. L. Moleworth Esq.

Director General

Incline being 52 miles from Colombo
and 10 miles from Handy, will
necessitate a separate Locomotive
Establishment there, for the Incline
pilot Engines, - the wear and tear
of the Rolling Stock on this length
of Line must also be very heavy.
Second the unhealthy feverish district
the Railway passes through, which
last season, during one entire month,
laid up and unfitted for duty
one half of the number of Engine
Drivers I had, and nearly caused
a stoppage to the traffic.

Third the great want of skilled
native labourers, especially as regards
Engine fitters, of which at present
there are really none, and until
the apprentices at present being
trained, are further advanced, the
European fitters must be employed.
I have the honor to be,
Sir, (Signed) Edw. Strong
Loco Engineer

True copy
L. Swan Jr.

Enclosure to a letter No 166 of 18th June 1867

Ceylon Railway
Chief Road Engine Office
Colombo 18th June 1867

Sir,
I have the honor to acknowledge
the receipt of your letter of yesterday
date.

The result of my experience and
observations in India and Ceylon
is, that a very marked difference
exists between the Kaff-castes and
natives of the two countries; the
comparison being decidedly in favor
of the inhabitants of the Continent.

It is not only that, in India,
there is a very large number, in
each class, from which selection
can be made; but that, individually,
they exhibit a much greater aptitude
and ability, especially amongst the
High-castes

The Director General

High caste natives. than so far as
I am able to judge, is ever to
be found amongst the natives
of Ceylon.

The difficulties of selecting, from
these classes, persons capable of
filling even the subordinate situations
on a Railway, are thus much greater
here than in India; and it would
be necessary to employ a much
larger number in Ceylon to
compensate for their inferiority in
ability and energy.

I have &c

(Signed) Devansher J. Scott

Chief Resident Engineer

True copy

50. (L. Swan) Jr.

True copies

James Swan

22261

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 26th July 1867

Read the following

From the Colonial Secretary
Colombo (Here enter No. 26 dated 1st July 67)

Forwarded to
the Consulting En-
gineer for Railways,
with a request that he
will, in communication
with the Agents of the
Madras and Great
Southern of India
Railways, furnish with
as little delay as possible
the information required
by the Govt of Ceylon.

The Engineer for
Railways - Ceylon

Recd 29/7/67

[Signature]

C. 193 July 1867 O.R. 22261

[Signature]

Requesting to be
furnished with the esti-
mation of the managers
of the lines of Rly. in the
Presidency as to the cost
"ing" staff which will
be necessary when the
line from Colombo to Candy
is opened during 1867
C.R. 22261 - 26 July 1867

1st July 1867
Colonial Secretary
Colombo
To the Secy of the
Rly. 26th July 67
C.R. 22261

644-645

P. W. 1867. Department.
Proc. of Govt. for Ceylon
No. 2261

PROCEEDINGS OF GOVERNMENT

Dated 26th July 1867

Forwarding, with
instructions to the Consulting
Engr. for Railways the sketch
from the Govt. of Ceylon,
requesting information
relative to the working staff
required for Ceylon Railways.

L. 644-645