

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 478,479	1848	Press Mis.
Dated	29-5-	1872

Not to be folded or roughly handled

7

*Proceedings of the Madras Government, Public Works Department,
29th May 1872.*

No. 478. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department (Railway), to the Secretary to the Government of Madras, Public Works Department (Railway), dated Fort William, 9th May 1872, No. 658-G. R. :—

I AM directed to acknowledge the receipt of your letters as per margin relating to the establishment lists of the Madras Railway for first half of 1872 and proposed increases to certain of the servants of the Company.

No. 962, dated 12th April 1872.	
„ 980, „ 15th „ „	
„ 1,000, „ 17th „ „	

2. In reply, I am directed to state that the Government of India have found it necessary in many cases lately to order large reductions in view to prevent the establishments of Railways being maintained above their actual requirements, and that some similar steps appear to be necessary in the case of the Madras line.

3. The sanctioned amount for Traffic Establishments seems to require investigation and revision, as it appears from the papers which accompanied your letter No. 962 of the 12th April, that at the time an additional outlay of Rupees 4,400 was sanctioned for this department there was a saving of some thousands of rupees each month out of the existing grant.

4. I am to request that the grounds on which the salary of the Locomotive Accountant was raised from Rupees 300 to Rupees 350 may be explained. I am further to observe that it is not apparent on what grounds the Government of Madras have approved of an increase of £150 a year to the pay of the Assistant Locomotive Superintendent, and have at the same time recommended the appointment of a second Assistant Locomotive Superintendent on £500 a year. The necessity for this requires explanation.

5. As regards Mr. Mellis, the Assistant to the Agent, the Government of India regret to state that the circumstances of the Madras Railway do not justify any increase being allowed to the pay of the appointment at present. The construction work of the line has almost ceased, and there is virtually no work done by the Agency on Capital Account, while at the same time the traffic on the Railway is not increasing. The Government of India will be prepared to re-consider this proposal when it can be shown that the work of the Agency is so enhanced as to justify it.

6. The Engineering Department of this line also appears to require attention. In addition to a Chief Engineer, Deputy Chief Engineer, and an Assistant to Chief Engineer, there are thirteen Engineers and six Engineering Assistants, besides a large staff of subordinates employed on 830 miles of open line and twenty-five under construction. This establishment appears to be excessive, but in lieu of any steps being taken to reduce it, three of the Engineers have been recommended for promotion, apparently without any of their seniors having vacated their posts. The Government of India are of opinion that the establishment of the Engineering staff should be revised and fixed as to each rank, and that promotions should not be made unless to fill vacancies.

7. The establishment of the Stores Department also seems to require attention, as it is not understood why a Comptroller of Store Accounts on a high salary is

*Proceedings of the Madras Government, Public Works Department,
29th May 1872.*

required in addition to a Storekeeper. It is perhaps possible that one of these officers might be dispensed with, now that construction has virtually ceased, and that the rest of the establishment might be reduced.

8. The reason for the proposed increases in the Agents, Chief Auditors, Chief Accountants, Cashiers and Locomotive Departments* is not understood in the face of the present low state of the capital outlay, and in the absence of increase of traffic. The increases should not be allowed without the previous approval of the Government of India.

9. In preparing the lists for the next half-year, (that is, for the half-year ending 31st December 1872,) the existing establishments should be thoroughly investigated in relation to the present and past work, the present and past cost, and any probable increases of work.

10. The establishment of the Great Southern of India Railway should be similarly investigated, and no increase permitted without a reference to this Government.

11. A maximum scale of salaries and the number of employes that are absolutely required in the several classes and departments of both the Madras and Great Southern of India Railways should be proposed for approval. In doing this the pay to be given to the senior officers of the Companies should be fixed more with relation to the actual work to be done than as appears to have been the custom hitherto from personal claims and long service. Care should also be taken that no expenses properly chargeable to Revenue are allowed to be added to the Capital Account of the open lines or of the lines under construction.

12. The establishment lists submitted with your letter No. 980 of the 15th April, should be completed by filling in the detail of the pay of the several employes and classes of employes; the entry of lump sums in lists of this description gives but little idea of the actual cost of establishments.

No. 479.

ORDER THEREON, 29th May 1872, No. 1,348.

RAILWAY, No. 73.

