M.R.O. 1—77,006—8-6-37.

(1) Number of pages 20

(2) Date of repair 7 6 44

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 188 Press / Mis.

385-86

Dated 23 1 1871.

Not to be folded or roughly handled

No. 385. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 20th December 1870, No. 491:—

G. O., No. 2,463, dated 13th October 1870.

THE Government of India having recently sanctioned the proposal that the Deputy Consulting Engineer should be placed in immediate supervision of the Great Southern of India Railway, it is necessary that the position of the Deputy should be defined, with reference both to the officers of the Railway Company and to this office.

2. Previous to the receipt of the Order of Government, Captain Smith had proceeded on a long tour of inspection from Tuticorin, along the line of survey for the extension southwards from Trichinopoly, and I have waited to have an opportunity of discussion with him on his return to Madras before submitting my opinion to the Government.

3. The Government of India observe that the Deputy Consulting Engineer should reside at the head-quarters of the Railway, and that an important part of his duties will be to attend to the accounts, the Assistant Controller being directly under his orders.

The head-quarter offices, those of the Agent, Traffic, Locomotive, and Account Departments, are at Negapatam, while the Chief Engineer's establishment is at Trichinopoly.

The principal duty of the Deputy Consulting Engineer, however, will be on the construction of the new line, and he will be in communication with the Chief Engineer very much more than with the Agent and managing direction of the open line. Trichinopoly is the point of departure from the main line. It will be much more convenient to have horses, tents, etc., on the spot rather than conveying them from Negapatam on each occasion of going out on the works, and altogether I think the Deputy Consulting Engineer should have his fixed station at Trichinopoly.

With regard to the control of accounts, when the officer is to be absent for considerable periods on inspection, it appears to me immaterial whether his head-quarters are at Negapatam or elsewhere. He must necessarily give up personal attention to the accounts for weeks at a time, and as his duties are not those of examining the books, but of receiving references from the Examiner, taking explanations, and giving instructions, his constant presence is quite unnecessary, and he can dispose of current work by going over to Negapatam from Trichinopoly as often as is found expedient.

4. Subjects referred for the orders of the Government must pass through this office, and should be addressed by the Agent to the Consulting Engineer, as hitherto. All sanctions of estimates and allotments of funds should be dealt with likewise, while statistical and other returns must necessarily come direct to the Consulting Engineer.

In fact, I do not see that the Deputy Consulting Engineer's position will be much different from what it is at present; he should be chiefly a Deputy Consult-

ing Engineer on construction. He can arrange many matters with the officers of the Railway Company, and be in correspondence with the Collectors of the Districts through which the new line runs on all local questions.

Matters relating to the management of the open line, references from the Board of Directors, etc., should, I consider, be dealt with by the Agent and Consulting Engineer. It would be a cumbrous and tedious procedure if the correspondence passed first through the Deputy's office; and, if such correspondence were thrown entirely on the Deputy, it would necessitate a separation of the records, the detachment of a portion of the office from Madras, and would place the Deputy in direct communication with the Government. This course, I imagine, has not been contemplated, and I therefore come to the conclusion that it is unadvisable that the Deputy Consulting Engineer should be so placed that instructions might be asked for by the Agent either from him or from the Consulting Engineer, when there would be divided responsibility, and considerable difficulty in the office that would be without records. I would therefore have the Deputy Consulting Engineer stationed at Trichinopoly, with the clerk provided for him, to conduct the correspondence that will not be extensive; while in matters of account at the Negapatam office, as at meetings to be held like the monthly meetings at Royapooram, the Deputy should exercise the full authority of the Consulting Engineer, subject to the approval and orders of the Government. I would also add that letters upon engineering subjects will with advantage be sent through the Deputy Consulting Engineer, for his opinion will both be valuable in all cases, and it would often be necessary to refer papers to him when the benefit of his local knowledge would be essential, in order that the Government might have full information before them. What I have now recommended agrees with the proposal made by the Consulting Engineer in his letter of 7th April 1870, No. 152, except that Major Shaw Stewart did not contemplate (*vide* paragraph 4 of his letter) that the Deputy Consulting Engineer should be "burdened with the accounts."

