

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

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

G.O. No. 3426	Press
669-670.	Mis
Dated 30-10-1868.	

Not to be folded or roughly handled

No. 669. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 12th October 1868, No. 372. —

Read the following letter from the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 7th October 1868, No. 2,759.

1. There are two points in connection with your letter No. 295, of the 21st August last, upon which I am desirous to offer explanation to Government.

2. The first is with regard to the mode of obtaining material from England. The Engineering Department draw up requisitions upon the Board of Directors for girders, roofing, &c., and these requisitions are forwarded to your office for the sanction of Government. Sanction having been obtained, the requisition is returned to me, and I forward it on to England.

3. It has been customary to specify only the length of girder, and length and width of roofing required, leaving the Directors to be guided by their Consulting Engineer as to the form and detail of work to be supplied. Mr. Bruce has had great experience in India, and I consider it would be unadvisable to alter this mode of procedure.

4. In the shape alluded to, the requisitions upon the Directors have invariably been passed for sanction by your office without dissent.

5. The Engineering Department having forwarded their requisitions to England, it is unnecessary for them to send indents upon General Stores for such material.

6. The other point is with regard to the late Chief Engineer attributing the delay of the works under his superintendence to the smallness of his staff.

7. I have already stated that Mr. Logan, on his retirement from the service, reported to me that the works then (two and a half years ago) were so well forward, that he considered the staff employed, three Assistant Engineers, was sufficient.

8. In the early part of 1867, Mr. Crighton resigned his post of Resident Engineer. The Directors suggested that one of the Assistant Engineers should be selected to fill the vacancy, but they stipulated that he should not be taken from the extension until the state of the work there would admit of his release. In May 1867, Mr. Dibblee reported to me that Mr. St. John could take up the duties of the Resident Engineer's post.

9. In April 1867, the Company's Consulting Engineer reported to the Board that, in the following September, some of the Engineers employed on the extension would then, if not sooner, be at liberty to start work upon the southern survey. As Mr. Dibblee was in constant communication with Mr. Bruce, I presume the latter gentleman must have obtained from the former the information on which he based the report alluded to.

10. It was not, however, until the latter end of December, that Mr. Dibblee reported to me he could divert Mr. Chapman's services from the extension to the survey.

11. The remark you quote in paragraph 12, "I have had but one Assistant "on the whole of the Erode extension (89 miles)" refers, therefore, to a period dating from the opening of the line for public traffic, January 1868.

*Proceedings of the Madras Government, Public Works Department,
30th October 1868.*

12. It will be seen from the foregoing, that the only reductions of staff prior to 1st January 1868, were made by the Chief Engineer himself. Subsequent to that date no application was made to me by Mr. Dibblee for further assistance, but on the contrary, the expenditure for staff on his monthly forms was largely reduced without the slightest suggestion having been given by me that such reduction was desirable. Further, I would only recall to your recollection that my opinion, with regard to the delay which occurred in completing works on the extension, refers to their non-completion long prior to the 1st January 1868.

13 I have the honor to request that you will lay this explanation before Government.

1. Forwarded to Government at the request of the Agent and Traffic Manager, Great Southern of India Railway.

2. The system described by Mr. Betts for procuring material from England is a sound one, it is only to be regretted that this course was not followed in the cases referred to in Captain Lindsay's letter No. 295, of 21st August; from the Resident Engineer's own admission it is evident that attention was not paid to the rule laid down by the Agent. The custom of leaving the designs of bridges and roofs to be determined by the Consulting Engineer to the Board of Directors, has never been objected to. As material is received by the Stores Department, it is necessary that the fact of its being handed over to the Engineering Department should be marked by the production of an indent, receipt, or requisition.

3. In the absence of correspondence on the subject, it is impossible to tell what pressure was brought on the late Chief Engineer to induce him to reduce his staff. I am sure that Mr. Dibblee never expected that Mr. St. John would be made independent of his authority, and thereby unavailable for emergent works on the extension, also that Mr. Dibblee and the Consulting Engineer protested against that course being followed. Mr. Chapman was not required for the Madura Survey until January 1868, because the preliminary survey ordered by Government had not been forwarded before that date.

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

No. 670. ORDER THEREON, 30th October 1868, No. 3,426.

RAILWAY, No. 73.

Ordered to be recorded.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Great Southern of India Railway
Agent's Office Negapatam 7th Oct. 1868

No 2759

From The Agent
Great Southern of India Railway
To The Consulting Engineer
for Railways
Madras

Sir,
There are two points in connection with your letter No. 295 of the 21st August last, upon which I am desirous to offer explanation to Government.

1 The first is with regard to the mode of obtaining material from England. The Engineering Department draw up requisitions upon the Board of Directors for girders, roofing &c and these requisitions are forwarded to your office for the sanction of Government. Sanction having been obtained

obtained, the requisition is returned to me and I forward it on to England.

