M.R.O. 1—77,006—8-6-37.

(1) Number of pages.....

(2) Date of repair.....

(3) Initials of the Reformer.....

MADRAS RECORD OFFICE.

Government of Madras.

Public (Law) DEPARTMENT.

G.O. No.	Press Mis.
Dated	18

Not to be folded or roughly handled

No. 188 Read the following Endorsement of the Officiating Deputy Consulting Engineer for Railways, dated Madras, 18th September 1872, No. 499 :—

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 31st July 1872, No. 4,616.

WITH reference to the attached copy of a letter from the Locomotive Superintendent regarding the monthly staff list for the half-year ending 31st December 1872, will you be so good as to let me know how such cases are to be met.

From the Locomotive Superintendent, to the Agent of the Great Southern of India Railway, dated 30th July 1872, No. 806.

Your No. 1,630, *with Staff List attached.*—I VERY much regret that I was not able to be present when the above staff list was proposed. It would be quite impossible to keep the work going with so small a margin. There are several of the firemen under covenant for fixed terms at stipulated rates of increase of pay; two of these at present drawing Rupees 65 are entitled to an advance of Rupees 75, the one in October and the other in November next. Will you please arrange that that amount may be paid to them when the time arrives. I have had five men off sick lately, two at Negapatam, two at Trichinopoly, and one at Erode. I have had to take on new men, with the extra amount allowed, to work the anticipated material train. Those who continue on work cannot go on day after day without a certain amount of rest. It would be impracticable to work this train with one driver and fireman, if we had to start it under this sanction. Several of the apprentices (under indenture) are entitled to increases in January and February next. I hope, however, ere that to have the staff list reconsidered.

No. 189. From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 17th August 1872, No. 4,643.

I REFERRED your letter No. 315 to the Locomotive Superintendent, who favours me with the following reply :—

"The staff list which accompanied your No. 1,630 stands thus—the red entries being increase due to the covenanted men in the three first cases, and the last two, promotion promised to two others up to December 1872."

Firemen.

Two	at 85 =	Rupees 170	One at 45 =	Rupees 45
Three	at 75 =	,, 225	One at 45 =	,, 45
One	at 65 =	,, 65	One at 40 =	,, 40
Four	at 50 =	,, 200	One at 40 =	,, 40
			One at 35 =	,, 35

"It will cause much discontent and ill-feeling among my people if no margin is left me to increase the pay of deserving men, and to meet circumstances such as the present feast when temporary assistance is required under pressure of work; men cannot work day and night. The subordinate staff during feast time is increased; cleaners, coal coolies and watermen to do night work. Will you please arrange that say 5 per cent. on the gross staff amount be given me to allocate when, where, and how I find it expedient or required."

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 12th September 1872, No. 4,681.

In compliance with the request contained in your letter No. 351 of the 30th ultimo, I attach hereto copy of a staff statement prepared by the Locomotive Superintendent, together with copy of his letter submitting the same.

From the Locomotive and Carriage Superintendent, to the Agent and Manager of the Great Southern of India Railway, dated Negapatam, 6th September 1872, No. 870.