G. O., No 1,227, dated 10th May 1870.

No. 386. ORDER THEREON, 23rd January 1871, No. 188.

RAILWAY, No. 47.

IN this letter the Acting Consulting Engineer for Railways requests that the position of the Deputy Consulting Engineer both with reference to the officers of the Company and to the Consulting Engineer may be defined.

2. Captain Prendergast is of opinion that, as the Deputy Consulting Engineer will be chiefly in charge of the works of construction on the proposed extension to Tuticorin, his head-quarters should be fixed at Trichinopoly which is to be the point of departure from the main line. The Government of India having, however, decided that the Deputy should reside at the head-quarters of the Railway, and that the accounts should by no means form the least important portion of his duties, His Excellency the Governor in Council does not think it expedient to make any change, and he considers that the works of construction can be not less effectively supervised from Negapatam than from Trichinopoly.

Proceedings of the Madras Government, Public Works Department,
23rd January 1871.

3. The procedure indicated in paragraph 4, as regards the conduct of correspondence, the sanction of estimates, the allotment of funds, and the submission of statistical and other returns would appear properly to apportion the responsibility which should devolve on the Consulting Engineer and his Deputy, respectively, and His Excellency in Council accordingly approves of its adoption.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Fxd. S. T. Augustin.

5F 1

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 491-

From Captain H. L. Prendergast R. E.
Acting Consulting Engineer for Railways,

To Colonel C. A. Orr R. E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

G. O. No. 2463 dated 13th October 1870.

The Government of India having recently sanctioned the proposal that the Deputy Consulting Engineer should be placed in immediate supervision of the Great Southern of India Railway; it is necessary that the position of the Deputy should be defined, with reference both to the Officers of the Railway Company, and to this Office.

2.

2. Previous to the receipt of the order of Government, Captain Smith had proceeded on a long tour of inspection from Tuticorin, along the line of Survey for the extension Southwards from Trichinopoly; and I have waited to have an opportunity of discussion with him on his return to Madras, before submitting my opinion to the Government

3. The Government of India observes that the Deputy Consulting Engineer should reside at the Head Quarters of the Railway, and that an important part of his duties will be to attend to the accounts, the Assistant Controller being directly under his orders.

The Head Quarter offices, those of the Agent, Traffic, Locomotive and Account Departments are at Negapatam: while the Chief Engineers establishment is at Trichinopoly.

The principal duty of the Deputy Consulting Engineer however, will be on the construction of the new Line, and he will be in communication with the Chief Engineer very much more than with the Agent and Managing Direction of the open Line. Trichinopoly is the point of departure from the main Line; it will be much more convenient to have horses, tents, &c., on the spot rather than conveying them from Negapatam, on each occasion

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of going out on the works: and altogether I think the Deputy Consulting Engineer should have his fixed station at Trichinopoly.

With regard to the Control of accounts, when the officer is to be absent for considerable periods on inspection, it appears to me immaterial whether his Head Quarters are at Negapatam, or elsewhere. He must necessarily give up personal attention to the accounts, for weeks at a time; and, as his duties are not those of examining the books, but of receiving references from the Examiner, taking explanations, and giving instructions, his constant presence is quite unnecessary, and he can dispose of current work by going over to Negapatam from Trichinopoly, as often as is found expedient.

4. Subjects referred for the orders of the Government, must be forwarded through this office; and should be addressed by the Agent to the Consulting Engineer, as hitherto: all sanctions of estimates; and allotments of funds should be dealt with likewise; while statistical and other returns must necessarily come direct to the Consulting Engineer.

In

in fact I do not see that the Deputy Consulting Engineer's position will be much different from what it is at present; he should be chiefly a Deputy Consulting Engineer on construction. He can arrange many matters with the officers of the Railway Company, and be in correspondence with the Collectors of the Districts through which the new Lines runs, on all local questions.

