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MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No. 2744-45 Press / Mis.

350-353

Dated 22- 11- 1892.

Not to be folded or roughly handled

Read the following papers:—

No. 350. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 25th September 1872, No. 510.

With reference to the Order of Government dated the 29th May 1872, No. 1,348, embodying a letter* from the Government of India upon the subject of the establishments of the several departments of the Madras Railway, I have the honour to submit two† letters from the Agent of that Company, furnishing explanations upon the points noticed by the Government of India.

* No. 658, G. R., 9th May 1872.

† No. 623, 29th August 1872, with enclosure.
,, 693, 24th September 1872, do.

2. Taking those points in the order in which they occur in the letter from that Government, it will be observed, with reference to paragraph 3, that upon the opening of the North-West Line beyond Ghooty it was considered necessary by the then Acting Examiner of Railway Accounts that application should be made for a specific sanction for the traffic establishment of the new stations. When the application for the additional establishment was made, it should have been pointed out that the existing grant was more than sufficient to meet all requirements.

3. With reference to the first part of paragraph 4 of the Government of India's letter, the Locomotive Superintendent points out that the salary drawn by Mr. Woolley, the previous Locomotive Accountant, was Rupees 400 per mensem; that Mr. Mathew was appointed at first to act in the appointment at Rupees 300 per mensem, but that on being confirmed his salary was fixed at Rupees 350 per mensem, being less by Rupees 50 than the salary drawn by his predecessor. Mr. Mathew's appointment was approved of by this Government in their Order of the 28th July 1871, No. 1,983.

4. Paragraph 5 of the letter from the Government of India was replied to by the Agent of the Madras Railway in his letter of the 5th July 1872, No. 469, in which Mr. Elwin, for reasons stated by him, expresses a hope that the increase to his Assistant's salary, from £600 to £725 per annum, may be sanctioned with retrospective effect from the 10th December 1871. The Agent's letter in question was laid before Government on the 16th July 1872, and is printed with the Order of Government dated the 1st August 1872, No. 1,819.

5. In paragraph 6 of their letter, the Government of India state their opinion "that the establishment of the Engineering staff should be revised and fixed as to each rank, and that promotions should not be made except to fill vacancies." It will be seen that the Railway authorities are strongly opposed to the introduction of this principle; the Chief Engineer stating his opinion that it "would not only be most unfair to the Engineers, but would in the end prove injurious to the best interests of the Railway." Mr. Anderson proceeds to say that for the Engineering Department of an Indian Railway men of more than average skill and experience are required, and that the operation of the principle suggested by the Government of India would deter really good men from joining the service. In

the face of the opposition of the Railway authorities, I have refrained for the present from pressing for the introduction of the principle. With reference to the proposal to fix definitely the strength of the Engineering establishment, I beg to submit that it is difficult to do so while the construction of the Neilgherry Branch is in progress. This work will probably be finished, or nearly so, during the current half-year; and, with the approval of Government, I propose to recommend a fixed strength for the Engineering Department when the establishment lists for the first half of 1873 are submitted, which I hope to be able to do at an early date. I can assure the Government that at present the strength of the department is fixed on as economical a scale as possible.

6. With reference to paragraph 7 of the letter from the Government of India, it is explained by the Agent that the strength of the Stores Department has been lately reduced, and a reference to the Proceedings* of the meeting which was held at Royapooram on the 9th instant will show that it is proposed to dispense with the services of the Storekeeper, as suggested by the Government of India.

* Forwarded to Government upon the 12th instant, with No. 487.

7. With reference to paragraphs 8 and 9 of the letter from the Government of India, I beg to submit herewith the establishment lists of the various* departments of the Madras Railway for the current half-year, *i.e.*, the period ending the 31st December 1872. I regret that I have not been able to submit them sooner, but the preparation of some of the lists has been greatly delayed in consequence of the prevailing epidemic, and the traffic list reached me only this morning. In the case of each department the strength of the establishment has been investigated, as desired by the Government of India, in relation to present and past work, present and past cost, and probable increases of work; and I trust that the proposed respective strength of each department will be approved of.

* Agent's. Auditor's. Accountant's. Cashier's. Stores'. | Medical. Locomotive. Engineering. Traffic.

8. The proposed strength for the Traffic Department requires special notice. It will be observed that its cost exceeds the cost in May 1872 by Rupees 4,794, and the cost of the establishment as it stood on the 1st January 1871 by Rupees 7,879 monthly. The Traffic Manager's letter* which accompanies this will explain that the items set down in the proposed list cover the greatest possible outlay which the department can be called on to incur during the current half-year, and that it is far from probable that the whole sum will be spent. The Traffic Department of the Madras Railway has always been worked with great economy; and for the reasons stated by the Traffic Manager, and concurred in by the Agent, I consider that it would be advantageous to accord sanction to the gross amount entered in the establishment list, without reference to stations or grades, leaving it to the Head of the department to work within that limit, upon the principles which have hitherto so successfully guided his operations.

* No. 343-444, 13th September 1872.

9. In preparing the Establishment Lists for future half-years, the instructions laid down by the Government of India in their letter* of the 27th August 1872, will be observed.

* No. 1,391-G. R., *vide* G. O., 11th September 1872, No. 2,156.

10. With reference to paragraph 11 of the letter from the Government of India under acknowledgment, it will be observed that the Agent of the Madras Railway requests that the preparation of the maximum scale of salaries called for may be allowed to lie over until he learns the views of his Directors. Mr. Elwin states that, in his opinion, the preparation of such a list would be impolitic, inasmuch as a man is never contented until he is in receipt of the maximum pay attached to the office he holds.

In reply to a reference on this subject made by the Agent of the Great Southern of India Railway to his Board, the Directors state* that they are of opinion that "the submission of a statement giving the maximum scale of salaries and the number of employés that are absolutely required in the several classes and departments should be postponed pending a decision being come to with regard to the proposed amalgamation of the Carnatic Railway Company with this Company, a subject which is now under consideration."

* In letter to Agent, No. 68, 2nd August 1872.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 29th August 1872, No 623.

With reference to your letters noted in the margin, and to the conversations which have taken place upon the subject at recent meetings of the Stores Committee, I have the honour to forward herewith, for submission to Government, the lists of the establishments proposed for the under-mentioned Departments for the half-year ending the 31st of December 1872, namely,—

From Consulting Engineer, No. 414, dated 3rd June 1872.
From do. „ 639, „ 9th Aug. „
From do. „ 660, „ 19th „ „

The Agent and Manager's.
The Chief Engineer's.
The Locomotive Superintendent's.
The Chief Auditor's.
The Chief Accountant's.
The Cashier's.
The Consulting Physician's.
The Stores Department.

2. The Traffic Manager has, I regret to say, been indisposed since the 16th instant, and so many of his staff have been absent from duty lately owing to sickness, that he has not yet been able to prepare the list of his establishment in the revised form required by you. I trust, however, to be able to forward it to you in the course of a few days, and in doing so I will reply to paragraph 2 of your letter No. 414 of the 3rd of June last.

3. With reference to paragraph 3 of that letter, I have the honour to invite your attention to the enclosed copy of the Locomotive Superintendent's letter No. 218, dated the 11th of June last, in which explanation is offered as to the salary of the Locomotive Accountant, and as to the other points noticed by the Government of India in connection with the Locomotive Department.

4. With regard to the opinions recorded by the Government of India as to the Engineering Establishment, I beg to quote the following remarks of the Chief Engineer :—

"As regards the suggestion 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,' I

the face of the opposition of the Railway authorities, I have refrained for the present from pressing for the introduction of the principle. With reference to the proposal to fix definitely the strength of the Engineering establishment, I beg to submit that it is difficult to do so while the construction of the Neilgherry Branch is in progress. This work will probably be finished, or nearly so, during the current half-year; and, with the approval of Government, I propose to recommend a fixed strength for the Engineering Department when the establishment lists for the first half of 1873 are submitted, which I hope to be able to do at an early date. I can assure the Government that at present the strength of the department is fixed on as economical a scale as possible.

6. With reference to paragraph 7 of the letter from the Government of India, it is explained by the Agent that the strength of the Stores Department has been lately reduced, and a reference to the Proceedings* of the meeting which was held at Royapooram on the 9th instant will show that it is proposed to dispense with the services of the Storekeeper, as suggested by the Government of India.

* Forwarded to Government upon the 12th instant, with No. 487.

7. With reference to paragraphs 8 and 9 of the letter from the Government of India, I beg to submit herewith the establishment lists of the various* departments of the Madras Railway for the current half-year, *i.e.*, the period ending the 31st December 1872. I regret that I have not been able to submit them sooner, but the preparation of some of the lists has been greatly delayed in consequence of the prevailing epidemic, and the traffic list reached me only this morning. In the case of each department the strength of the establishment has been investigated, as desired by the Government of India, in relation to present and past work, present and past cost, and probable increases of work; and I trust that the proposed respective strength of each department will be approved of.

* Agent's.
Auditor's.
Accountant's.
Cashier's.
Stores'.
Medical.
Locomotive.
Engineering.
Traffic.

8. The proposed strength for the Traffic Department requires special notice. It will be observed that its cost exceeds the cost in May 1872 by Rupees 4,794, and the cost of the establishment as it stood on the 1st January 1871 by Rupees 7,879 monthly. The Traffic Manager's letter* which accompanies this will explain that the items set down in the proposed list cover the greatest possible outlay which the department can be called on to incur during the current half-year, and that it is far from probable that the whole sum will be spent. The Traffic Department of the Madras Railway has always been worked with great economy; and for the reasons stated by the Traffic Manager, and concurred in by the Agent, I consider that it would be advantageous to accord sanction to the gross amount entered in the establishment list, without reference to stations or grades, leaving it to the Head of the department to work within that limit, upon the principles which have hitherto so successfully guided his operations.

* No. 343-444, 13th September 1872.

Proceedings of the Madras Government, Public Works Department, 22nd November 1872.

9. In preparing the Establishment Lists for future half-years, the instructions laid down by the Government of India in their letter* of the 27th August 1872, will be observed.

* No. 1,391-G. R., *vide* G. O., 11th September 1872, No. 2,156.

10. With reference to paragraph 11 of the letter from the Government of India under acknowledgment, it will be observed that the Agent of the Madras Railway requests that the preparation of the maximum scale of salaries called for may be allowed to lie over until he learns the views of his Directors. Mr. Elwin states that, in his opinion, the preparation of such a list would be impolitic, inasmuch as a man is never contented until he is in receipt of the maximum pay attached to the office he holds.

In reply to a reference on this subject made by the Agent of the Great Southern of India Railway to his Board, the Directors state* that they are of opinion that "the submission of a statement giving the maximum scale of salaries and the number of employés that are absolutely required in the several classes and departments should be postponed pending a decision being come to with regard to the proposed amalgamation of the Carnatic Railway Company with this Company, a subject which is now under consideration."

* In letter to Agent, No. 68, 2nd August 1872.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 29th August 1872, No 623.

With reference to your letters noted in the margin, and the conversations which have taken place upon the subject at recent meetings of the Stores Committee, I have the honour to forward herewith, for submission to Government, the lists of the establishments proposed for the under-mentioned Departments for the half-year ending the 31st of December 1872, namely,—

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The Agent and Manager's.
The Chief Engineer's.
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The Chief Accountant's.
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The Consulting Physician's.
The Stores Department.

2. The Traffic Manager has, I regret to say, been indisposed since the 16th instant, and so many of his staff have been absent from duty lately owing to sickness, that he has not yet been able to prepare the list of his establishment in the revised form required by you. I trust, however, to be able to forward it to you in the course of a few days, and in doing so I will reply to paragraph 2 of your letter No. 414 of the 3rd of June last.

3. With reference to paragraph 3 of that letter, I have the honour to invite your attention to the enclosed copy of the Locomotive Superintendent's letter No. 218, dated the 11th of June last, in which explanation is offered as to the salary of the Locomotive Accountant, and as to the other points noticed by the Government of India in connection with the Locomotive Department.

4. With regard to the opinions recorded by the Government of India as to the Engineering Establishment, I beg to quote the following remarks of the Chief Engineer :—

"As regards the suggestion 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,' I

the face of the opposition of the Railway authorities, I have refrained for the present from pressing for the introduction of the principle. With reference to the proposal to fix definitely the strength of the Engineering establishment, I beg to submit that it is difficult to do so while the construction of the Neilgherry Branch is in progress. This work will probably be finished, or nearly so, during the current half-year; and, with the approval of Government, I propose to recommend a fixed strength for the Engineering Department when the establishment lists for the first half of 1873 are submitted, which I hope to be able to do at an early date. I can assure the Government that at present the strength of the department is fixed on as economical a scale as possible.

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* No. 343-444, 13th September 1872.

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3. With reference to paragraph 3 of that letter, I have the honour to invite your attention to the enclosed copy of the Locomotive Superintendent's letter No. 218, dated the 11th of June last, in which explanation is offered as to the salary of the Locomotive Accountant, and as to the other points noticed by the Government of India in connection with the Locomotive Department.

4. With regard to the opinions recorded by the Government of India as to the Engineering Establishment, I beg to quote the following remarks of the Chief Engineer :—

"As regards the suggestion 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,' I

am strongly of opinion that such an arrangement would not only be most unfair to the Engineers but would in the end prove injurious to the best interests of the Railway.

"The longer I remain in this country, the more fully convinced do I become that the peculiarities of the climate imperatively call for more than average skill and experience on the part of Engineers entrusted with either the construction or maintenance of important works.

"In a small staff such as ours were no promotions to be made unless to fill up vacancies, the length of time an Engineer would have to serve before he could hope to reach the higher grades would deter any really good men from joining the service. As it is, the position of Railway Engineers compares most unfavourably with that of Government employés, whether Military or Civil, who, under all circumstances, enjoy the very important advantages of security in their appointments and a pension on retirement."

5. The establishment of the Stores Department has recently been reduced as shown in the accompanying list. With respect to the possibility of dispensing with the services of one of the chief officials of that department, I beg to state that I shall be glad of the opportunity of discussing the subject with you at the next meeting of the Stores Committee.