It has been customary to specify only the length of girder, and length and width of roofing required, leaving the Directors to be guided by their Consulting Engineer as to the form and detail of work to be supplied. Mr Bruce has had great experience in India, and I consider it would be unadvisable to alter this mode of procedure.

In the shape alluded to, the requisitions upon the Directors have invariably been passed for sanction by your Office without dissent.

The Engineering department having forwarded their requisitions to England it is unnecessary for them to send indents upon General Stores for such material.

The other point is with regard to the late Chief Engineer attributing the delay of the works under his superintendence to the smallness of his staff.

I have already stated that Mr Logan, on his retirement from the service reported to me that the works then $1\frac{1}{2}$ years ago were so well forward that he considered the staff employed, 3 Assistant Engineers, was sufficient.

In the early part of 1867, Mr Crighton resigned his post of Resident Engineer. The Directors suggested that one of the Assistant Engineers should be selected to fill the vacancy, but they stipulated that he should not be taken from the Colonies until the state of the work there would admit of his release. In May '67 Mr Dibblee reported

reported to me that Mr St John could take up the duties of the Resident Engineer post.

9 In April/64, the Company's Consulting Engineer reported to the Board that in the following September some of the Engineers employed on the Extension would then, if not sooner, be at liberty to start work upon the Southern Survey. As Mr Dibblee was in constant communication with Mr Bruce, I presume the latter gentleman must have obtained from the former the information on which he based the report alluded to.

10 It was not however until the latter end of December that Mr Dibblee reported to me he could divert Mr Chapmans services from the Extension to the Survey.

11 The remark you quote in para 12 "I have had but one Assistant Assistant on the whole of the Extension (89 miles)" refers therefore to a period dating from the opening of the line for public traffic, January 1868.

12 It will be seen from the foregoing that the only reductions of staff prior to 1st January/68 were made by the Chief Engineer himself. Subsequent to that date no application was made to me by Mr Dibblee for further assistance but on the contrary the expenditure for staff on his Monthly forms was largely reduced without the slightest suggestion having been given by me that such reduction was desirable. Further I would only recall to your recollection that my opinion, with regard to the delay which occurred in completing works on the Extension, refers to their non-completion long prior to the 1st January 1868.

your services was brought on the late Chief Engineer

I have the honor to request
that you will lay this explanation
before Government.

I have the honor to be

Sir

Your most obedient servant

William Beers

Agent

Forwarded to Government at the request of the Agent and Traffic Manager, Great Southern of India Railway.

The system described by Mr. Pett. 2. for procuring materials from England, is a sound one, it is only to be regretted that this course was not followed, in the cases referred to in Captain Lindsays letter No 295 of 21st August; from the Resident Engineer's own admission it is evident that attention was not paid to the rule laid down by the Agent. The custom of leaving the designs of bridges and roofs to be determined by the Consulting Engineer to the Board of Directors, has never been objected to. As material is received by the Stores Department it is necessary that the fact of its being handed over to the Engineering Department should be marked by the production of an indent, receipt, or requisition.

3. In the absence of correspondence on the subject it is impossible to tell what proposals were brought on the late Chief Engineer

No 3759

of

The Agent

W. D. R.

To The Consulting Engineer for Railways

Dated 4th Dec 1893.

Per J. S. P. S.

Nothing further certain observations regarding the mode of obtaining materials from England and also about certain charges in the Engineering Staff.

Engineer to induce him to reduce his staff.
 I am sure that Mr. Dibblee never expected
 that Mr. St. John would be made independent
 of his authority, and thereby unavailable
 for emergent works on the extension,
 also that Mr. Dibblee and the Consulting
 Engineer protested against that course
 being followed. Mr. Chapman was not
 required for the Madeira Survey until
 January 1868 because the preliminary
 survey ordered by Government had not
 been forwarded before that date.

W. S. Prindley.

Madras 3
 12th October 3
 1868 3

Lieut. Col. V. C. R. E.

Asst. Cons. Eng. for Railways

To the Secretary to Govt
 P. W. D.
 Fort St. George

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Rec'd 2/11/05

P.W. 1868. *Dept.*

RAILWAY DEPARTMENT.

From

Nº 3980

The Consgr, Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated *12th* } *October* 1868.
Received *14* }

No. *372* -

Enclosures, No. *1*

No 3626-30 Oct 68

*Forwarding a
letter from the Asst.
& Traffic Manager of the
G-I & L-Ry, submitting
his observations re-
garding the mode of
obtaining materials from
England.*

With an order



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c. 212000/68 Q. 295

Cue 3980
Govt. of 1863 Madras.

PUBLIC WORKS.

To
The Consulting Engrs.
for Railway

Dated October the
Recd.

G. O. 30th October 1863, No. 3176

OCTOBER.

Nos. 669-670

Material (Railway) Envoisments
of the Chief Engrs submitting, with
remarks, letter from the Agents
to the Great S. of I. Ry Co. regarding
the mode of obtaining
- land and of the alleged small
- rep of the Chief Engrs' staff. re.
- Corred.

c. 21/10/1863