Consulting Engineer's No. 351.—I attach the statement requested in the above. The more the question of my staff is discussed the more I regret not being present on 15th June last. Our position differs from that of any other Railway in India. Our staff has been, and is, I believe, the lowest paid of any Indian Railway. My people are almost all home made, that is have been educated by ourselves. Our position is so isolated that we have no command of labour. We have only two means of keeping up our staff, educating the men ourselves, or picking up such stray labour as presents itself at long intervals. To keep up our strength by the first process, we must have a staff of pupils under instruction; by the other, we take the chance of getting about one in five who is worth having. They take their chance on trial; if they show signs of usefulness and sobriety, good; if not, they are cut adrift again at once. Under these circumstances, it must be at once apparent that it is impossible for me to fix upon any permanent staff. It is absolutely essential that latitude be given me to exercise my judgment of what should be given to the men. A man taken on trial, starts at a nominal salary, if he is good for anything and cares for employ, he does not object, knowing that the conditions I impose—sobriety and knowledge of his duty—will insure an increase in two or three months. If he does not get this, he will not stop. It so happens that at the time the staff was fixed, I was particularly short-handed, and the men complained of over-work during the last Nagore festival. We cannot do as other Indian lines running into large cities or seaports can, decrease our staff when work is slack and take on men when the traffic demands it; we cannot get the labour; we must take men when we can get them. Since the fixing of my staff I have had to dismiss two men for insobriety; one only have I been able to replace. I have no means of getting another until one presents himself. That we have always been economical is borne out by the fact that although we had lump sums for each grade sanctioned, we never worked up to them quite beyond what we absolutely needed. With our small staff, when I have, as is frequently the case, three or four men off sick, we can only just keep our working. It is, therefore, essential in our case that a money margin be allowed, either per each grade of staff, or a lump sum allowance over and above the total cost of staff allotment, to enable me to engage surplus men on trial, so to speak, or to promote those who when they establish their worth are deserving, such distribution of the amount allowed can be shown at each half-yearly meeting. The figures I have given in the attached list are those absolutely required; the allowance I refer to above should be in excess of or a percentage upon the total amount in this statement. The extension of our line south will shortly call upon me for increased working of trains and erecting stock; where am I to get this skilled labour. If six months hence I was called upon to work two extra ballast trains, I could not do it. I have not the men; have no provision allowed to take them on if they come for employ; it would be needful that I should test new servants' character and capability before trusting them with Company's property out of sight. We should now be educating our staff for the south line. Apprentices, fitters, firemen, drivers, native firemen, and skilled labour cannot be had by us just when wanted, nor indeed can we command the raw material to instruct as other Indian Railways can in large cities and seaports. If I am not allowed the staff I consider necessary for the work, I must be relieved of any responsibility in failing to carry on that work.

Locomotive Department.

Monthly Staff List for the half-year ending 31st December 1872.

Designation.	Proposed strength of Establishment. No.	Rate of Salary. Rs. A. P.	Amount. Rs. A. P.	Increase.	Decrease.	Remarks.
Locomotive Superintendent.	1	818 3 0	818 3 0			
Chief Clerk	1	165 0 0	165 0 0			
Clerk	1	55 0 0	55 0 0			
Do.	1	50 0 0	50 0 0			
Do.	1	43 0 0	43 0 0			
Do.	1	35 0 0	35 0 0			
Do.	2	30 0 0	60 0 0			
Do.	2	27 0 0	54 0 0			
Do.	2	25 0 0	50 0 0			
Do.	1	22 0 0	22 0 0			
Do.	1	20 0 0	20 0 0			
Do.	1	15 0 0	15 0 0			
Do.	2	12 0 0	24 0 0			
Do.	1	10 0 0	10 0 0			
Do.	1	50 0 0	50 0 0	(A) 50	...	(A) *Draughtsman, Rupees* 50.—This man, although not on the pay sheet in the month taken as actual staff, is essential to my department. The last incumbent was dismissed in April last for insobriety. I have not been able to meet with another yet and consequently have to do any drawings I require myself.
Draughtsman ...	1	330 15 0	330 15 0			
Foreman, Smith-shop ...	1	300 0 0	300 0 0			
Do., Locomotive and Toolshop.	1	300 0 0	300 0 0			
Do., Carriage shop ...	1	300 0 0	300 0 0			
Do., Trichinopoly Locomotive.	1	75 0 0	75 0 0			
Native Foreman ...	1	40 0 0	40 0 0			
Do. ...	1	30 0 0	30 0 0			
Do. ...	1	15 0 0	15 0 0			
Do. ...	1	189 1 0	189 1 0	(B) 189-1	...	(B) *Fitter, Rupees* 189-1-0.—This man was sanctioned at the meeting at Trichinopoly on 15th June last, in view of extra train duty.
Fitter	1	150 0 0	150 0 0			
Do.	1	50 0 0	50 0 0			
Do.	2	45 0 0	90 0 0			
Do.	2	35 0 0	70 0 0	(C) 35	...	(C) *Fitters, two at Rupees* 35.—The incumbent of (C″), Fitter, one at Rs. 25, is an apprentice who has served his indenture, which indenture has expired nearly a year since; Rupees 25 is the pay of his last year of apprenticeship. He is entitled to increased pay as being a skilled mechanic. I propose to promote him to Rupees 30, and give one of those now drawing that pay Rupees 35.
Do.	4	30 0 0	120 0 0	(C″)		
Do.	1	25 0 0	25 0 0			
Do.	3	18 0 0	54 0 0			
	2	12 0 0	24 0 0	(D) 12	...	(D) *Fitters, two at Rupees* 12.—The apprentice at (D″) should have been promoted on indenture to Rupees 12; another apprentice will be taken on in his place at Rupees 8.
Do.	1	10 8 0	10 0 0			
Do.	1	10 0 0	10 0 0			
Do.	1	9 0 0	9 0 0			
Do. ...				(D″)		
	1	8 0 0	8 0 0	(E) 654-9	...	(E) *Drivers, Rupees* 218-3-0.—At the time this staff list was compiled, I was very short-handed during this feast; I had to work a train myself and my men complained of over-work. I had three drivers at Rupees 218-3-0. A good man presented himself for employ, and I engaged him under agreement, thus absorbing the one extra granted on 15th June. It will require two drivers and two firemen (European or East Indian) to work the material train, making six drivers required.
Do.	6	218 3 0	1,309 2 0			
Drivers	1	196 6 0	196 6 0			
Do.	1	150 0 0	150 0 0			
Do. ...						
Firemen	3	85 0 0	255 0 0	(F) 170	...	(F) *Firemen, three at Rupees* 85.—The same as above, I had one at this rate, one accorded at the meeting, and one more required for the duty.
	2	75 0 0	150 0 0	(G) 150	...	(G) *Firemen, two at Rupees* 75.—Two men promoted under agreement before end of half-year from Rs. 65 to Rupees 75. The two vacancies thus caused I should wish left open, as we shall require men for the south line who can only be got at odd times, and if such men apply and can work engines, I give them an agreement for four years as firemen from Rupees 65 to Rupees 100.
Do.	3	65 0 0	195 0 0			
Do.	4	50 0 0	200 0 0			
Do. ...						