6. I had hoped before writing to you in reply to your letter No. 414 of the 3rd of June, to have received instructions from my Board upon the subject, but in the absence of those instructions I have, in sending forward the establishment lists, supplied you with such information as will, I trust, enable you to lay them before Government.

7. I hope, however, that the preparation of the maximum scale of salaries called for by the Government of India may be allowed to lie over until I learn the views of the Directors upon the subject. In my own opinion and in that of all the officers of the Railway, as you know, the preparation of such a list would be most impolitic, inasmuch as if a man knows that the sanctioned pay of his office is more than he draws, he is never contented until he is in receipt of the full pay, and I need not point out the great difficulty which is experienced in working a Railway with a discontented staff.

From the Locomotive Superintendent to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 11th June 1872, No. 218.

WITH reference to the correspondence marginally noted, I beg to inform you that there appears to be some misapprehension on the subject of Mr. Mathew's salary.

Letter from Government of India, to Government of Madras, 9th May 1872, No. 658-G R.
Order of Madras Government, 29th May 1872, No. 1,348.
Letter from Consulting Engineer, to Agent and Manager, 3rd June, No. 414.

2. In my letter No. 195 of 5th July 1871, which was read at the Store Committee on the 6th idem, I state that since Mr. Woolley's resignation "Mr. Mathew has been acting as Locomotive Accountant on a salary of Rupees 300 a month." I further state that "the pay of the office during Mr. Woolley's tenure of it from 1st March 1867 till 12th May 1870 was Rupees 400 per mensem, since which latter date Mr. Mathew has held the acting appointment.

3. I then proceed to give my opinion as to Mr. Mathew's competence for the office, and adding that he is prepared to give security, recommend that he be confirmed in the appointment, on a salary of Rupees 350 per mensem.

4. It will therefore be seen that Mr. Mathew is not, as appears to be supposed by the Government officers, drawing a higher rate of pay than that of his predecessor in the office, but is actually drawing Rupees 50 less. I considered that Rupees 400 was the pay attached to the office, and it was my intention to recommend that Mr. Mathew's salary should be eventually increased to that sum.

5. Mr. Mathew left an appointment on another line of Railway to take the post of Chief Clerk in my office, and was taken on in that capacity with the view of having a competent man ready to fill the post of Accountant, Mr. Woolley having expressed his intention of resigning some time before he actually left. At that time Mr. Mathew was drawing Rupees 250, and on being

appointed Acting Accountant in May 1870 his pay was raised to Rupees 300, and on being confirmed in that appointment from 1st July 1871 it was increased to Rupees 350.

6. The office of Chief Clerk, vacated by Mr. Mathew, was filled up during my absence on sick leave; but shortly after my return to India, not being satisfied with the manner in which the duties of that office were being performed, I dispensed with the services of the person who was filling it, since which time it has remained vacant, so that Mr. Mathew has carried on the supervision of the Account Branch of the department unaided; consequently instead of an increase in the expenditure under this head, it has been reduced from Rupees 650 (namely,—

Pay of Accountant. Pay of Chief Clerk

Rupees 400 + 250 = 650) to Rupees 350.

7. A comparison of the miles of railway open and of the engine miles run in the year 1867* with the miles open and miles run in the year 1871† will give some idea of the increased work in the Account and all branches of the Department.

* For ten months, of which Mr. Woolley drew Rupees 400 per month
† For six months, of which Mr. Mathew drew Rupees 350 per month.

	Miles of Railway open.	Engine miles run.
1867	645	1,630,677
1871	832	2,297,122

8. As regards the appointment of a "second Assistant Locomotive Superintendent on £500 a year," referred to in paragraph 4 of the letter from the Government of India, dated the 9th May 1872, No. 658-G. R., I beg to inform you that, at the time the application for this Assistant was made, it was explained by you that Mr. Collinson's state of health was such as to lead to the expectation that he would have to proceed to England in the early part of 1871; but setting aside this consideration, the fact that the superintendence of this department required strengthening admitted of no question, and this necessity was at once concurred in both by the Acting Consulting Engineer and by the Government of Madras. The salary asked for and sanctioned is £450 per annum, not £500 as stated in the Government letter. I may add that so far back as 1862 I had a practical Mechanical Engineer of great experience sent out by the Board from England, who had charge of the western portion of the line on a salary of Rupees 400 a month, and in addition to Mr. Collinson, my First Assistant, I had at that time a Second Assistant on £400 a year. The former of these died, and the second left the service. I have worked the department, without filling up these vacancies, to the best of my ability; but I have long felt that additional assistance in the superintendence was needed, and I consider that the amount of work done would justify the appointment of even a Third Assistant, and that extra efficient supervision would tend rather to reduce than to enhance expenditure.

9. As regards the increase recommended to my First Assistant, I considered that the increased mileage to be worked and the importance of the nature of the duties devolving upon him during my absence, rendered it desirable that his position should be improved, and that he should be appointed my Deputy on £900 per annum; and I do not think that that remuneration can be considered excessive for such a position.

10. I am perfectly sensible of the necessity of rigid economy, and every effort consistent with efficiency is made to keep down unnecessary expenditure. A reference to our half-yearly returns will show that the increased cost of superintendence has been attended with a steady decrease in the working expenses compared with the work done

11. The lightness of our traffic, as you will readily understand, is in itself a source of increase to expenditure in proportion with work done. Had we double the traffic our expenses would show much more favourably; but, notwithstanding the disadvantages under which we work in this

respect, I do not think that the expenses in the Locomotive and Carriage Departments will be found to compare unfavourably with any other line in India.

12. It must also be borne in mind that we are almost entirely dependent on the labour of men trained in the country, and that we have as small as possible a proportion of imported skilled labour. With the increase of work due to the wear and tear and depreciation or decay of engines and rolling stock, I feel the want of extra skilled supervision, and instead of diminishing, propose to augment it. Any reduction in our present superintendence would simply destroy efficiency. Mr. Collinson, as you are aware, has been incapacitated for some time from ill health, and is at present in England, the whole superintendence therefore falls upon my Second Assistant and myself, and it must be apparent to any one conversant with Railway matters that the charge of the Locomotive and Carriage Departments of a Railway consisting of 832 miles of open line, however light the traffic, is one which must tax to the utmost the time and exertions of any two men.

13. I beg to forward herewith the return called for in paragraph 7 of the Consulting Engineer's letter No. 414, dated 3rd June 1872.

14. In the columns headed "Establishment as it stood on 1st January 1871" and "Present strength of establishment," I furnish in detail the amount of pay given to each clerk; but in the column headed "Proposed strength of establishment" I have simply entered the gross sum sanctioned, because I consider that this branch of the department can be more efficiently and economically worked under the system proposed in my letter No. 210 of 15th September 1868, the advantages of which is proved by the results as may be seen by a comparison of the present cost of the establishment with that at the date of my letter above quoted, since which time there has been a very great increase in the miles open and mileage, and consequently in work to be done.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 24th September 1872, No 693.

In continuation of my letter No. 652 of the 7th instant, I have now the honour to forward for transmission to Government lists showing the proposed Establishment of the Traffic Department for the half-year ending the 31st of December next, together with a copy of the Traffic Manager's letter No. C/343-444, dated the 13th instant, in which explanation is offered as to the increases under the various heads.

2. With reference to paragraph 2 of your letter No. 414 and to paragraph 3 of the letter* from the Government of India which accompanied it, I have the honour to quote as follows from a letter from the Traffic Manager, No. C/343-360, dated the 6th ultimo, which letter you will doubtless remember was read to the Stores Committee on that date:—

* No. 658-G. R., 9th May 1872.

"With reference to paragraph 3 of letter No. 658 G. R., from the Government of India to the Government of Madras, embodied in G. O. No. 1,348 of the 29th of May, and to paragraph 2 of the Consulting Engineer's letter No. 414 of the 3rd June, I beg to say that the necessity for applying for sanction at all, in respect of the new stations, was never very apparent to me, seeing that at the time of the application there was an ample margin under the old sanction to meet our requirements most fully. The application was forced upon us by the Acting Government Examiner, who, though I believe perfectly well aware of the unexpended balance of the old sanction, considered a specific sanction absolutely necessary."

3. It appears to me that so far from the Traffic Manager being to blame in this matter, he is entitled to credit for having worked so much within his sanction, and I trust that it may convince the Government that the officers of the Madras Railway endeavour to the best of their ability to work with economy, and that their actual expenditure is ruled by what appears to them to be necessity, rather than by a wish to exhaust whatever amounts may be sanctioned.

4. In the concluding portion of his letter, a copy of which is enclosed with this, Mr. Church solicits sanction for the gross amount of his establishment, as shown on the enclosed lists, without reference to stations or grades. That method of sanction has hitherto been approved by the Government, and I feel that I cannot too strongly endorse the reasons which Mr. Church adduces in support of it, believing as I do that I may fairly point to our past working as a proof that the principle of gross sanctions for establishments is best calculated to ensure economy.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 13th September 1872, No. C/343-444.

Establishment.

With reference to your No. 2,762 of the 6th ultimo, and to paragraph 12 of the letter from the Government of India, No. 658-G. R., embodied in G. O No. 1,348 of 29th May, and to paragraph 7 of the Consulting Engineer's letter, No. 414, dated 3rd June, I beg to forward, in the form required, a list of the establishment of the Traffic Department for the half-year ending the 31st December 1872.

2. Compared with the establishment for May 1872 the amount will be found Rupees 4,724-13-11 in excess, which is explained as follows:—

	Rs.	A.	P.
Salaries of two Assistants appointed in April not included in May 1872	910	0	0
Pay for broken periods not drawn in May 1872	588	9	4
Margin explained below...	3,226	4	7
	4,724	13	11

It will be understood that the establishment for May only represents the money actually paid, and does not represent the actual staff of the department. Since the month of May one Relieving Station Master, nine Clerks, six Guards, one Inspector, and one Head Porter have been appointed to fill up vacancies existing at the time the pay bills for May were prepared. In many cases the salary actually drawn in May does not represent the salary drawn by former incumbents, because men of the same grade were not at the time available, and men on lower salaries were appointed to act on the understanding that the full pay drawn by their predecessors will be accorded to them if they succeed, after a certain probation, to fulfil all the conditions of the appointment.

3. *Office Establishment.*—The increase under this head is to provide for the employment of a young gentleman expected from England, who is anxious to work up for one of the superior appointments, and whose services it is very desirable to secure; to provide for the pay of the office where present incumbents are on probation, and to provide for volunteers specially employed to get through the work and who will naturally look to draw pay sooner or later.

4. *Relieving Staff.*—The increase under this head may be explained as follows:—

Young men are taken on to learn the telegraph on a salary of Rupees 40 per mensem, and are allowed three months to pass their examination, failing to pass they receive no pay until they have passed. When passed by the Telegraph Engineer as efficient "needle" signallers, their pay is increased to Rupees 50 and they are sent out to learn the duties of a station-master, and when competent to take charge of a small station, their salary is increased to Rupees 60. The establishment for May represents the pay of learners who have since passed their examination and are now drawing Rupees 50 and will draw Rupees 60 when fit to take charge of a station. The maximum salary has therefore been entered for the number actually employed in May for the half-year (December 1872). Clerks and head porters are taken on, in the first instance, on a low salary, which is increased as they become fit, and provision has been made for their fitness.

5. *Signallers.*—The establishment for May does not represent our requirements, as we have not been able to fill up vacancies; hence the increase in the present half-year. Signallers are only

employed at the principal stations, but at any moment it may be necessary to appoint a signaller to a station not hitherto requiring one either from an increase of traffic which demands closer attention at the hands of the Station Master and his Assistant and prevents their attention to the telegraph, or from the opening of a new industry at or near a station requiring the special services of a signaller to meet the demands of the public in receiving and despatching messages. Tripatore and Yerragoontla may be instanced as stations hitherto unprovided with a signaller, where it will be necessary to place signallers at once.

6. *Guards.*—The number of guards has not been increased, and provision only has been made for men rising from a lower to a higher grade after a certain term of service.

7. *Salt Cotaur Goods Station.*—Provision has been made for volunteers employed to fill vacancies caused by "paid" men leaving the service; also for the whole staff of porters at the maximum of pay, the practice being to give the full rate of pay to those men only who work regularly during the month, and a lower rate of pay to men who are absent during any part of the month; in this way the amount payable varies from month to month.

8. *Station Masters.*—Since June 1869, when the European Station Master of Madras died, a suitable man has not been found for that station, and as a native is not fit for the work provision has been made for an European Station Master and for a Station Inspector, an appointment which is much wanted. The Deputy Station Master on appointment was promised a higher rate of pay if he gave satisfaction, and provision has been made for this also. At 49 stations out of 79, Native Station Masters are employed on small salaries; but as great difficulty is experienced in filling up vacancies when they occur with a similar class of men, and as the work must be done provision has been made for the pay of East Indian Station Masters at Rupees 60 per mensem, and the difference between this rate of pay and the pay now drawn amounts in the aggregate to Rupees 1,245. At Adoni, Vellore, Avady, Ghooty, Perambore, Salem, Erode, and Palghat the pay drawn in May was not the pay of the office, which has therefore been entered in the current half-year.

9. *Bellary Station.*—The increase in the case of Bellary station is due to the fact that the goods traffic was closed at Bellary in May, and the clerks, head porters and some of the porters were transferred to Veerapoor in consequence of floods in the Huggri river. Experience, however, has since shown that the closing of Bellary for goods traffic was very prejudicial to the traffic, and it was determined to re-open it and to keep a staff at the Huggri river for the transhipment of goods during floods. Provision has, therefore, been made for the usual full staff at Bellary, for a full staff at Veerapore, and for a staff at the Huggri river.

10. Having endeavoured to explain as fully as possible the necessity for the increase in the establishment over and above the money actually drawn for May 1872, I have to solicit sanction to the gross amount without reference to stations or grades. My reasons for making this request are—

1*st.*—That specific sanctions make men dissatisfied, whatever their qualifications may be, unless they are allowed to draw the pay.

2*nd.*—That no special provision has been made for an increase of traffic which might necessitate an increase of clerks or porters.

3*rd.*—That an increase of traffic might also necessitate an increase in the number of trains, and therefore an increase in the number of meeting stations and consequently of pointsmen

4*th.*—That a change in the train service would necessitate additional staff in cases where it may be necessary to convert "day" stations into "day and night" stations.