Matters relating to the management of the open Line, references from the Board of Directors, &c., should, I consider, be dealt with by the Agent and Consulting Engineer. It would be a cumbrous and tedious procedure, if of the correspondence had first through the Deputy's office; and if such correspondence were thrown entirely on the Deputy, it would necessitate a separation of the records, the detachment of a portion of the office from Madras, and would place the Deputy in direct communication with the Government. This course, I imagine, has not been contemplated, and I therefore come to the conclusion, that it is inadvisable that the Deputy Consulting Engineer should be so placed that instructions might be asked for by the Agent either from him or from the Consulting Engineer: when there would be divided responsibility, and considerable difficulty in

in the office that would be without records. I would therefore have the Deputy Consulting Engineer stationed at Trichinopoly, with the Clerk provided for him, to conduct the correspondence that will not be extensive; while in matters of account at the Negapatam office, or at meetings to be held, like the Monthly meetings at Royapooram, the Deputy should exercise the full authority of the Consulting Engineer, subject to the approval and orders of the Government. I would also add that letters upon Engineering subjects will with advantage be sent through the Deputy Consulting Engineer: for his opinion will both be valuable in all cases, and it would often be necessary to refer papers to him, when the benefit of his local knowledge, would be essential, in order that the Government might have full information before them. What I have now recommended, agrees with the proposal made by the Consulting Engineer in his letter of 7th April 1870, No 152, except that Major Shaw Stewart did not contemplate (vide para: 4 of his letter) that the Deputy Consulting Engineer should be "burdened with the accounts."

G.O. No 1227 dated 10th May 1870.

I have the honour to be,
Sir,
Your most obedient Servant
Captain R.E.
Acting Cons: Engr. for Rys

Madras
20th December
1870

Public Works Department

1878

Proceedings of the Madras Government

Under date the 23 January 1871

Read the following

From The Consulting Engineer for Railways,

To The Secretary to Government, P.W. Department,

Dated 20 December 1870.

No. 4913 of 20 the Instant

Sir

I have the honor to forward for the information of Government a letter from the Consulting Engineer for Railways requesting that the position of the Deputy Consulting Engineer with reference to the officers of the Company and to the Consulting Engineer may be defined.

Captain Pennycuick's report is of opinion that as the Deputy Consulting Engineer will be chiefly in charge of the materials & construction of the proposed extension

No. 385

6 to 23 Jan 1871 R. 95

No. 5190 for January 1871

RAILWAY DEPARTMENT.

From The Consulting Engineer for Railways,

To The Secretary to Government, P. W. Department, Fort St. George.

Dated 20 } December 1870.
Received 21 }

No. 4913

Requesting the orders of Government with regard to the position and duties of the Deputy Consulting Engineer

No. 188-23 Jany/71.

Inticarin his Head Quarters should be fixed at Trichinopoly which is to be the point of departure from the main line. The Govt. of India having however decided that the Deputy should reside at the Head Quarters of the Railway and that the Accounts should by no means form the least important portion of his duties His Excellency the Governor in Council does not think it expedient to make any change and he considers that the works of construction can be not less effectively supervised from Negapatam than from Trichinopoly.

The procedure indicated in Para 4, as regards the conduct of correspondence, the sanction of estimates, the allotment of funds, and the submission of statistical and other returns would appear properly to apportion the responsibility which should devolve on the Cons Engineer and his Deputy, respectively, and His Excellency in Council accordingly approves of its adoption.

The Cons Engineer
for Railways.
Resp. 24/1/71

C/o 5790.

Govt of {1871} Madras.

PUBLIC WORKS.

To The Ag Consulting Engineer for Railways.

Dated

Read. Rgd.

G. O. 23 Aug 1871, No. 188.

Nos. 385-386

Duties. Despg the portion of the Returns of the Duties &c to Deputy Mr Surveyor for Railways.