Monthly Staff List for the half-year ending 31st December 1872.—(Concluded.)

Designation.	Proposed strength of Establishment. No.	Rate of Salary. Rs. A. P.	Amount. Rs. A. P.	Increase.	Decrease.	Remarks.
Firemen	2	45 0 0	90 0 0	(H) 45	...	(H) *and* (J) *Two at Rupees* 45; *two at Rupees* 40. Two of *Firemen*, two men were promised on my return from leave promotion from Rupees 40 to 45 and Rupees 35 to 40. The one at Rupees 35 was taken on my staff the day after I returned and before I received the sanction.
Do.	2	40 0 0	80 0 0	(J) 40		
Do.	1	35 0 0	35 0 0			
Do., Native ...	1	30 0 0	30 0 0			
Do., do.	1	25 0 0	25 0 0			
Do., do.	1	20 0 0	20 0 0			
Do., do.	3	18 0 0	54 0 0			
Do. do.	4	15 0 0	60 0 0	(K) 3	...	(K) *Native firemen, four at Rupees* 15.—Two natives required for the material train.
Do. do	1	14 0 0	14 0 0			
Do. do.	4	12 0 0	48 0 0			
Do. do.	1	11 0 0	11 0 0			
Do. do.	1	10 0 0	10 0 0			
Do. do.	1	9 0 0	9 0 0			
Do. do.	3	8 0 0	24 0 0			
Do. do.	1	7 0 0	7 0 0			
Cleaner	1	5 0 0	5 0 0			
Do.	5	9 0 0	45 0 0	(L) 36	...	(L) *Cleaners, five at Rupees* 9.—Same as above for the two engines of this train.
Do.	2	7 0 0	14 0 0			
Do.	2	6 8 0	13 0 0			
Do.	6	6 0 0	36 0 0	(M) 30	...	(M) *Cleaners, six at Rupees* 6.—These men are often required to take the place of native firemen sick, and go out with trains. They cannot be expected to do this duty for 3 and 4 Rs. In lieu of the lower rates, I have entered this rate and number, the difference being N. In excess of this staff a money allowance for each grade, or a percentage upon the whole amount, will be needed as provision for extra labour which must be employed when it offers itself.
Do.	...	.....	.....	...	(N) 14 8	
Coal Coolies... ...	4	6 0 0	24 0 0			
	6	9 0 0	54 0 0			
Native Subordinates ...	2	12 0 0	24 0 0			
Do. ...	7	10 0 0	70 0 0			
Do. ...	3	9 0 0	27 0 0			
Do. ...	3	7 0 0	21 0 0			
Do. ...	3	6 0 0	18 0 0			
Do. ...	2	5 0 0	10 0 0			
Do. ...	1	4 0 0	4 0 0			
Do. ...	1	1 8 0	1 8 0			
Rolling Stock Inspectors	1	50 0 0	50 0 0			
Do. do. ...	1	30 0 0	30 0 0			
Do. do. ...	1	20 0 0	20 0 0			
Watermen	5	7 0 0	35 0 0			
Do.	2	6 0 0	12 0 0			
Do.	16	5 0 0	80 0 0			
Peons	1	10 0 0	10 0 0			
Do.	1	3 0 0	3 0 0			
Do.	3	7 0 0	21 0 0			
Do.	9	6 0 0	54 0 0			
Overtime and Batta ...	...	.....	432 8 0			
Total...	...	.....	7,758 3 0	1,441 0 0	14 8 0	

(Signed) E. G. SHEWARD,
Locomotive and Carriage Superintendent.