11. In conclusion, I would beg to assure the Government that the money now asked for will not be spent unless absolutely required, and that the same care which has hitherto guided our operations will continue to be observed.

AGENT AND MANAGER'S DEPARTMENT.

Statement showing the present sanctioned Establishment, present strength, and the proposed Establishment for the half-year ending 31st Dec. 1872.

1		2	3				4				5				6		7
ESTABLISHMENT AS SANCTIONED.			ESTABLISHMENT AS IT STOOD ON THE 1ST JANUARY 1871.				PRESENT STRENGTH OF ESTABLISHMENT.				PROPOSED STRENGTH OF ESTABLISHMENT.				DIFFERENCE BETWEEN COLUMNS 3 AND 5.		Remarks.
Month and date of sanction.	Number.	Rate of Salary.	Amount.	Designation.	Number.	Rate of Salary.	Amount.	Number.	Rate of Salary.	Amount.	Number.	Rate of Salary.	Amount.	Number.	Increase.	Decrease.	
			Rs. A. P.				Rs. A. P.						Rs. A. P.		Rs. A. P.	Rs. A. P.	
22nd December 1866. 18th Jan. 1870.	1	2,272 11 8	2,272 11 8	Agent and Manager ...	1	2,272 11 8	2,272 11 8	1	2,272 11 8	2,272 11 8	1	2,272 11 8	2,272 11 8				
	1	545 7 3	545 7 3	Assistant do.	1	545 7 3	545 7 3	1	545 7 3	545 7 3	1	545 7 3	545 7 3				
	1	250 0 0	150 0 0	Chief Clerk	1	150 0 0	150 0 0	1	150 0 0	150 0 0	1	150 0 0	150 0 0				
	1	150 0 0	70 0 0	Clerk	1	70 0 0	70 0 0	1	70 0 0	70 0 0	1	70 0 0	70 0 0				
	1	100 0 0	65 0 0	Do.	1	65 0 0	65 0 0	1	65 0 0	65 0 0	1	65 0 0	65 0 0				
			60 0 0	Do.	1	60 0 0	60 0 0	1	60 0 0	60 0 0	1	60 0 0	60 0 0				
			55 0 0	Do.	1	55 0 0	55 0 0	1	55 0 0	55 0 0	1	55 0 0	55 0 0				
	1	60 0 0	30 0 0	Do.	1	30 0 0	30 0 0									30 0 0	
	1	50 0 0		Do.				1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	50 0 0		
	1	80 0 0		Do.				1	80 0 0	80 0 0	1	80 0 0	80 0 0	1	80 0 0		
	1	70 0 0		Do.				1	70 0 0	70 0 0	1	70 0 0	70 0 0	1	70 0 0		
	1	60 0 0		Do.				1	60 0 0	60 0 0	1	60 0 0	60 0 0	1	60 0 0		
	1	25 0 0		Do.				1	25 0 0	25 0 0	1	25 0 0	25 0 0	1	25 0 0		
	1	40 0 0		Do.				1	40 0 0	40 0 0	1	40 0 0	40 0 0	1	40 0 0		
	1	45 0 0		Do.				1	45 0 0	45 0 0	1	45 0 0	45 0 0	1	45 0 0		
	1	16 0 0		Peon				1	16 0 0	16 0 0	1	16 0 0	16 0 0	1	16 0 0		
6th July 1861.	2	35 0 0		Do.				2	35 0 0	70 0 0	2	35 0 0	70 0 0	2	70 0 0		
	1	30 0 0		Do.				1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	30 0 0		
	2	20 0 0		Do.				2	20 0 0	40 0 0	2	20 0 0	40 0 0	2	40 0 0		
	1	15 0 0		Do.				1	15 0 0	15 0 0	1	15 0 0	15 0 0	1	15 0 0		
	2	8 0 0		Do.				2	8 0 0	16 0 0	2	8 0 0	16 0 0	2	16 0 0		
6th February 1861.	7	15 0 0		Moochee ...				7	15 0 0	105 0 0	7	15 0 0	105 0 0	7	105 0 0		
22nd February 1853.	1	12 0 0		Sweeper ...				1	12 0 0	12 0 0	1	12 0 0	12 0 0	1	12 0 0		
	1	4 0 0		Do.				1	4 0 0	4 0 0	1	4 0 0	4 0 0	1	4 0 0		
				Punkah-puller													
				Book-binder													
				Sweeper ...													
				Waterman													
				Scavenger													
				Washerman													
				Railway Chaplain's Peon													
	23	...	3,294 13 8	...	17	...	3,301 13 8	22	...	3,358 2 11	25	...	3,573 2 11	143	5 8	70	
			7 0 0		1		7 0 0	7		30 0 0			32 0 0	25	0 0		
			17 0 0														
			3,315 2 11														

‡ Agent and Manager's letter dated 6th September 1870.

† Broken periods.

* The approval of the Board to Mr. Mellis's salary being increased to £725 per annum (Rs. 669-1-0 per mensem.) was communicated in the Secretary's letter No. 436, paragraph 13. This has been approved by the Madras Government, (*Vide* Consulting Engineer's letter No. 167 of the 11th March 1872, etc.,) and now only awaits the confirmation of the Supreme Government (*Vide* Agent and Manager's letter to Consulting Engineer No 469 of the 5th July 1872).

Previously paid through Contingent Bill.

(Signed) R. B. ELWIN,
Agent and Manager.

CHIEF AUDITOR'S

Statement showing the present sanctioned Establishment, present strength, and

1				2	3		
ESTABLISHMENT AS SANCTIONED.				Designation.	ESTABLISHMENT AS IT STOOD ON THE 1ST JANUARY 1871.		
Month and date of sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.
			RS. A. P.			RS. A. P.	RS. A. P.
9th June 1870.	1	...	1,136 5 10	Chief Auditor	1	.....	1,136 5 10
				First Assistant in charge of Traffic Audit	1	.....	400 0 0
				Second Assistant to Chief Auditor	1	.....	300 0 0
				Clerks...	1	.....	120 0 0
				Do.	3	100 0 0	300 0 0
				Do.	...	.....	.....
				Do.	2	50 0 0	100 0 0
				Do.	...	.....	.....
				Do.	2	40 0 0	80 0 0
4th May 1868.	81	...	2,476 0 0	Do.	4	35 0 0	140 0 0
				Do.	2	30 0 0	60 0 0
				Do.	10	25 0 0	250 0 0
				Do.	...	.....	.....
				Do.	8	20 0 0	160 0 0
				Do.	...	.....	.....
				Do.	6	17 8 0	105 0 0
				Do.	...	.....	.....
				Do.	11	15 0 0	165 0 0
				Do.	...	.....	.....
				Do.	7	12 8 0	87 8 0
				Do.	...	.....	.....
				Do.	17	10 0 0	170 0 0
				Peons	...	.....	.....
				Do.	3	7 0 0	21 0 0
					1	5 0 0	5 0 0
	82	...	3,612 5 10		80	.....	3,599 13 10
28th Nov. 1871	1	...	272 11 8	Third Assistant to Chief Auditor	...	.....	.....
18th ,, ,,	1	...	150 0 0	Travelling Auditor ...	...	.....	.....
3rd May 1872.	1	...	60 0 0	Assistant do. ...	...	.....	.....
					...	.....	.....
				Punkah-puller	...	.....	.....
				Do.	...	.....	.....
				Lascar	...	.....	.....
					...	.....	.....
	85	...	4,095 1 6	Grand Total...	80	.....	3,599 13 10

a Extract from Chief Auditor's letter to the Agent and Manager, No. 1,259, dated 9th July 1872.

It has been found necessary to increase the number and cost of my establishment for the half-year ending 31st
The late establishment was fixed so far back as 4th May 1868 in anticipation of the opening of our North-West
standing a further extension of the line by 155 miles and 18 additional stations, in consequence of the amalga
The staff now applied for will meet all our requirements, and provided the forms of account and statistics which
made, I hope soon to bring up the arrears into which we have fallen and to have the office work of my depart

(Signed) F. CHURCH,
Chief Auditor.

DEPARTMENT.

the proposed Establishment for the half-year ending 31st December 1872.

4			5			6		7
PRESENT STRENGTH OF ESTABLISHMENT.			PROPOSED STRENGTH OF ESTABLISHMENT.			DIFFERENCE BETWEEN COLUMNS 3 AND 5.		Remarks.
No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.	
	RS. A. P.	RS. A. P.		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	
		1,136 5 10	1	.....	1,136 5 10	...	...	
1	.....	400 0 0	1	.....	400 0 0	...	...	
1	.....	300 0 0	1	.....	300 0 0	...	...	
1	.....	240 0 0	1	120 0 0	240 0 0	120 0 0	300 0 0	
	.....	.....	2	.....	.....	...	...	
1	120 0 0	60 0 0	...	.....	.....	...	...	
2	... ...	150 0 0	1	50 0 0	60 0 0	60 0 0	...	
...	.....	.....	3	45 0 0	150 0 0	50 0 0	...	
1	50 0 0	90 0 0	2	40 0 0	90 0 0	90 0 0	...	
3	45 0 0	80 0 0	2	35 0 0	80 0 0	...	...	
2	40 0 0	105 0 0	3	30 0 0	105 0 0	...	35 0 0	
2	35 0 0	150 0 0	5	25 0 0	150 0 0	90 0 0	...	
3	30 0 0	150 0 0	6	22 8 0	150 0 0	...	100 0 0	
5	25 0 0	45 0 0	2		45 0 0	45 0 0	...	
6	22 8 0	120 0 0	7	20 0 0	140 0 0	...	20 0 0	*Broken period.
2	20 0 0	*21 11 1				...	17 8 0	† Do.
6	20 0 0	70 0 0	5	17 8 0	87 8 0	...		‡ Do.
2	17 8 0	†17 4 2				30 0 0	...	|| Do.
4	17 8 0	150 0 0	13	15 0 0	195 0 0	...		§ Do.
1	15 0 0	‡14 12 1				37 8 0	...	
10	15 0 0	87 8 0	10	12 8 0	125 0 0	...		Formerly charged through Contingent Bill.
1	12 8 0	||12 4 2			30 0 0	...	
7	12 8 0	160 0 0	20	10 0 0	200 0 0	...		
1	10 0 0	§18 1 0				7 0 0	...	
16	10 0 0	21 0 0	4	7 0 0	28 0 0	...	5 0 0	
2	7 0 0	5 0 0	...	.....	.....	...	...	
3	.....							
1	.....							
83	.....	3,603 14 4	88	.....	3,681 13 10	559 8 0	477 8 0	
			1	.....	272 11 8	272 11 8	...	
		272 11 8			600 0 0	600 0 0	...	
1	.....	150 0 0	4	150				
1	.....	40 0 0						
1	.....							
			5	.....	872 11 8	872 11 8	...	
3	.....	462 11 8						
					6 0 0	6 0 0	...	
		6 0 0	1	.....	6 0 0	6 0 0	...	
1	.....	5 0 0	1	.....	6 0 0	6 0 0	...	
1	.....	5 0 0	1	.....				
1	.....				18 0 0	18 0 0	...	
		*16 0 0	3	.....				
3	.....							
a 89	.....	4,082 10 0	a 96	.....	4,572 9 6	1,450 8 8	477 8 0	

* Office servants formerly charged through Contingent Bill.

December 1872 to the extent of six additional hands and Rupees 77 under the following circumstances: —
Line to Tadpatri, but we have been enabled to work on with the same establishment up to the present time notwith-
mation of the accounts of the South-West and North-West Lines in July 1870.
have been laid down by the Government of India are adhered to and no extraordinary demands for further information
ment on its former footing.

(Signed) R. B. ELWIN,
Agent and Manager.

Chief Accountant's Department.

Statement showing the present sanctioned Establishment, present strength, and the proposed Establishment for the half-year ending 31st Dec. 1872.

1				2	3			4			5			6	
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.	
Month and date of sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.
		Rs.	Rs. A. P.			Rs.	Rs. A. P.		Rs.	Rs. A. P.		Rs.	Rs. A. P.	Rs. A. P.	Rs.
22nd December 1870.	1	...	545 7 3	Chief Accountant.	1	...	545 7 3	1	...	545 7 3	1	...	545 7 3	.....	...
				Clerk	1	...	125 0 0	1	...	125 0 0	1	...	125 0 0	.....	...
				Do.	1	...	110 0 0	1	...	110 0 0	1	...	110 0 0	.....	...
				Do.	1	...	80 0 0	...	...	.....	...	...	.....	.....	80
				Do.	1	...	50 0 0	1	...	50 0 0	1	...	50 0 0	.....	...
				Do.	1	...	40 0 0	...	...	.....	...	..	.....	.....	40
				Do.	...	...	.....	1	...	35 0 0	1	...	35 0 0	35 0 0	...
24th July 1868.	16	...	988 0 0	Do.	3	25	75 0 0	2	25	50 0 0	1	...	30 0 0	.....	45
				Do.	1	...	20 0 0	3	20	60 0 0	2	25	50 0 0	30 0 0	...
				Do.	1	...	17 8 0	1	...	17 8 0	3	20	60 0 0	42 8 0	...
				Do.	1	...	15 0 0	1	...	15 0 0	1	...	17 8 0	2 8 0	...
				Peon	1	...	8 0 0	1	...	8 0 0	1	...	8 0 0	.....	...
				Do.	1	...	7 0 0	1	...	7 0 0	2	...	14 0 0	7 0 0	...
				Do.	1	...	5 0 0	1	...	5 0 0	...	...	.....	.....	5
					15	...	1,097 15 3	15	...	1,027 15 3	15	...	1,044 15 3	117 0 0	170
				Book-binder ...	...	...	.....	1	...	9 0 0	1	...	9 0 0	9 0 0	...
				Moochee ...	...	...	.....	1	...	7 0 0	1	...	7 0 0	7 0 0	...
				Punkah-puller ...	...	...	.....	1	...	5 0 0	1	...	5 0 0	5 0 0	...
					...	...	.....	3	...	*21 0 0	3	...	21 0 0	21 0 0	...
..... *	17	...	1,533 7 3		15	...	1,097 15 3	18	...	1,048 15 3	18	...	1,065 15 3	138 0 0	170

* Previously paid through a Contingent Bill.