COMMUNICATED to the Consulting Engineer for Railways, with reference to the under-mentioned orders :—

G. O., No. 961, dated 12th April 1872.

" " 979, " 15th " "

" " 999, " 17th " "

2. Lieutenant-Colonel Shaw-Stewart will afford detailed information of the savings in the sanctioned amount for the Traffic Establishments of the Madras Railway referred to in paragraph 3, and explain the circumstances under which additional sanctions, amounting to Rupees 4,400, were accorded.

3. It will be observed that the Government of India decline to sanction any increase at present to Mr. Mellis' salary.

4. Proposals should be submitted for revising and fixing the Engineering staff of the Madras Railway, promotions on which establishment will in future be

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29th May 1872.*

regulated in accordance with the principle laid down in the concluding portion of paragraph 6.

5. The Consulting Engineer will report on the suggestion made in paragraph 7 for dispensing with the services of one of the two controlling officers of the stores department and reducing the subordinate establishment, and, with reference to paragraph 8, he will submit with all needful explanations details of the increase proposed in the case of each of the departments mentioned.

6. In framing the establishment lists for the next half-year the instructions given in paragraphs 9 and 10 should be kept in view, and the Consulting Engineer will now forward, for the approval of the Government of India, the establishment lists called for in paragraph 11.

7. The omission noticed in paragraph 12 should be supplied as early as practicable.

8. The Government of India will be addressed with reference to paragraph 4 upon the receipt of the Consulting Engineer's report on the several points above adverted to.

(True Extract.)

Colonel, R.E.,

Officiating Secretary to Government.

To the Consulting Engineer for Railways.
,, Examiner of Railway Accounts.

Exd. E. C. Shunker.

All communications
should be addressed to
the Secretary.

No. 6384 R.

GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.
RAILWAY.

To
The Secretary to the Govt. of Madras
Public Works Department (Railway)
Fort William, 9th May 1872

Sir

I am directed to acknowledge
the receipt of your letters as
per margin relating to the Es-
tablishment Lists of the Madras
Railway for 1st half of 1872 and proposed
increases to certain of the servants
of the Company.

+ 962 dated 12th April 1872
" 980 — " 15th — " — "
" 1000 — " 17th — " — "

In reply I am directed to
state that the Government of India
have found it necessary in many cases
lately to order large reductions in
view to prevent the establishments
of Railways being maintained above
their

their actual requirements and that some similar steps appear to be necessary in the case of the Madras Line.

3. The sanctioned amount for Traffic Establishments seems to require investigation and revision, as it appears from the papers which accompanied your letter No. 962 of the 12th April, that at the time an additional outlay of Rs. 4400 was sanctioned for this Department there was a saving of some thousands of Rupees each month out of the existing grant.

4. I am to request that the grounds on which the salary of the Locomotive Accountant was raised from Rs. 300 to Rs. 350 may be explained. I am further to observe that it is not apparent on what grounds the Government of Madras have approved of an increase of £150 a year to the pay of the Assistant Locomotive Superintendent and have at the same time recommended the appointment of a 2^d Assistant Locomotive

Locomotive Superintendent on £500 a year. The necessity for this requires explanation.

5. As regards Mr. Mellis the Assistant to the Agent, the Govt. of India regret to state that the circumstances of the Madras Railway do not justify any increase being allowed to the pay of the appointment at present. The construction work of the line has almost ceased and there is virtually no work done by the Agency on Capital Account, while at the same time the traffic on the Railway is not increasing. The Govt. of India will be prepared to reconsider this proposal when it can be shown that the work of the Agency is so enhanced as to justify it.

6. The Engineering Dept. of this line also appears to require attention. In addition to a Chief Engineer

Engineer, Deputy Chief Engineer, and an Assistant to Chief Engineer there are 13 Engineers, and 6 Engineering Assistants, besides a large staff of Subordinates employed on 830 miles of open line and 28 under construction. This establishment appears to be excessive, but in view of any steps being taken to reduce it, three of the Engineers have been recommended for promotion apparently without any of their seniors having vacated their posts. The Govt. of India are of opinion that the establishment of the Engineering staff should be revised and fixed as to each rank and that promotions should not be made unless to fill vacancies.

7. The establishment of the Stores Department also seems to require attention as it is not understood why a Comptroller of Store Accounts on a high salary is required in addition to a Store-keeper. It is perhaps possible that one of these officers might be dispensed with now that construction has virtually ceased, and

As shown in the list which accompanied your letter No. 288 of the 18th April last.

that the rest of the establishment might be reduced.