FORWARDED to Government for submission to the Government of India in continuation of this office endorsement No. 468 of the 3rd September 1872.

2. The Locomotive Superintendent was not present at the meeting held on the 15th June last to fix establishments for the half-year ending 31st December 1872.

3. The orders of the Government of India, printed with the Order of Government, No. 2,156, dated 11th instant, will be attended to in future, but it does not seem desirable to return the present lists for revision, and so to delay their transmission.

(Signed) C. H. P. CHRISTIE, Lieutenant, R.E.,
Offg. Dy. Consulting Engineer for Railways.

Proceedings of the Madras Government, Public Works Department,
11th October 1872.

No. 190. ORDER THEREON, 11th October 1872, No. 2,395.

RAILWAY, No. 29.

ORDERED that these papers be forwarded to the Government of India in continuation of those recorded with G. O., No. 2,234, dated 20th September 1872.

(Here enter No. 2,396, dated 11th October 1872.)

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

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

Exd. E. C. Shunker.

Govt. of {1872} Madras

PUBLIC WORKS.

THE CONSULTING ENGINEER

FOR RAILWAYS.

&c., &c., &c.

Dated October 11th.

Recd. *Encl.*

G. O., 11th October 1872, No. 2,395.

OCTOBER

Nos 193-199

Establishment.—Passing orders on the letter from the Consulting Engineer for Railways submitting correspondence relative to the revision of the establishment of the Locomotive Department of the Great Southern of India Railway.

PUBLIC WORKS DEPARTMENT,

OOTACÁMUND, 11*th October* 1872.

No. 191.

No. 2,396.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 30.

SIR,—In continuation of my No. 2,235, dated 20th September 1872, I am directed to lay before the Government of India the accompanying correspondence indicating the necessity for a revision of the rolls of the Locomotive Department of the Great Southern of India Railway as settled at the meeting held at Trichinopoly on the 15th June 1872, and included in the staff list which was forwarded with my letter of the 25th July 1872, No. 1,763.

2. The Locomotive Superintendent explains that the circumstances of the Great Southern of India Railway are such as to make it impracticable to estimate correctly the permanent staff that will be required for his department in a coming half-year, and that to ensure efficiency in working it is necessary that the rules be elastic in their operation. He accordingly submits for sanction a revised list in supersession of that previously settled at the discussion of which he was unable to attend.

3. The low scale at which the establishments of the Great Southern of India Railway have hitherto been maintained leads His Excellency the Governor in Council to believe that the latitude now solicited will be judiciously used, and His Excellency in Council is, therefore, disposed to recommend the present proposals for the favourable consideration of the Government of India.

4. I am to add that the statement was prepared before the letter from the Government of India, No. 1,391 G. R., dated 27th August 1872, reached the Railway Authorities, and that consequently alterations are not shown in the manner therein laid down. Future lists will, however, be submitted in the required form.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

Govt. of {1872} Madras.

PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMENT

OF INDIA.

Dated October 11th.

Read. *Encl.*

G. O., 11th October 1872, No. 2,316.

OCTOBER.

No. 191

FORWARDING with remarks certain correspondence relative to the revision of the establishment of the Locomotive Department of the Great Southern of India Railway.

No. 4616

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, July 31st 1872

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

With reference to the attached copy of letter from the Loco. Superintendent, regarding the monthly staff list for the half year ending 31st December 1872. Will you be so good as to let me know how such cases are to be met with.

I have the honor to be
Sir
Your most obd^t Servant

Illegible
Agent

No. 4643 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, August 17th 1872.