(Signed) J. CRAMP,
Chief Accountant.

(Signed) R. B. ELWIN,
Agent and Manager.

Cashier's Department.

Statement showing the present sanctioned Establishment, present strength, and the proposed Establishment for the half-year ending 31st Dec. 1872.

1				2	3			4			5			6		7
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.		Remarks.
Month and date of sanction.	Number.	Rate of Salary.	Amount.		Number.	Rate of Salary.	Amount.	Number.	Rate of Salary.	Amount.	Number.	Rate of Salary.	Amount.	Increase	Decrease.	
		Rs.	Rs. A. P.			Rs.	Rs. A. P.		Rs.	Rs. A. P.		Rs.	Rs. A. P.	Rs.	Rs. A. P.	
10th Dec. 1870	1	...	590 14 7	Cashier	1	...	590 14 7	1	...	590 14 7	1	...	590 14 7	...	...	
10th „ „	1	...	409 1 5	Paymaster ...	1	...	409 1 5	1	...	409 1 5	1	...	409 1 5	...	...	
16th Oct. 1868.	1	...	150 0 0	Book-keeper ...	1	...	150 0 0	1	...	150 0 0	1	...	*150 0 0	} ...	...	* A Manager and Writer applied for. See my letter to Agent and Manager, No. 1891 of 23rd July 1872.
16th Feb. 1870.	1	...	150 0 0	Head Cash-keeper ...	1	...	150 0 0	1	...	150 0 0	1	...	150 0 0			
	13	...	650 0 0	Cash-keepers ...	12	50	600 0 0	13	50	650 0 0	13	50	650 0 0	†50	...	† Completion of North-West Line. Government sanction No. 161 of 13th March 1871.
	5	...	225 0 0	Clerks	2	60	120 0 0	2	60	120 0 0	2	60	120 0 0	...	...	
	...	...	...	Do.	1	..	45 0 0	1	...	45 0 0	1	...	45 0 0	...	...	
	...	...	...	Do.	1	...	35 0 0	1	...	35 0 0	1	...	35 0 0	...	...	
	...	...	...	Do.	1	...	25 0 0	1	...	25 0 0	1	...	25 0 0	...	...	
	...	...	...	Do.	1	...	10 0 0	1	...	10 0 0	1	...	10 0 0	...	...	
	1	...	10 0 0	Head Cash Peon ...	1	...	10 0 0	1	...	10 0 0	1	...	10 0 0	...	...	
	37	...	274 0 0	Cash Peons ...	14	8	112 0 0	13	8	104 0 0	15	8	120 0 0	‡8	...	‡ Broken periods.
	...	...	...	Do. ...	...	...	.....	1	8	15 2 7	...	...	...	‡...	...	
	...	...	...	Do. ...	16	7	112 0 0	22	7	154 0 0	22	7	154 0 0	42	...	
	...	...	...	Do. ...	5	*7	16 11 4	1	7	‡5 10 4	...	...	...	...	16 11 4	
	...	...	...	Do. ...	1	5	2 8 0	...	...	...	...	...	...	...	2 8 0	
	...	...	...	Do. ...	1	...	9 0 0	1	...	9 0 0	1	...	9 0 0	...	...	
16th Oct. 1868.	...	...	...	Havildar... ...	1	...	8 0 0	1	...	8 0 0	1	...	8 0 0	...	...	
	1	...	9 0 0	Naigue	1	...	8 0 0	1	...	8 0 0	1	...	8 0 0	...	...	
	1	...	8 0 0	Guard Peons ...	26	7	182 0 0	23	7	161 0 0	29	7	203 0 0	21	...	Do.
	29	...	203 0 0	Do. ...	1	7	4 4 8	5	7	22 12 11	...	...	...	...	4 4 8	
	...	...	...	Do. ...	...	...	...	1	...	6 0 0	...	...	...	...	...	
	...	...	...	Do. ...	1	...	180 0 0	1	...	180 0 0	1	...	180 0 0	...	...	An increase of Rupees 20 asked for. See my letter to Agent and Manager, No. 1,891 of 23rd July 1872.
	1	...	180 0 0	Assistant to Cashier...	1	...	50 0 0	1	...	50 0 0	1	...	50 0 0	...	...	
	1	...	50 0 0	Cash-keeper ...	4	25	100 0 0	4	25	100 0 0	4	25	100 0 0	...	...	
	4	...	100 0 0	Shroffs	1	...	30 0 0	1	...	30 0 0	1	...	30 0 0	...	...	
	2	...	45 0 0	Clerks	1	...	15 0 0	1	...	15 0 0	1	...	15 0 0	...	...	
	...	...	...	Do.	1	...	15 0 0	1	...	15 0 0	1	...	15 0 0	...	...	
4	3	...	27 0 0	Cash Peons ...	3	9	27 0 0	2	9	18 0 0	3	9	27 0 0	...	...	
	...	...	...		98	...	2,983 8 0	101	...	3,053 9 10	102	...	3,081 0 0	...	...	
	...	...	...							5 0 0						
	...	...	...	Punkah-puller ...	...	...	...	1	...		1	5	5 0 0	5	...	
	102	...	3,031 0 0		98	...	2,983 8 0	102	...	3,058 9 10	103	...	3,086 0 0	...	...	

(Signed) F. M. PEELE,
Cashier.

(Signed) R. B. ELWIN,
Agent and Manager.

23rd July 1872.

Chief Accountant's Department.

Statement showing the present sanctioned Establishment, present strength, and the proposed Establishment for the half-year ending 31st Dec. 1872.

1 — Establishment as sanctioned. Month and date of sanction.	No.	Rate of Salary.	Amount.	2 — Designation.	3 — Establishment as it stood on the 1st January 1871. No.	Rate of Salary.	Amount.	4 — Present strength of Establishment. No.	Rate of Salary.	Amount.	5 — Proposed strength of Establishment. No.	Rate of Salary.	Amount.	6 — Difference between Columns 3 and 5. Increase.	Decrease.
		Rs.	Rs. A. P.			Rs.	Rs. A. P.		Rs.	Rs. A. P.		Rs.	Rs. A. P.	Rs. A. P.	Rs.
2nd December 1870.	1	...	545 7 3	Chief Accountant.	1	...	545 7 3	1	...	545 7 3	1	...	545 7 3	.....	...
				Clerk	1	...	125 0 0	1	...	125 0 0	1	...	125 0 0	.....	...
				Do.	1	...	110 0 0	1	...	110 0 0	1	...	110 0 0	.....	...
				Do.	1	...	80 0 0	...	...	.....	...	...	.....	.....	80
				Do.	1	...	50 0 0	1	...	50 0 0	1	...	50 0 0	.....	...
				Do.	1	...	40 0 0	...	...	.....	...	..	.....	.....	40
				Do.	...	...	.....	1	...	35 0 0	1	...	35 0 0	35 0 0	...
4th July 1868.	16	...	988 0 0	Do.	3	25	75 0 0	2	25	50 0 0	1	...	30 0 0	.....	45
				Do.	1	...	20 0 0	3	20	60 0 0	2	25	50 0 0	30 0 0	...
				Do.	1	...	17 8 0	1	...	17 8 0	3	20	60 0 0	42 8 0	...
				Do.	1	...	15 0 0	1	...	15 0 0	1	...	17 8 0	2 8 0	...
				Do.	1	...	8 0 0	1	...	8 0 0	1	...	8 0 0	.....	...
				Peon	1	...	7 0 0	1	...	7 0 0	2	...	14 0 0	7 0 0	...
				Do.	1	...	5 0 0	1	...	5 0 0	...	...	.....	.....	5
					15	...	1,097 15 3	15	...	1,027 15 3	15	...	1,044 15 3	117 0 0	170
				Book-binder ...	...	...	.....	1	...	9 0 0	1	...	9 0 0	9 0 0	...
				Moochee ...	...	...	.....	1	...	7 0 0	1	...	7 0 0	7 0 0	...
				Punkah-puller ...	...	...	.....	1	...	5 0 0	1	...	5 0 0	5 0 0	...
					...	...	.....	3	...	*21 0 0	3	...	21 0 0	21 0 0	...
.....	17	...	1,533 7 3		15	...	1,097 15 3	18	...	1,048 15 3	18	...	1,065 15 3	138 0 0	170

* Previously paid through a Contingent Bill.

(Signed) J. CRAMP,
Chief Accountant.

(Signed) R. B. ELWIN,
Agent and Manager.

Cashier's Department.

Statement showing the present sanctioned Establishment, present strength, and the proposed Establishment for the half-year ending 31st Dec. 1872.

1 — Establishment as sanctioned. Month and date of sanction.	Number.	Rate of Salary.	Amount.	2 — Designation.	3 — Establishment as it stood on the 1st January 1871. Number.	Rate of Salary.	Amount.	4 — Present strength of Establishment. Number.	Rate of Salary.	Amount.	5 — Proposed strength of Establishment. Number.	Rate of Salary.	Amount.	6 — Difference between Columns 3 and 5. Increase	Decrease.	7 — Remarks.
		Rs.	Rs. A. P.			Rs.	Rs. A. P.		Rs.	Rs. A. P.		Rs.	Rs. A. P.	Rs.	Rs. A. P.	
10th Dec. 1870	1	...	590 14 7	Cashier	1	...	590 14 7	1	...	590 14 7	1	...	590 14 7	...	...	
10th ,, ,,	1	...	409 1 5	Paymaster ...	1	...	409 1 5	1	...	409 1 5	1	...	409 1 5	...	...	
16th Oct. 1868.	1	...	150 0 0	Book-keeper ...	1	...	150 0 0	1	...	150 0 0	1	...	*150 0 0	...	...	* A Manager and Writer applied for. See my letter to Agent and Manager, No. 1891 of 23rd July 1872.
16th Feb. 1870.	1	...	150 0 0	Head Cash-keeper ...	1	...	150 0 0	1	...	150 0 0	1	...	150 0 0			
	13	...	650 0 0	Cash-keepers ...	12	50	600 0 0	13	50	650 0 0	13	50	650 0 0	†50	...	† Completion of North-West Line. Government sanction No. 161 of 13th March 1871.
	5	...	225 0 0	Clerks	2	60	120 0 0	2	60	120 0 0	2	60	120 0 0	...	...	
	...	...	...	Do.	1	..	45 0 0	1	...	45 0 0	1	...	45 0 0	...	...	
	...	...	...	Do.	1	...	35 0 0	1	...	35 0 0	1	...	35 0 0	...	...	
	...	...	...	Do.	1	...	25 0 0	1	...	25 0 0	1	...	25 0 0	...	...	
	...	...	...	Do.	1	...	10 0 0	1	...	10 0 0	1	...	10 0 0	...	...	
	1	...	10 0 0	Head Cash Peon ...	1	...	10 0 0	1	...	10 0 0	1	...	10 0 0	...	...	
	37	...	274 0 0	Cash Peons ...	14	8	112 0 0	13	8	104 0 0	15	8	120 0 0	‡8	...	‡ Broken periods.
	...	...	...	Do. ...	...	...	.....	1	8	‡5 2 7	...	...	.....	‡...	...	
	...	...	...	Do. ...	16	7	112 0 0	22	7	154 0 0	22	7	154 0 0	42	...	
	...	...	...	Do. ...	5	7	16 11 4	1	7	‡5 10 4	...	...	.....	...	16 11 4	
	...	...	...	Do. ...	1	5	2 8 0	...	...	.....	...	...	.....	...	2 8 0	
	...	...	...	Do. ...	1	...	9 0 0	1	...	9 0 0	1	...	9 0 0	...	...	
16th Oct. 1868.	...	...	...	Havildar... ...	1	...	8 0 0	1	...	8 0 0	1	...	8 0 0	...	...	
	1	...	9 0 0	Naigue	1	...	8 0 0	1	...	161 0 0	29	7	203 0 0	21	...	
	1	...	8 0 0	Guard Peons ...	26	7	182 0 0	23	7	22 12 11	...	...	.....	...	4 4 8	Do.
	29	...	203 0 0	Do. ...	1	7	4 4 8	5	7	6 0 0	...	...	.....	...	...	
	...	...	...	Do. ...	...	...	.....	1	...	180 0 0	1	...	180 0 0	...	...	An increase of Rupees 20 asked for. See my letter to Agent and Manager, No. 1,891 of 23rd July 1872.
	1	...	180 0 0	Assistant to Cashier...	1	...	180 0 0	1	...	50 0 0	1	...	50 0 0	...	...	
	1	...	50 0 0	Cash-keeper ...	1	...	50 0 0	1	...	100 0 0	4	25	100 0 0	...	...	
	4	...	100 0 0	Shroffs	4	25	100 0 0	4	25	30 0 0	1	...	30 0 0	...	...	
	2	...	45 0 0	Clerks	1	...	30 0 0	1	...	15 0 0	1	...	15 0 0	...	...	
	...	...	...	Do.	1	...	15 0 0	1	...	18 0 0	3	9	27 0 0	...	...	
	3	...	27 0 0	Cash Peons ...	3	9	27 0 0	2	9							
	...	...	...		98	...	2,983 8 0	101	...	3,053 9 10	102	...	3,081 0 0	...	...	
	...	...	...	Punkah-puller ...	...	...	...	1	...	5 0 0	1	5	5 0 0	5	...	
	102	...	3,081 0 0		98	...	2,983 8 0	102	...	3,058 9 10	103	...	3,086 0 0	...	...	

(Signed) F. M. PEELE,
Cashier.

(Signed) R. B. ELWIN,
Agent and Manager.

23rd July 1872.

GENERAL STORES DEPARTMENT.

Statement showing the present sanctioned Establishment, present strength, and the proposed Establishment for the half-year ending 31st December 1872.