8. The reason for the proposed increases in the Agents, Chief Auditors, Chief Accountants, Cashiers, and Locomotive Departments is not understood in the face of the present low state of the Capital outlay and in the absence of increase of Traffic. The increases should not be allowed without the previous approval of the Government of India.

9. In preparing the lists for the next half year (that is, for the half year ending 31st December 1872) the existing establishments should be thoroughly investigated in relation to the present and past work, the present and past cost and any probable increases of work.

10. The establishment of the Great Southern of India Railway should be similarly investigated and no increase permitted.

permitted without a reference to this Government.

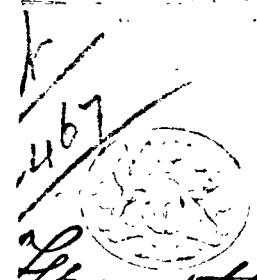
11. A maximum scale of salaries and the number of employes that are absolutely required in the several classes and Departments of both the Madras and Great Southern of India Railways should be proposed for approval. In doing this the pay to be given to the senior officers of the Companies should be fixed more with relation to the actual work to be done, than as appears to have been the custom hitherto from personal claims and long service. Care should also be taken that no expenses properly chargeable to Revenue are allowed to be added to the Capital Account of the open lines or of the lines under construction.

12. The establishment lists submitted with your letter No 980

No 980 of the 15th April should be completed by filling in the detail of the pay of the several employes and classes of employes, the entry of lump sums in lists of this description gives but little idea of the actual cost of establishments.

I have the honor to be
Sir
Your most obed^t serv^t
Wm. R. L.

Offg. Deputy Secretary



Public Works Dept
 Proceedings of the Madras Govt.
 N: 1348
 From the Govt of India

Read the following
 3/11.6.12 13 May/12
 Communicated to the
 Consulting Engineer for Railways
 with reference to the under-
 mentioned orders.
 G.O. No. 96 of 13th April 1912
 in which it is stated that
 Lieutenant Colonel Shaw
 Stewart will afford detailed
 information of the savings in
 the sanctioned amount for the
 Traffic Establishments of the
 Madras Railway referred to
 in paragraph 8 and explain
 the circumstances under which
 additional sanctioned amounting
 to Rs. 1,00,000 has been
 sanctioned.

15th April 1912
 2170-219
 2170-219

P. N. 1872
 From the Govt of India
 2170-219

Recd 9th May/12
 Recd 16th May/12

11588 G.O.

Referring to the subject of the establishment of the Madras Rail-
 way and the proposed increase to obtain of the accounts of the Company
 11588-29 May/12

11588

to Rs. 4,000 were recorded.

It will be observed that the Government of India decline to sanction any increase at present to Mr. Mellis' salary.

Proposals should be submitted for reviewing and fixing the Engineering staff of the Madras Railway, provisions on which Establishment will in future be regulated in accord-

ance with the principle laid down in the concluding portion of paragraph 6.

The Consulting Engineer will report on the suggestion made in paragraph 7 for dispensing with the services of one of the two Controlling Officers of the Stores Department and reducing the subordinate

subordinate
of the
stores



subordinate Establishment, and with reference to paragraph 8, the will submit with all needful explanations details of the increase proposed in the salary of each of the departmental masters.

In framing the Establishment lists for the next half year the instructions given in paragraphs 9 & 10 should be kept in view, and the Consulting Engineer will now forward for the approval of the Government of India the Establishment lists called for in paragraph 11.

The omission noticed in paragraph 12 should be supplied as early as practicable.

Received
19th April 1903

The

10.12.18 20.1.192

The Commission has called
of the Government of India
for the purpose of the
investigating Commission
to be held in India, and the
independence of the
Commission has been
established by the
Government of India.

33

1. *Chrysomelidae*
 2. *Curculionidae*

To the Com: Eng^r for Railways.
Dec^r 30/5/72

✓

The Government of India

C/2467

Gobt. of Madras.

PUBLIC WORKS.

To *The Consulting Eng^r.
for Railways*

Dated

Recd.

Encl.

G. O *29 May* 1872, N 1348.

Nos. 4784479

Rehabilitation. Letter from
the Govt of India passing
orders on the subject of the
rehabilitation of the
Madras Ry. & the proposed
increase to be borne of the
servants of the Company,
con^d to the 7th May 1872
for the instructions.