From

THE AGENT,

Great Southern of India Railway,

To The Consulting Engineer for Railways Madras

SIR,

I referred your letter No 315 to the Locomotive Superintendent, who favors me, with the following reply

"No Sings list which accompanies "your ltr No 1630 stands thus – the red entries "being increase due to the Covenanted men "in the 3 first Cases; and the last two, "promotions promised to two others up to "December 1872"

Jeremen

2	85	= 170	1	45	= 45
3	75	= 225	1	45	= 45
1	65	= 65	1	40	= 40
4	50	= 200	1	40	= 40
			1	35	= 35

"It will cause much discontent and ill "feeling among my people if no margin "is left me to increase the pay of deserving "men and to meet circumstances such as

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, _____ 18

From

THE AGENT,

Great Southern of India Railway,

To

SIR,

"as the present feast when temporary assistance
"is required under pressure of work. Men
"cannot work day and night. The subordinate
"staff during feast time is increased —
"cleaners, coal coolies & watermen — to do
"light work - Will you please arrange
"that 1½ 5% on the gross staff amount
"be given me to allocate when where and
"how I find it expedient or required"

I have the honor to be
Sir
Your most obt Servant
Illegible
Agent

No. 4681

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, September 12th 1872

From

THE AGENT,

Great Southern of India Railway,

To The Consulting Engineer for Railways

Madras

SIR,

In compliance with the request contained in your letter No 351 of the 30th ultimo I attach hereto copy of a staff statement prepared by the Locomotive Superintendent together with copy of his letter submitting the same

I have the honor to be
Sir
Your most obed Servt
William A Blyth
Agent

Dated 13th Sept 1872
Rec'd 14th Do

Agent
G.S.I.R.
Negapatam

To
The Consulting Engr
for Railways
Madras

Sir

Forwarding the accompanying statement of the establishment of the Locomotive Department

I have the honor to be
Sir
Your most obedt Servt
[illegible]
Locomotive Supt

P. W. 455 5/72

Kyrah Soulsbury Madras Rly
Loco & Carriage Dept Office
Nagapatam 6th Sept 1872.

No 870

My dear Sir

Enclosing Engineer's No 381

I attached the statement required in
the above. The nature of the queries
is obscure. The nature of my staff
is discovered. The nature of their duties
on 15th June last. Our position different from that
of any other Railway in India. Our staff has
been entirely under the Engineer's Dept of any
kind and is. My people are almost all Hindus
Indians. Partly, Mahomedans. Many have been
made. Many have been educated by ourselves.
Our Assistants is a verbatim. We have no
Command of Labor. We have only his means
of keeping up our staff. We check Labor as friends
relieved, or by forming up. To keep up our strength
shelf at long distances we must have a staff of
sufficient numbers by the other we do not
The Chance of getting about 1/10 is 10 to 1
Having taken all this Chance on trial it
they have given up unfinished and started again at once
godsend. If we are discharged again at once
Under these circumstances, it must be the attempt
of Government that it is impossible for me to give
upon any permanent staff. It is absolutely
necessary that latitude be given me to exercise
my judgement of what should be given to the
man taken on trial, start at a minimum
salary, if he is good for any thing and raise that
employ, the date not objected, Return Thank
Conductors

No 1888

Rs 4681

From
The Agent
G.I.P. Rs.
To
The Consulting Engr
for Railways

Dated 12th
Rec'd 14th } September 1872

Forwarding copy of a
staff statement prepared
by the Loco Superintendent

P.W. 4575/72.

No 2350-2356-11 Oct 1872
Ry Bd No 188.

conditions, I suppose, sobriety and knowledge of his duty, will ensure an increase in 2 or 3 months. If he does not get this, he will not stop. It so happens that at the time the staff was fixed, I was particularly shorthanded, and the men complained of over-work during the last Nagore festival. We cannot do, as other Indian lines running into large cities or seaports, can, decrease our staff when work is slack and take on men when the traffic demands it. We cannot get the labor. We must take men when we can get them. Since the fixing of my staff I have had to dismiss two men for insobriety. One only have I been able to replace. I have no means of getting another until one presents himself. That we have always been economical is borne out by the fact that although we had lump sums for each grade sanctioned, we never worked up to them quite, beyond what we absolutely needed, with our small staff, when I have as is frequently the case, 3 or 4 men off sick, we can only just keep our workgoing. It is, therefore, essential in our case that a money margin be allowed either per each grade of staff or a lump sum allowance over and above the total cost of staff allotment to enable me to engage surplus men on trial so to speak or to promote those who when they establish their worth are deserving. Such distribution of the amount allowed can be shewn at each half yearly meeting. The figures I have given in the attached list are those absolutely required, the allowance I refer to above should be in excess of or a percentage upon the total amount in this statement. The extension of our line south will shortly call upon me for increased working of trains and erecting stock - where am I to get this skilled labor. If six months hence I was called upon to work two extra ballast train I could not do it. I have not the men: have no provision allowed to take them on if they come for employ. It would be needful that I should test men's servants character and capability before trusting them with Company's property out of sight. We should now be educating our staff for the south line. Apprentices, fitters, firemen, drivers, native firemen - skilled labor - cannot be had by us just when wanted, nor indeed can we command the raw material to instruct as other Indian Railways can in large Cities and seaports. If I am not allowed the staff I consider necessary for the work, I must be relieved of any responsibility in failing to carry on that work.