1 — ESTABLISHMENT AS SANCTIONED. As per Government Order No. 101. Month and date of sanction.	No.	Rate of Salary.	Amount.	As limited by the Agent and Manager as per letter No 3,150, dated 19th Aug. 1870. No.	Rate of Salary.	Amount.	2 — Designation.	3 — Establishment as it stood on the 1st January 1871. No.	Rate of Salary.	Amount.	4 — Present strength of Establishment. No.	Rate of Salary.	Amount.	5 — Proposed strength of Establishment. No.	Rate of Salary.	Amount.	6 — Difference between columns 3 and 5. Increase.	Decrease.	7 — Remarks.
			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.	
27th Jan. 1864.	1	...	681 13 1	1	...	681 13 1	General Store-keeper.	1	...	681 13 1	...	.....	...	...	.....	...	...	681 13 1	Furlough.
14th Sept. 1868.	1	...	772 11 8	1	...	772 11 8	Comptroller of Stores Accounts.	1	...	772 11 8	...	.....	772 11 8	1	.....	772 11 8	...	...	
							Clerk	..	...	100 0 0	1	.....	136 5 10	1	.....	136 5 10	136 5 10	...	
							Do.	1	...	90 0 0	...	.....	100 0 0	...	.....	100 0 0	...	...	
							Do.	1	...	80 0 0	1	.....	90 0 0	1	.....	90 0 0	...	...	
							Do.	1	...	60 0 0	1	.....	80 0 0	1	.....	80 0 0	...	...	
							Do.	1	...	50 0 0	1	.....	60 0 0	1	.....	60 0 0	...	...	
							Do.	1	...	45 0 0	1	.....	50 0 0	1	.....	50 0 0	...	...	
							Do.	1	...	120 0 0	1	.....	45 0 0	1	.....	45 0 0	...	40 0 0	
							Do.	3	40 0 0	140 0 0	1	.....	80 0 0	1	.....	80 0 0	...	35 0 0	
							Do.	4	35 0 0	30 0 0	1	.....	105 0 0	2	40 0 0	105 0 0	...	...	
							Do.	1	...	150 0 0	3	35 0 0	120 0 0	3	35 0 0	120 0 0	90 0 0	...	
							Do.	6	25 0 0	60 0 0	3	30 0 0	75 0 0	3	30 0 0	75 0 0	...	75 0 0	
							Do.	3	20 0 0	80 0 0	3	25 0 0	60 0 0	4	25 0 0	60 0 0	...	...	
							Do.	2	15 0 0	13 0 0	4	20 0 0	30 0 0	4	20 0 0	30 0 0	...	...	
							Do.	1	...	20 0 0	3	15 0 0	12 0 0	4	15 0 0	12 0 0	...	...	
							Do.	2	10 0 0	100 0 0	2	.....	30 0 0	2	.....	30 0 0	10 0 0	...	
							Do.	2	50 0 0	15 0 0	1	10 0 0	12 0 0	3	10 0 0	100 0 0	...	...	
							Travelling Clerks.	1	...	10 0 0	3	50 0 0	30 0 0	2	50 0 0	15 0 0	...	...	
							Time-keeper ...	1	...	40 0 0	1	.....	100 0 0	1	.....	10 0 0	...	...	
							Moochee ...	4	10 0 0	8 0 0	2	10 0 0	15 0 0	2	10 0 0	40 0 0	...	8 0 0	
							Travelling Peons...	1	...	35 0 0	1	.....	10 0 0	1	.....	10 0 0	...	14 0 0	
21st April 1868.	...	...	1,765 0 0	...	...	1,476 6 0	Office Peon ...	5	7 0 0	32 0 0	4	10 0 0	40 0 0	1	.....	40 0 0	...	...	
							Do. ...	4	8 0 0	21 0 0	...	.....	.....	3	7 0 0	21 0 0	...	7 0 0	
							* Ward Peons ...	3	7 0 0	14 0 0	6	7 0 0	42 0 0	3	8 0 0	32 0 0	...	6 0 0	
							* Do. ...	5	6 0 0	24 0 0	4	8 0 0	32 0 0	4	7 0 0	14 0 0	...	...	
							* Do. ...	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	6 0 0	24 0 0	...	...	
							* Guard Peons ...		...	20 0 0	4	6 0 0	24 0 0	4	7 0 0	14 0 0	...	...	
							Beach Conicopillay.	2	19 8 0	39 0 0	2	7 0 0	14 0 0	2	.....	20 0 0	...	...	
							* Carpenters ...	1	...	13 0 0	1	.....	20 0 0	1	19 8 0	39 0 0	...	...	
							* Tent Maistry ...	1	...	10 0 0	2	19 8 0	39 0 0	2	.....	13 0 0	...	...	
							* Cooper ...	1	...	9 0 0	1	.....	13 0 0	1	.....	10 0 0	...	...	
							* Cooly Maistry ...	1	...	8 0 0	1	.....	10 0 0	1	.....	9 0 0	...	...	
							* Marker ...	1	...	9 8 0	1	.....	9 0 0	1	.....	8 0 0	...	...	
							* Book-binder ...	1	...	8 0 0	1	.....	8 0 0	1	.....	9 8 0	...	...	
							* Do. ...	1	...	6 8 0	1	.....	9 8 0	1	.....	8 0 0	...	...	
							* Do. ...	1	...	12 0 0	1	.....	8 0 0	1	.....	6 8 0	...	...	
							* Punkah men ...	2	6 0 0	11 6 0	1	.....	6 8 0	1	.....	6 0 0	...	6 0 0	
							* Chickledars ...	2	5 11 0	9 0 0	1	.....	12 0 0	1	.....	11 0 0	...	0 6 0	
							* Chuckler ...	1	...	4 0 0	2	6 0 0	11 0 0	1	.....	9 0 0	...	...	
							* Toty ...	1	...	4 0 0	2	5 8 0	9 0 0	1	.....	4 0 0	...	...	
											2	.....	4 0 0	1	.....	...	...	...	
											1	.....	...						
...	...	...	3,219 8 9	...	...	2,930 14 9		74	...	2,805 14 9	66	.....	2,269 1 6	66	.....	2,269 1 6	236 5 10	873 3 1	
							Store Audit Department.												
31st March 1864.	1	...	250 0 0	...	...	...	Store Auditor ...	1	...	200 0 0	1	.....	200 0 0	1	.....	250 0 0	50 0 0	...	† Half salary on sick leave.
	1	...	40 0 0	...	...	...	Stock-taker ...	1	...	80 0 0	1	.....	†40 0 0	1	.....	80 0 0	..	...	
	1	...	15 0 0	...	...	...	Conicopillay ...	...	...	...	1	.....	.....	1	.....	.....	...	...	
	1	...	12 0 0	...	...	...	Do. ...	...	...	...	...	.....	.....	...	.....	.....	...	...	
	4	...	317 0 0	...	...	...		2	...	280 0 0	2	.....	240 0 0	2	.....	330 0 0	50 0 0	...	
...	...	...	3,536 8 9	...	...	...		76	...	3,185 14 9	68	.....	2,601 1 6	68	.....	2,599 1 6	286 5 10	873 3 1	
											74	.....							

* Transferred from the Contingent Cooly Muster Roll to permanent staff, not included in sanction.

MADRAS,
15th June 1872

(Signed) W. BRADLEY,
Comptroller of Stores Accounts.

(Signed) R. B. ELWIN,
Agent and Manager.

Public Works Department, 22nd November 1872.

MEDICAL DEPARTMENT.

Statement showing the present sanctioned Establishment, present strength and the proposed Establishment for the half-year ending 31st December 1872.

1				2	3			4			5			6		7
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.		Remarks.
Month and date of sanction.	Number.	Rate of Salary.	Amount.		Number.	Rate of Salary.	Amount.	Number.	Rate of Salary.	Amount.	Number.	Rate of Salary.	Amount.	Increase.	Decrease.	
			Rs.				Rs A. P.			Rs. A. P.					Rs. A. P.	
18th March 1865.	1	...	210	Consulting Physician ...	1	...	210 0 0	1	...	210 0 0	1	...	300	90	...	Length of service. Increase of work on extension of lines.
25th April 1866.	1	...	50	Company's do.	1	...	50 0 0	1	...	50 0 0	...	...	...	...	50 0 0	On furlough to England for 2 years.
				Apothecary	1	...	130 0 0	1	...	140 0 0	1	...	140	10	...	Length of service.
				Do.	...	...	...	1	...	120 0 0	1	...	120	120	...	Includes Rupees 20 for house-rent.
				Do.	...	...	...	1	...	112 0 0	1	...	112	112	...	Do. 12 for do.
				Do.	5	100	500 0 0	1	...	112 0 0	1	...	400	...	100 0 0	
				Do.	...	...	...	4	100	300 0 0	4	100	400	...	...	For the Apothecary appointed to Bellary when the branch was opened.
				Do.	...	...	...	1	...	97 0 0	1	...	97	97	...	Boypore Apothecary now draws 85 Rs. instead of Rs. 100, which appears among the decrease.
				Do.	1	...	80 0 0	1	...	85 0 0	1	...	85	85	...	
				Do.	2	75	150 0 0	1	...	80 0 0	1	...	80	...	...	Includes Rupees 18 as house-rent.
				Do.	3	70	210 0 0	3	75	225 0 0	3	75	225	75	...	
				Do.	1	...	60 0 0	2	70	140 0 0	2	70	140	...	70 0 0	The Palghat Apothecary was appointed on Rs. 60 instead of Rs. 70 as on 1st January 1871.
22nd Apl. 1871	...	...	2,240	Do.	1	60	*50 5 1	2	60	120 0 0	2	60	120	60	...	* Broken period.
				Do.	1	60	†50 0 0	...	...	...	...	...	...	...	50 5 1	†Do.
				Do.	...	...	...	...	...	...	...	...	...	...	50 0 0	Reduction for Perambore for 2 years.
				Do.	1	...	35 0 0	1	...	50 0 0	...	...	...	...	35 0 0	
				Clerk	1	...	20 0 0	...	...	...	...	...	...	...	5 0 0	
				Peon	...	...	...	1	...	15 0 0	1	...	15	...	...	Length of service. Man formerly drew Rupees 7.
				Do.	13	7	91 0 0	1	...	8 0 0	1	...	8	8	...	Establishment increased by extensive line.
				Do.	1	7	‡4 8 3	1	...	8 0 0	1	...	8	...	...	
				Do.	1	...	6 0 0	14	7	98 0 0	14	7	98	7	...	‡ Broken period.
				Conservancy Toties ...	34	6	204 0 0	...	...	...	...	...	...	...	4 8 3	
				Do. ...	6	6	§28 13 2	1	...	6 0 0	1	...	6	...	...	Increase of establishment rendered necessary when the Bellary Branch and North-West Lines were fully opened.
				Do. ...	15	5	75 0 0	49	6	294 0 0	58	6	348	144	...	
				Do. ...	2	5	‖8 6 2	...	...	...	...	...	...	...	28 13 2	§ Broken period.
.....	...	...	2,500		91	...	1,963 11 8	9	6	§25 8 7	...	...	...	...	20 0 0	
								9	5	45 0 0	11	5	55	...	8 6 2	‖Do.
								2	5	‖4 15 11	...	...	...	...		
								105	...	2,225 8 6	104	...	2,349	808	422 0 8	

MADRAS.

(Signed) W. J. VANSOMEREN,
Secretary to Government.

(Signed) R. B. ELWIN,
Agent and Manager.

Locomotive Department.

1				2	3		
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.		
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.
		Rs. A. P.	Rs. A. P.			Rs. A. P.	Rs. A. P.
14th June 1869 ...	1	1,636 5 10	1,636 5 10	* Locomotive and Carriage Superintendent.	1	1,636 5 10	1,636 5 10
1st July 1864 ...	...	105 0 0	105 0 0	Fixed Allowance	...	105 0 0	105 0 0
30th Nov. 1868 ...	1	681 13 1	681 13 1	* 1st Assistant Locomotive and Carriage Superintendent.	1	681 13 1	681 13 1
20th May 1871 ...	1	409 1 5	409 1 5	* 2nd do. do. do ...	...	...	.....
10th Sept. 1867 ...	1	400 0 0	400 0 0	Accountant	1	300 0 0	300 0 0
22nd Sept. 1866 ...	...	30 0 0	30 0 0	Fixed Allowance ...	...	30 0 0	30 0 0
				Office Establishment.			
				Chief Clerk	1	150 0 0	150 0 0
				Storekeeper	1	200 0 0	200 0 0
				Clerks...	2	150 0 0	300 0 0
				Do.	1	100 0 0	100 0 0
				Do.	1	70 0 0	70 0 0
				Do.	1	60 0 0	60 0 0
				Do.	1	55 0 0	55 0 0
				Do.	4	50 0 0	200 0 0
				Do.	1	47 0 0	47 0 0
				Do.	1	45 0 0	45 0 0
				Do.	2	35 0 0	70 0 0
				Do.	7	30 0 0	210 0 0
				Do.	17	25 0 0	425 0 0
				Do.	23	20 0 0	460 0 0
				Do.	...	...	.....
				Do.	5	15 0 0	75 0 0
16th Sept. 1868 ...	...	2,650 0 0	2,650 0 0		68	...	2,467 0 0
12th Dec. 1865 ...	1	10 0 0	10 0 0	Moochee	1	10 0 0	10 0 0
12th ,, ,, ...	1	9 0 0	9 0 0	Do.	1	9 0 0	9 0 0
12th ,, ,, ...	2	10 0 0	20 0 0	Duffadars	2	10 0 0	32 0 0
12th ,, ,, ...	4	8 0 0	32 0 0	Naigues	4	8 0 0	140 0 0
	74	7 0 0	518 0 0	Peons inclusive of those at Madras and up-country stations.	20 1	7 0 0 6 0 0	6 0 0
12th ,, ,, ...	1	100 0 0	100 0 0	Draughtsman	1	35 0 0	.....
12th ,, ,, ...	1	60 0 0	60 0 0	Do.	...	...	
28th Jan. 1868 ...	6	350 0 0	2,100 0 0	* Foremen in charge of Divisions.	6	350 0 0	2,100 0 0