Yours faithfully

(Signed) Edward. G. Steward.
Loco and Carriage Supt

(True Copy)

Williams Bell
Agent
12/9/72

No 499

Forwarded to Government for submission to the Government of India in continuation of this Office endorsement No 468 of the 30th September 1870.

H.C. Rowlatt

2 The Locomotive Superintendent was not present at the meeting held on the 15th June last to fix establishments for the half year ending 31st December 1870.

3 The order of the Government of India printed with the order of Government No 2156, dated 11th instant will be attended to in future but

B

it does not seem desirable to
declare the present lists for
Revision, and so to delay their
Incorporation.

Madras
18th Sept.
1872

Chas Lushington Lieut. R.E.

Offg. Dy. Comr. Engr. for R.Es

&
c/o

The Secretary to Govt
Public Works Depart
Fort Saint George.

Public Works Dep
No 2395

...does not seem desirable &c.

P.W. 1872 Depart: Govt: of Govt for Ch. Engr.
From No. 4575.

The Ag. Dy Cons: Engr
for Rys

To
The Secretary to
Government
P.W.

Dated 15th September 1872
Recd 19th
Encl. 6 No. 499

Forwarding letters from the Agent G.S.I.P. Rly for submission to the Govt of India
No. 2095-2096. 11 Oct

No 188
Posted to Rly 20 Sept 72

Public Works Department.

No. 2395

Proceedings of the Madras Government.

Read the following:-

From Ag: Dy: Consg: Engr for Rys, No. 499. dt 18 Sept 1872

Ordered that these papers be forwarded to the Government of India in continuation of those recorded with G.O. No. 2236 dt 20 Sept 72.

To The Consg Engr for Railways
Garnier Ag Secy
Despd 18/10/72

No. 2396

To The Secretary to the Government of India.

Sir,

In continuation of

of my No 7
Iam directed to lay
before the Government of
India the accompany-
-ing Correspondence indi-
-cating the necessity for
a revision of the rolls
of the Locomotive Depart-
-ment of the Great Southern
of India Railway as
settled at the meeting
held at Trichinopoly on
the 15th June 1872 and
included in the Staff list
which was forwarded
with my letter of the
25th July 1872 No 1763.
The Locomotive
Superintendent explains
that the circumstances of
the

the Great Southern of
India Railway are
such as to make it
impracticable to estimate
correctly the permanent
staff that will be requir-
-ed for this Department
in a coming half year,
and that to ensure
efficiency in working it
is necessary that the
rules be elastic in
their operation. He
accordingly submits
for sanction a revised
list in supersession
of that previously
settled at the
discussion of which he
was

was unable to attend.

The basis scale at which the Establishments of the Great Southern of India Railway have hitherto been maintained leads His Excellency the Governor in Council to believe that the latitude now solicited will be judiciously used, and His Excellency in Council is therefore disposed to recommend the present proposals for the favorable consideration of the Government of India.

I am to add that the Statement was prepared

prepared before the letter from the Government of India No 1391 P.R. dated 27th August 1872 reached the Railway Authorities, and that consequently alterations are not shown in the manner therein laid down. Future lists will however be submitted in the required form.—

C.H.S.

G.W.W.

52

Desp 18/10/72 with
7 Cys of Govt 2395 of 1872.

Cho 6575

Govt. of {1872} Madras.

PUBLIC WORKS.

To The Secretary Govt
for Railways
and
To The Secretary to
the Govt of India

Dated

Recd. Encl 6

G. O. 13 Aug 1872. No. 2395-2396.

Nos. 188 & 190 & 191

Establishment - Passing orders
& letter from the C. Engr for Rys
submitting correspondence
relative to the revision of the Establish-
ment of the Locomotive Depts of the
Govts of I Rys.

Forwarding with remarks
certain correspondence relative
to the revision of the Establish-
ment of the Locomotive Depts
of the Govts of I Rys -

Cor 24 Sep

Noted for Report in Public Dept