4			5			6		7
Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.		Remarks.
No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.	
	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
1	1,636 5 10	1,636 5 10	1	1,636 5 10	1,636 5 10	...	...	In Europe on sick certificate. Recommended for £900 per annum.
...	105 0 0	.....	...	105 0 0	105 0 0	...	...	Necessity of appointment explained in letter to Agent and Manager, No. 218 of 11th June 1872.
...	...	.....	1	681 13 1	681 13 1	...	...	
1	409 1 5	409 1 5	1	409 1 5	409 1 5	409 1 5	...	Salary of office sanctioned by Government at Rupees 400 (*vide* letter to Agent and Manager, No. 218 of 11th June 1872).
1	350 0 0	350 0 0	1	400 0 0	400 0 0	100 0 0	...	
...	30 0 0	30 0 0	...	30 0 0	30 0 0	...	...	
...	...	.....	1	150 0 0	150 0 0			The total cost of the office establishment, as shown on 1st January 1871, is Rupees 2,467, but this does not include the salaries of 2 clerks who had previous to that date left the service, and whose posts were not then permanently filled up. These salaries amounted respectively to Rs. 80 and Rs. 60; and if these sums are added to the total shown in column 3, the total of column 5 will contrast favourably with it, the former being Rupees 2,607, while the latter amounts only to Rupees 2,550. Provision is made in column 5 for the salary of a Chief Clerk at Rs. 150, as explained in my letter No. 218 above quoted; this appointment is not at present filled, but it is intended to fill the post when a suitable person can be found. The following increases of salary are also provided for in column 5:—
1	150 0 0	150 0 0	1	150 0 0	150 0 0			
2	150 0 0	300 0 0	2	150 0 0	300 0 0			
1	100 0 0	100 0 0	1	100 0 0	100 0 0			
1	70 0 0	70 0 0	1	70 0 0	70 0 0			
1	60 0 0	60 0 0	3	60 0 0	180 0 0			
1	45 0 0	45 0 0	1	55 0 0	55 0 0			
5	50 0 0	250 0 0	4	50 0 0	200 0 0	83 0 0	...	
...	...	.....	...	...	.....			
1	55 0 0	55 0 0	3	40 0 0	120 0 0			One clerk from Rupees 55 to 60. The clerk previously filling this post was in receipt of Rupees 80 per mensem.
3	40 0 0	120 0 0	4	35 0 0	140 0 0			
2	35 0 0	70 0 0	8	30 0 0	240 0 0			One clerk from Rupees 50 to 60. His predecessor was in receipt of Rupees 60, and the work has since considerably increased.
4	30 0 0	120 0 0	15	25 0 0	375 0 0			
21	25 0 0	525 0 0	22	20 0 0	440 0 0			Two clerks from Rupees 30 to 35 appointed in 1859 and 1861.
17	20 0 0	340 0 0	2	15 0 0	30 0 0			Six clerks from Rupees 25 to 30; appointed between the years 1858 and 1863.
6	15 0 0	90 0 0						Five clerks from Rs. 15 to Rs. 20. These clerks have been in the service from 2 to 4 years, and have had no increase of salary.
...	...	.....	68	...	2,550 0 0			
1	10 0 0	10 0 0	1	10 0 0	10 0 0			
1	9 0 0	9 0 0	1	9 0 0	9 0 0			
1	10 0 0	10 0 0	2	10 0 0	20 0 0			
4	8 0 0	32 0 0	4	8 0 0	32 0 0			
18	7 0 0	126 0 0	20	7 0 0	140 0 0	...	6 0 0	
2	6 0 0	12 0 0						
...	...	35 0 0	...	...	.....	25 0 0	...	Temporarily filled at present. Rupees 60 is provided, as it is proposed to entertain a more suitable man than the present incumbent
1	60 0 0		1	60 0 0	60 0 0			
1	35 0 0	35 0 0						
1	20 0 0	20 0 0						2 Foremen in Europe on sick certificate.
3	350 0 0	1,050 0 0	6	350 0 0	2,100 0 0	...	...	

is to denote that they have been appointed by the Board in England and sent out under covenant.

Locomotive Depart

ment.—(Concluded.)

1				2	3			4			5			6		7
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.		Remarks.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.	
		Rs. A. P.	Rs. A. P.			Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
29th Aug. 1870 ...	1	350 0 0	350 0 0	* Foremen in charge of Divisions.	1	300 0 0	300 0 0	1	325 0 0	325 0 0	1	350 0 0	350 0 0	50 0 0	...	Salary of office sanctioned by Government at Rupees 350, of which only Rupees 300 were disbursed on 1st January 1871 as usual in the case of these appointments.
13th Aug. 1869 ...	1	350 0 0	350 0 0	* Foreman at Perambore Workshops.	1	350 0 0	350 0 0	1	350 0 0	350 0 0	3	350 0 0	1,050 0 0	...	50 0 0	Do. do. do.
8th April 1870 ...	2	350 0 0	700 0 0	* Do. do. ...	2	350 0 0	700 0 0	2	350 0 0	700 0 0	1	350 0 0	350 0 0	50 0 0	...	
28th April 1871, 5th Dec. 1868.	1	350 0 0	350 0 0	* Do. do. ...	1	300 0 0	300 0 0	1	350 0 0	350 0 0	1	350 0 0	350 0 0	...	...	Three acting as Foremen.
2nd Feb. 1866 ...	1	150 0 0	150 0 0	Assistant Locomotive Foreman	1	150 0 0	150 0 0	1	150 0 0	150 0 0	1	150 0 0	150 0 0	...	...	
7th Aug. 1858, 27th May 1862, 30th March 1863, 20th June 1865, 25th Aug. 1868 and 16th Feb. 1869.	7	218 2 11	1,527 4 5	* Engine Drivers	7	218 2 11	1,527 4 5	6	218 2 11	1,309 1 6	9	218 2 11	1,963 10 3	43 10 2	...	Two Drivers have received an increase of salary from Rs. 196-5-10 to Rs. 218-2-11 per mensem in accordance with their covenant.
16th Feb. 1869 ...	2	196 5 10	392 11 8	* Do. do. ...	2	196 5 10	392 11 8	2	218 2 11	436 5 10						
17th Jan. 1872 ...	1	218 2 10	218 2 10	* Do. do. ...	...	...	.....	1	218 2 10	218 2 10						
16th Feb. 1867 and 2nd April 1869.	2	236 5 10	472 11 8	* Erectors and Fitters ...	2	236 5 10	472 11 8	1	236 5 10	236 5 10	1	236 5 10	236 5 10	...	236 5 10	One Erector and Fitter deceased since 1st January 1871.
27th Sept. 1869, 11th Oct. 1869, and 17th Jan. 1871.	3	189 1 5	567 4 3	* Do. do. ...	3	189 1 5	567 4 3	3	189 1 5	567 4 3	4	189 1 5	756 5 8	189 1 5	...	1 Erector and Fitter from England at Rupees 189-1-5.
13th Feb. 1871 ...	1	189 1 5	189 1 5	* Do. do. ...	...	...	.....									
16th Feb. 1867 ...	1	236 5 10	236 5 10	* Boiler Smith	1	236 5 10	236 5 10	1	189 1 5	189 1 5	1	236 5 10	236 5 10	...	...	In Europe on sick certificate.
19th Jan. 1869 ...	1	236 5 10	236 5 10	* Saw Setter	1	236 5 10	236 5 10	...	...	.....	1	236 5 10	130 0 0	...	...	
2nd Aug. 1861 ...	2	65 0 0	130 0 0	Carriage Examiners ...	2	65 0 0	130 0 0	1	236 5 10	236 5 10	2	65 0 0	40 0 0	30 0 0	...	
2nd ,, ,, ...	2	60 0 0	120 0 0	Do. ...	1	60 0 0	60 0 0	2	65 0 0	130 0 0	1	40 0 0	55 0 0			
2nd ,, ,, ...	6	50 0 0	300 0 0	Do. ...	1	55 0 0	55 0 0	1	40 0 0	40 0 0	1	55 0 0	100 0 0			
2nd ,, ,, ...	2	30 0 0	60 0 0	Do. ...	1	50 0 0	50 0 0	1	55 0 0	55 0 0	2	50 0 0	13,837 5 9	979 13 0	242 5 10	
...	...	...	15,111 4 3		134	...	13,099 14 7	2	50 0 0	100 0 0						
				Add—				128	...	11,522 2 9	135	...				
				Appointments for which the sanction of Government has been granted, but which happened to be vacant on 1st January 1871.												
				Sanctioned, 12th Dec. 1865 ...	1	Draughtsman.	100 0 0									
				Do. do. ...	1	Do. ...	60 0 0									
				Sanctioned, 16th Dec. 1868 ...	1	Clerk ...	80 0 0									
				Do., do. ...	1	Do. ...	60 0 0									
				Difference between maximum salary of office sanctioned by Government and that disbursed on 1st January 1871.	...	...	43 10 2									
				Increase to two Drivers in accordance with their covenant												
				Sanctioned, 10th Sept. 1867 ...	1	Accountant	100 0 0									
				Do., 29th Aug. 1870 ...	1	Foreman.	50 0 0									
				Do., 5th Dec. 1868 and 28th April 1871.	1	Do.	50 0 0									
							13,643 8 9	...	...	.....	...	...	13,837 5 9	...	...	

The asterisk placed opposite the designation of certain of the employés in this statement is to denote that they have been appointed by the Board in England and sent out under covenant.

8th August 1872.

(Signed) W. B. WRIGHT,
Locomotive Superintendent.

(Signed) R. B. ELWIN,
Agent and Manager.

Engineering Establishment for the half-year ending 31st December 1872.

1				2	3			4			5			6		7
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.		Remarks.
Month and date of sanction.	No.	Rate of salary.	Amount.		No.	Rate of salary.	Amount.	No.	Rate of salary.	Amount.	No.	Rate of salary.	Amount.	Increase.	Decrease.	
		Rs. A. P.	Rs. A. P.			Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
19th June 1868 ...	1	1,818 2 11	1,818 2 11	Chief Engineer... ...	1	1,818 2 11	1,818 2 11	1	1,818 2 11	1,818 2 11	1	1,818 2 11	1,818 2 11			
2nd May 1862 and 22nd May 1868.	2	1,045 7 3	2,090 14 6	Deputy Chief Engineer ...	2	1,045 7 3	2,090 14 6	1	1,045 7 3	1,045 7 3	1	1,045 7 3	*659 1 5			* Personal allowance Rupees 100 from 2nd April 1872. (*Vide* G. O. No. 1,367 of 1st June 1872.)
2nd May 1868 ...	1	659 1 5	659 1 5	Asst. to Chief Engineer ...	1	590 14 6	590 14 6	1	659 1 5	659 1 5	1	659 1 5	5,181 13 0			
22nd May 1868 ...	4	863 10 2	3,454 8 8	1st Class Engr., 1st Grade.	3	863 10 2	2,590 14 6	†6	863 10 2	2,590 14 6	†6	863 10 2	772 11 8			
17th Nov. 1870, 4th April and 31st May 1871.	4	772 11 8	3,090 14 8	1st do. 2nd do. ...	3	772 11 8	2,318 3 0	1	772 11 8	772 11 8	1	772 11 8				
22nd May 1868 and 4th Feb. 1869	2	659 1 5	1,318 2 10	2nd do. 1st do. ...	3	659 1 5	1,977 4 3	1	659 1 5	659 1 5	1	659 1 5	659 1 5			
4th April, 20th April, and 31st May 1871.	4	590 14 6	2,363 10 0	2nd do. 2nd do. ...	2	590 14 6	1,181 13 0	2	590 14 6	1,181 13 0	3	590 14 6	1,772 11 6			
7th Dec. and 20th Dec. 1869.	2	454 8 9	909 1 6	3rd do. 1st do. ...	3	454 8 9	1,363 10 3	2	454 8 9	909 1 6	2	454 8 9	909 1 6			
.....	...	.....	.....	3rd do. 2nd do. ...	2	409 1 5	818 2 10	...	.....	.....	...	.....	.....			
19th Jan. 1871 ...	1	318 2 11	318 2 11	4th do.	1	318 2 11	318 2 11	1	318 2 11	318 2 11	1	318 2 11	318 2 11			
			16,052 11 5				15,686 2 8			13,522 11 6			13,186 5 7	...	1,931 13 1	
20th April 1867 ...	1	160 0 0	160 0 0	Engineering Assistant ...	1	160 0 0	160 0 0				1	160 0 0	160 0 0			
1st April 1868 and 17th June 1871.	2	130 0 0	260 0 0	Do. ...	1	130 0 0	130 0 0				1	130 0 0	260 0 0			
4th July 1866 and 26th March 1870.	3	100 0 0	300 0 0	Do. ...	3	100 0 0	300 0 0				2	100 0 0	100 0 0			
4th July 1866 ...	...	.....	.....	Do. ...	1	75 0 0	75 0 0				1	.....	.....			
			720 0 0				665 0 0			200 0 0	...		813 0 6	...	145 0 0	
										‡ 600 0 0						
22nd May 1865 and 15th Nov. 1859.	14	160 0 0	2,240 0 0	1st Class Inspectors ...	12	160 0 0	1,920 0 0			2,240 0 0	14	160 0 0	§2,240 0 0			
15th Nov. 1859, 20th Jan. and 22nd May 1865.	13	130 0 0	1,690 0 0	2nd do. do. ...	7	130 0 0	910 0 0			650 0 0	5	130 0 0	650 0 0			
15th Nov. 1859 and 22nd May 1865.	16	100 0 0	1,600 0 0	3rd do. do. ...	16	100 0 0	1,600 0 0			1,300 0 0	13	100 0 0	1,300 0 0			
...	...	.....	.....	Probationary Inspector ...	1	80 0 0	80 0 0			.....	...	.....	.....			
4th October 1870 ...	2	130 0 0	260 0 0	3rd Class Inspectors, Northern Branch.	1	100 0 0	100 0 0			300 0 0	3	100 0 0	300 0 0			
	2	100 0 0	200 0 0							350 0 0	1	350 0 0	350 0 0			
2nd April 1869 ...	1	350 0 0	350 0 0	Covenanted Inspector ...	1	350 0 0	350 0 0			.....	...	.....	.....			
22nd May 1865 ...	1	200 0 0	200 0 0	Platelaying Inspector ...	1	200 0 0	200 0 0			4,840 0 0			4,840 0 0	...	320	
			6,540 0 0				5,160 0 0									
				Chief Engineer's Office.												
	1	... ..	.....	Head Clerk	1	175 0 0	175 0 0				1	200 0 0	200 0 0			
				Clerks	2	130 0 0	260 0 0				2	130 0 0	260 0 0			
				Do.	2	100 0 0	200 0 0				2	100 0 0	200 0 0			
				Do.	1	80 0 0	80 0 0				1	80 0 0	80 0 0			
				Do.	1	75 0 0	75 0 0				1	75 0 0	75 0 0			
				Do.	1	70 0 0	70 0 0				1	70 0 0	70 0 0			
	20	.....	... ..	Do.	1	50 0 0	50 0 0				1	50 0 0	50 0 0			
				Do.	3	40 0 0	120 0 0				2	40 0 0	80 0 0			
				Do.	1	35 0 0	35 0 0				1	35 0 0	35 0 0			
				Do.	2	30 0 0	60 0 0				2	30 0 0	60 0 0			
				Do.	2	25 0 0	50 0 0				1	25 0 0	25 0 0			
28th February 1871 ...				Do.	1	20 0 0	20 0 0				2	20 0 0	40 0 0			
				Do.	1	10 0 0	10 0 0				1	10 0 0	10 0 0			
	1	.....	.....	Head Draughtsman ...	1	175 0 0	175 0 0				1	200 0 0	200 0 0			
				Draughtsman	1	90 0 0	90 0 0				1	90 0 0	90 0 0			
				Do.	1	85 0 0	85 0 0				1	85 0 0	85 0 0			
				Do.	2	80 0 0	160 0 0				2	80 0 0	160 0 0			
				Do.	1	70 0 0	70 0 0				...	.....	.....			
				Do.	1	60 0 0	60 0 0				2	60 0 0	120 0 0			
				Do.	2	55 0 0	110 0 0				2	55 0 0	110 0 0			
				Do.	2	50 0 0	100 0 0				2	50 0 0	50 0 0			
				Do.	1	45 0 0	45 0 0				1	.....	.....			
				Do.	2	40 0 0	80 0 0				...	40 0 0	120 0 0			
	20	.....	.....	Do.	1	30 0 0	30 0 0				3	30 0 0	30 0 0			

† Three first-class Engineers will be entitled to the 1st grade pay in the half-year December 1872.

Two third-class Engineers have been recommended for promotion to second class, and one second-class Engineer to first class—*Vide* Chief Engineer's letter to Agent and Manager, No. 49, dated 31st January 1873.

‡ One Engineering Assistant is included in the Telegraph Department.

Engineering Establishment for the half-year ending 31st December 1872.—(Continued.)

1				2	3			4			5			6		7
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.		Remarks.
Month and date of sanction.	No.	Rate of salary.	Amount.		No.	Rate of salary.	Amount.	No.	Rate of salary.	Amount.	No.	Rate of salary.	Amount.	Increase.	Decrease.	
		Rs. A. P.	Rs. A. P.			Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
				Chief Engineer's Office.—(Concluded.)												
				Draughtsman	1	25 0 0	25 0 0	1	25 0 0	25 0 0	1	25 0 0	25 0 0			
				Do.	1	20 0 0	20 0 0	1	20 0 0	20 0 0	1	20 0 0	20 0 0			
				Do.	1	15 0 0	15 0 9	1	15 0 0	30 0 0	2	15 0 0	30 0 0			
				Do.	1	12 0 0	12 0 0	2	.....	.....	...	.....	.....			
				Do.	1	10 0 0	10 0 0	...	10 0 0	10 0 0	1	10 0 0	10 0 0			
28th February 1871. (*Concluded.*)	20	.....	.....	Peons	2	8 0 0	16 0 0	1	8 0 0	16 0 0	2	8 0 0	16 0 0			
				Do	4	7 0 0	28 0 0	2	7 0 0	28 0 0	4	7 0 0	28 0 0			
				Lascars	9	7 0 0	63 0 0	4	7 0 0	63 0 0	9	7 0 0	63 0 0			
	1	.....	.....	Sweeper	1	4 0 0	4 0 0	9	4 0 0	4 0 0	1	4 0 0	4 0 0			
	1	.....	.....	Waterman	1	3 0 0	3 0 0	1	3 0 0	3 0 0	1	3 0 0	3 0 0			
	1	.....	.....	Waterwoman	1	3 8 0	3 8 0	1	3 8 0	3 8 0	1	3 8 0	3 8 0			
			2,039 0 0				2,369 8 0			2,373 8 0			2,512 8 0	.....	37 0 0	
				Deputy Chief Engineer's Office on Permanent-way.												
21st August 1862 ...	1	75 0 0	75 0 0	Clerk	1	75 0 0	75 0 0	1	75 0 0	75 0 0	1	75 0 0	75 0 0			
	2	8 0 0	16 0 0	Peons	2	8 0 0	16 0 0	2	8 0 0	16 0 0	2	8 0 0	16 0 0			
			91 0 0				91 0 0			91 0 0			91 0 0	.....	.....	
				Deputy Chief Engineer's Office on Construction.												
28th May 1862	1	75 0 0	75 0 0	Clerk	1	75 0 0	75 0 0	...	.....	.....	...	.....	.....			
14th October 1869 ...	1	35 0 0	35 0 0	Do.	1	35 0 0	35 0 0	...	.....	.....	...	.....	.....			
21st August 1862 and	2	8 0 0	16 0 0	Peon	1	8 0 0	8 0 0	...	.....	.....	...	.....	.....			
21st November 1867.	4	7 0 0	28 0 0	Lascars	2	7 0 0	14 0 0	...	.....	.....	...	.....	.....			
			154 0 0				132 0 0			.....			.....	.....	132 0 0	
				Divisional Establishment.												
27th February 1862.	7	50 0 0	350 0 0	Head Writers	7	50 0 0	350 0 0	7	50 0 0	350 0 0	7	50 0 0	350 0 0			
3rd July 1862.	7	35 0 0	245 0 0	Assistant do.	7	35 0 0	245 0 0	7	35 0 0	245 0 0	7	35 0 0	245 0 0			
29th November 1864.	7	20 0 0	140 0 0	2nd do. do.	7	20 0 0	140 0 0	7	20 0 0	140 0 0	7	20 0 0	140 0 0			
22nd September 1865	7	35 0 0	245 0 0	Storekeepers	7	35 0 0	245 0 0	7	35 0 0	245 0 0	7	35 0 0	245 0 0			
29th September 1866	7	25 0 0	175 0 0	Assistant do.	...	.....	.....	...	.....	.....	...	.....	.....			
14th January 1871.	14	7 0 0	98 0 0	Peons	14	7 0 0	98 0 0	14	7 0 0	98 0 0	14	7 0 0	98 0 0			
	1	7 0 0	7 0 0	Store Godown Peon, Arconum	1	7 0 0	7 0 0	1	7 0 0	7 0 0	1	7 0 0	7 0 0			
			1,266 0 0				1,085 0 0			1,085 0 0			1,085 0 0	.....	.....	
				Neilgherry Branch.												
	2	50 0 0	100 0 0	Head Writer	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	50 0 0	50 0 0			
	2	35 0 0	70 0 0	Assistant Writer ...	...	.....	.....	1	35 0 0	35 0 0	1	35 0 0	35 0 0			
	2	80 0 0	160 0 0	Pay Clerks	2	80 0 0	160 0 0	1	80 0 0	80 0 0	1	80 0 0	80 0 0			
	2	25 0 0	50 0 0	Storekeeper	1	25 0 0	25 0 0	1	25 0 0	25 0 0	1	25 0 0	25 0 0			
21st October 1870 ...	4	7 0 0	28 0 0	Engineer's Peons ...	2	7 0 0	14 0 0	1	7 0 0	14 0 0	2	7 0 0	14 0 0			
	2	8 0 0	16 0 0	Head Cash Peon ...	1	8 0 0	8 0 0	2	8 0 0	16 0 0	1	8 0 0	8 0 0			
	4	7 0 0	28 0 0	Cash Peons	2	7 0 0	14 0 0	1	7 0 0	7 0 0	2	7 0 0	14 0 0			
	1	60 0 0	60 0 0	Apothecary	1	60 0 0	60 0 0	2	7 0 0	14 0 0	1	60 0 0	60 0 0			
			513 0 0				831 0 0			286 0 0			296 0 0	.....	45 0 0	
				Madras Central Station.												
20th January 1865 ...	1	50 0 0	50 0 0	Head Writer	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	50 0 0	50 0 0			
	1	25 0 0	25 0 0	Inspector's Writer ...	1	25 0 0	25 0 0	1	25 0 0	25 0 0	1	25 0 0	25 0 0			
	1	35 0 0	35 0 0	Cashkeeper	1	35 0 0	35 0 0	...	.....	.....	...	.....	.....			
			110 0 0				110 0 0			75 0 0			75 0 0	.....	25 0 0	

Engineering Establishment for the half-year ending 31st December 1872.—(Concluded.)

1				2	3			4			5			6		7
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.		Remarks.
Month and date of sanction.	No.	Rate of salary.	Amount.		No.	Rate of salary.	Amount.	No.	Rate of salary.	Amount.	No	Rate of salary.	Amount.	Increase.	Decrease.	
		Rs. A. P.	Rs. A. P.			Rs. A. P	Rs. A. P		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs A. A	
				Cheyair Bridge.												
	1	80 0 0	80 0 0	Head Writer and Pay Clerk.	...	.....	.....	1	80 0 0	80 0 0	1	80 0 0	80 0 0			
	1	35 0 0	35 0 0	Assistant Writer ...	...	.....	.....	1	35 0 0	35 0 0	1	35 0 0	35 0 0			
	1	35 0 0	35 0 0	Storekeeper ...	...	.....	.....	1	.....	.....	1	35 0 0	35 0 0			
28th March 1871 ...	2	7 0 0	14 0 0	Engineer's Peons ...	...	.....	.....	1	35 0 0	35 0 0	1	7 0 0	14 0 0			
	1	8 0 0	8 0 0	Head Cash Peon ...	...	.....	.....	1	7 0 0	7 0 0	2	8 0 0	8 0 0			
	2	7 0 0	14 0 0	Cash Peons	...	.....	.....	1	8 0 0	8 0 0	1	8 0 0	14 0 0			
	1	60 0 0	60 0 0	Apothecary	...	.....	.....	2	7 0 0	14 0 0	2	7 0 0	50 0 0			
			246 0 0				.....	1	50 0 0	50 0 0	1	50 0 0				
								2	7 0 0	14 0 0			236 0 0	236 0 0	.....	
								1	50 0 0	50 0 0						
										231 0 0						
				Telegraph Department.												
	1	60 0 0	60 0 0	Head Writer	1	60 0 0	60 0 0			.....	1	60 0 0	60 0 0			
	1	30 0 0	30 0 0	Assistant Writer ...	1	25 0 0	25 0 0	...	.....	.....	1	30 0 0	30 0 0			
	1	60 0 0	60 0 0	Cashkeeper	1	60 0 0	60 0 0	1	30 0 0	30 0 0	1	60 0 0	60 0 0			
	1	35 0 0	35 0 0	Storekeeper	1	35 0 0	35 0 0	1	60 0 0	60 0 0	1	35 0 0	35 0 0			
	2	8 8 0	17 0 0	Peons	2	8 8 0	17 0 0	1	60 0 0	35 0 0	1	35 0 0	17 0 0			
	1	7 0 0	7 0 0	Peon	1	7 0 0	7 0 0	1	35 0 0	17 0 0	2	8 8 0	17 0 0			
15th Sept. 1865 ...	4	6 0 0	24 0 0	Watchmen	4	6 0 0	24 0 0	2	8 8 0	17 0 0	1	7 0 0	7 0 0			
	1	80 0 0	80 0 0	Engineering Assistant ...	...	.....	.....	1	7 0 0	7 0 0	4	6 0 0	24 0 0			
	2	130 0 0	260 0 0	2nd Class Inspectors ...	2	130 0 0	260 0 0	4	6 0 0	24 0 0	1	80 0 0	*80 0 0			* See remarks under the head of Engineering Assistants.
	4	100 0 0	400 0 0	3rd do. do. ...	1	100 0 0	100 0 0	1	80 0 0	80 0 0	1	80 0 0	260 0 0			
					3	80 0 0	240 0 0	2	130 0 0	260 0 0	2	130 0 0	100 0 0			
					...	.....	.....	1	100 0 0	100 0 0	1	100 0 0	160 0 0			
	4	80 0 0	320 0 0	Sub-Inspectors ...	1	60 0 0	60 0 0	2	80 0 0	160 0 0	2	80 0 0	70 0 0			
					1	50 0 0	50 0 0	1	100 0 0	80 0 0	1	70 0 0	60 0 0			
					...	.....	.....	2	70 0 0	70 0 0	2	60 0 0	50 0 0			
	32	7 0 0	224 0 0	Lascars	22	7 0 0	154 0 0	1	60 0 0	60 0 0	1	50 0 0	80 0 0			
			1,517 0 0				1,000 0 0	1	50 0 0	50 0 0	1	40 0 0	224 0 0			
								2	40 0 0	80 0 0	2	7 0 0				
				North-West Line Construction. Districts 11, 12, 13, 14, 19 and 20.				1	50 0 0	224 0 0			1,317 0 0	†225 0 0	...	†The increase in the Telegraph Dept. is owing to the extra staff employed on the extension of the North West Line from Ghooty to Raichore.
	6	50 0 0	300 0 0	Head Writer	1	50 0 0	50 0 0	32	7 0 0	1,257 0 0						
	6	35 0 0	210 0 0	Assistant Writers ...	2	35 0 0	70 0 0									
	6	80 0 0	480 0 0	Pay Clerks	5	80 0 0	400 0 0			.....			.....			
15th Sept. 1865 ...	6	25 0 0	150 0 0	Storekeepers	2	25 0 0	50 0 0			.....			.....			
	12	7 0 0	84 0 0	Engineers' Peons ...	10	7 0 0	70 0 0			.....			.....			
	6	8 0 0	48 0 0	Head Cash Peons ...	4	8 0 0	32 0 0			.....			.....			
	12	7 0 0	84 0 0	Cash Peons	10	7 0 0	70 0 0			.....			.....			
	2	60 0 0	120 0 0	Apothecary	2	60 0 0	120 0 0			.....			.....			
5th Feb. 1862 and 24th July 1867.	1	80 0 0	80 0 0	Do.	1	80 0 0	80 0 0			.....			.....			
	1	35 0 0	35 0 0	Do.	1	35 0 0	35 0 0			.....			.....			
			1,391 0 0				977 0 0			.....			.....			
											1	80 0 0	80 0 0			
				Huggry Bridge.												
	1	80 0 0	80 0 0	Head Writer and Cashkeeper.	...	.....	.....				1	35 0 0	35 0 0			
26th June 1872 ...	1	35 0 0	35 0 0	Storekeeper	...	.....	.....				1	7 0 0	14 0 0			
	2	7 0 0	14 0 0	Engineer's Peons ...	...	.....	.....				2	8 0 0	8 0 0			
	1	8 0 0	8 0 0	Head Cash Peon ...	...	.....	.....				1	7 0 0	14 0 0			
	2	7 0 0	14 0 0	Cash Peons	...	.....	.....				2		151 0 0	151 0 0	...	
			151 0 0				.....			.....						
			31,914 11 5				27,120 10 8			24,350 3 6			24,109 13 7	612 0 0	3,622 13 1	

MADRAS,
10th *July* 1872.

(Signed) R. B. ELWIN,
Agent and Manager.

(Signed) B. ANDERSON,
Chief Engineer.

Public Works Department, 22nd November 1872.

Abstract of the Establishment of the Traffic Department.

1				2	3			4			5			6	
Establishment as sanctioned.					Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.	
Month and date of sanction.	No.	Rate of Salary.	Amount.	Designation.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.
		Rs.	Rs. A. P.			Rs.	Rs. A. P.		Rs.	Rs. A. P.		Rs.	Rs. A. P.	Rs.	Rs.
			.....	Traffic Manager ...	1	...	1,468 10 2	1	...	1,468 10 2	1	...	1,468 10 2	...	...
			.....	Deputy do. ...	1	...	650 14 6	1	...	650 14 6	1	...	650 14 6	...	...
			.....	Assistant do. ...	6	...	2,495 7 4	1	...	1,115 7 4	5	...	2,094 8 8	...	401
			.....	Traffic Manager's Office, Madras, Salem, and Ghooty	83	...	2,193 5 2	*3	...	2,435 1 10	98	...	2,654 8 0	461	...
			.....	Relieving staff, do. ...	18	...	676 10 4			816 5 8	21	...	864* 0 0	187	...
			.....	Tarpaulin Repairers...	26	...	288 11 0	95	...	457 5 3	45	...	591 8 0	303	...
			.....	Guards	87	...	4,016 13 9	25	...	4,818 8 2	104	...	5,005 0 0	988	...
			.....	Station Masters, Clerks, Head Porters, Porters, Pointsmen, etc. ...	1,332	...	15,290 8 6	45	...						
			.....	Signallers	53	...	1,762 14 11	104	...						
			.....	Police	116	...	1,256 11 1			17,669 15 3	1,503	...	20,413 0 0	5,122	...
			.....	Contingencies ...	...	...	70 0 0			2,258 5 7	78	...	2,566 8 0	804	...
			.....	Conservancy	...	...	316 3 4	1,476	...	1,401 0 4	121	...	1,567 0 0	310	...
			42,916 4 6	Allowance for rent ...	...	...	.....	69	...	106 0 0	...	...	116 0 0	46	...
				Total...	1,723	...	30,486 14 1	115	...	375 8 6	...	...	375 8 6	59	...
								...	...	1,141 14 3	...	...	1,141 14 3	...	...
								...	...		...	...	.....		
								1,934	...	34,715 0 10	1,977	...	39,509 0 1	8,280	401

* Two Assistants arrived from England on 11th and 25th May 1872, and are not included.

Madras,
13*th September* 1872.

(Signed) L. S. MOSS,
Deputy Traffic Manager.

(Signed) R. B. ELWIN,
Agent and Manager.

Public Works Department, 22nd November 1872.

Abstract of the Establishment of the Traffic Department.

1				2	3			4			5			6	
Establishment as sanctioned.					Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.	
Month and date of sanction.	No.	Rate of Salary.	Amount.	Designation.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.
		Rs.	Rs. A. P.			Rs.	Rs. A. P.		Rs.	Rs. A. P.		Rs.	Rs. A. P.	Rs.	Rs.
			.....	Traffic Manager ...	1	...	1,468 10 2	1	...	1,468 10 2	1	...	1,468 10 2	...	...
			.....	Deputy do. ...	1	...	650 14 6	1	...	650 14 6	1	...	650 14 6	...	...
			.....	Assistant do. ...	6	...	2,495 7 4	1	...	1,115 7 4	5	...	2,094 8 8	...	401
			.....	Traffic Manager's Office, Madras, Salem, and Ghooty	83	...	2,193 5 2	*3	...	2,435 1 10	98	...	2,654 8 0	461	...
			.....	Relieving staff, do. ...	18	...	676 10 4			816 5 8	21	...	864* 0 0	187	...
			.....	Tarpaulin Repairers...	26	...	288 11 0	95	...	457 5 3	45	...	591 8 0	303	...
			.....	Guards	87	...	4,016 13 9	25	...	4,818 8 2	104	...	5,005 0 0	988	...
			.....	Station Masters, Clerks, Head Porters, Porters, Pointsmen, etc. ...	1,332	...	15,290 8 6	45	...						
			.....	Signallers	53	...	1,762 14 11	104	...						
			.....	Police	116	...	1,256 11 1			17,669 15 3	1,503	...	20,413 0 0	5,122	...
			.....	Contingencies ...	...	...	70 0 0			2,258 5 7	78	...	2,566 8 0	804	...
			.....	Conservancy	...	...	316 3 4	1,476	...	1,401 0 4	121	...	1,567 0 0	310	...
			42,916 4 6	Allowance for rent ...	...	...	.....	69	...	106 0 0	...	...	116 0 0	46	...
				Total...	1,723	...	30,486 14 1	115	...	375 8 6	...	...	375 8 6	59	...
								...	...	1,141 14 3	...	...	1,141 14 3	...	...
								...	...		...	...	.....		
								1,934	...	34,715 0 10	1,977	...	39,509 0 1	8,280	401

* Two Assistants arrived from England on 11th and 25th May 1872, and are not included.

Madras,
13*th September* 1872.

(Signed) L. S. MOSS,
Deputy Traffic Manager.

(Signed) R. B. ELWIN,
Agent and Manager.

Public Works Department, 22nd November 1872.

Abstract of the Establishment of the Traffic Department.

1				2	3			4			5			6	
Establishment as sanctioned.					Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.	
Month and date of sanction.	No.	Rate of Salary.	Amount.	Designation.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.
		Rs.	Rs. A. P.			Rs.	Rs. A. P.		Rs.	Rs. A. P.		Rs.	Rs. A. P.	Rs.	Rs.
			.....	Traffic Manager ...	1	...	1,468 10 2	1	...	1,468 10 2	1	...	1,468 10 2	...	...
			.....	Deputy do. ...	1	...	650 14 6	1	...	650 14 6	1	...	650 14 6	...	...
			.....	Assistant do. ...	6	...	2,495 7 4	1	...	1,115 7 4	5	...	2,094 8 8	...	401
			.....	Traffic Manager's Office, Madras, Salem, and Ghooty	83	...	2,193 5 2	*3	...	2,435 1 10	98	...	2,654 8 0	461	...
			.....	Relieving staff, do. ...	18	...	676 10 4			816 5 8	21	...	864* 0 0	187	...
			.....	Tarpaulin Repairers...	26	...	288 11 0	95	...	457 5 3	45	...	591 8 0	303	...
			.....	Guards	87	...	4,016 13 9	25	...	4,818 8 2	104	...	5,005 0 0	988	...
			.....	Station Masters, Clerks, Head Porters, Porters, Pointsmen, etc. ...	1,332	...	15,290 8 6	45	...						
			.....	Signallers	53	...	1,762 14 11	104	...						
			.....	Police	116	...	1,256 11 1			17,669 15 3	1,503	...	20,413 0 0	5,122	...
			.....	Contingencies ...	...	...	70 0 0			2,258 5 7	78	...	2,566 8 0	804	...
			.....	Conservancy	...	...	316 3 4	1,476	...	1,401 0 4	121	...	1,567 0 0	310	...
			42,916 4 6	Allowance for rent ...	...	...	.....	69	...	106 0 0	...	...	116 0 0	46	...
				Total...	1,723	...	30,486 14 1	115	...	375 8 6	...	...	375 8 6	59	...
								...	...	1,141 14 3	...	...	1,141 14 3	...	...
								...	...		...	...	.....		
								1,934	...	34,715 0 10	1,977	...	39,509 0 1	8,280	401

* Two Assistants arrived from England on 11th and 25th May 1872, and are not included.

Madras,
13*th September* 1872.

(Signed) L. S. MOSS,
Deputy Traffic Manager.

(Signed) R. B. ELWIN,
Agent and Manager.

Public Works Department, 22nd November 1872.

Abstract of the Establishment of the Traffic Department.

1				2	3			4			5			6	
Establishment as sanctioned.					Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.	
Month and date of sanction.	No.	Rate of Salary.	Amount.	Designation.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Increase.	Decrease.
		Rs.	Rs. A. P.			Rs.	Rs. A. P.		Rs.	Rs. A. P.		Rs.	Rs. A. P.	Rs.	Rs.
			.....	Traffic Manager ...	1	...	1,468 10 2	1	...	1,468 10 2	1	...	1,468 10 2	...	...
			.....	Deputy do. ...	1	...	650 14 6	1	...	650 14 6	1	...	650 14 6	...	...
			.....	Assistant do. ...	6	...	2,495 7 4	1	...	1,115 7 4	5	...	2,094 8 8	...	401
			.....	Traffic Manager's Office, Madras, Salem, and Ghooty	83	...	2,193 5 2	*3	...	2,435 1 10	98	...	2,654 8 0	461	...
			.....	Relieving staff, do. ...	18	...	676 10 4			816 5 8	21	...	864* 0 0	187	...
			.....	Tarpaulin Repairers...	26	...	288 11 0	95	...	457 5 3	45	...	591 8 0	303	...
			.....	Guards	87	...	4,016 13 9	25	...	4,818 8 2	104	...	5,005 0 0	988	...
			.....	Station Masters, Clerks, Head Porters, Porters, Pointsmen, etc. ...	1,332	...	15,290 8 6	45	...						
			.....	Signallers	53	...	1,762 14 11	104	...						
			.....	Police	116	...	1,256 11 1			17,669 15 3	1,503	...	20,413 0 0	5,122	...
			.....	Contingencies ...	...	...	70 0 0			2,258 5 7	78	...	2,566 8 0	804	...
			.....	Conservancy	...	...	316 3 4	1,476	...	1,401 0 4	121	...	1,567 0 0	310	...
			42,916 4 6	Allowance for rent ...	...	...	.....	69	...	106 0 0	...	...	116 0 0	46	...
				Total...	1,723	...	30,486 14 1	115	...	375 8 6	...	...	375 8 6	59	...
								...	...	1,141 14 3	...	...	1,141 14 3	...	...
								...	...		...	...	.....		
								1,934	...	34,715 0 10	1,977	...	39,509 0 1	8,280	401

* Two Assistants arrived from England on 11th and 25th May 1872, and are not included.

Madras,
13*th September* 1872.

(Signed) L. S. MOSS,
Deputy Traffic Manager.

(Signed) R. B. ELWIN,
Agent and Manager.

1				2	3				4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.				Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and date of sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
		Rs.	Rs.	*Madras Traffic Manager's Office.*		Rs. A. P.	Rs. A. P.			Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Clerks	4	100 0 0	377 14 5		3	110 0 0	330 0 0	3	110 0 0	330 0 0	
				Do.	1	80 0 0	80 0 0		4	100 0 0	400 0 0				
				Do.	1	75 0 0	75 0 0		3	110 0 0	174 3 1	4	100 0 0	400 0 0	
				Do.	1	70 0 0	70 0 0		2	100 0 0	70 0 0	1	70 0 0	70 0 0	
				Do.	1	65 0 0	65 0 0		1	70 0 0	65 0 0	...	.....	.....	
				Do.	2	60 0 0	120 0 0		1	65 0 0	240 0 0	5	60 0 0	300 0 0	
				Do.	2	50 0 0	100 0 0		4	60 0 0	300 0 0	5	50 0 0	250 0 0	
				Do.	5	45 0 0	225 0 0		6	50 0 0	45 0 0	1	45 0 0	45 0 0	
				Do.	3	40 0 0	120 0 0		1	45 0 0	156 6 10	4	40 0 0	160 0 0	
				Do.	1	35 0 0	35 0 0		4	40 0 0	70 0 0	2	35 0 0	70 0 0	
				Do.	5	30 0 0	150 0 0		2	35 0 0	60 0 0	2	30 0 0	60 0 0	
				Do.	2	25 0 0	50 0 0		2	30 0 0	100 0 0	2	25 0 0	100 0 0	
				Do.	1	22 8 0	22 8 0		4	25 0 0	22 8 0	4	22 8 0	22 8 0	
				Do.	6	20 0 0	120 0 0		1	22 8 0	140 0 0	1	20 0 0	140 0 0	
				Do.	3	17 8 0	52 8 0		7	20 0 0	120 0 0	7	15 0 0	120 0 0	
				Do.	4	15 0 0	60 0 0		8	15 0 0	120 0 0	8	10 0 0	120 0 0	
				Do.	5	10 0 0	50 0 0		12	10 0 0	.....	12	.....	.....	
				Peons	13	...	91 0 0		8	10 0 0	.....	...	.....	.....	
				Punkahmen	3	...	17 0 0		9	.....	.....	...	.....	96 0 0	
				Lascars	6	...	43 0 0		...	.....	96 0 0	14	.....	22 0 0	
				Sweeper	1	2 0 0	2 0 0		...	.....	22 0 0	4	.....	39 0 0	
				Total...	70	...	1925 14 5		14	.....	38 0 0	5	.....	3 0 0	
				Assistant Traffic Manager's Office at Salem and Ghooty.					4	.....	3 0 0	1	3 0 0		
				Clerks	1	60 0 0	60 0 0		5	.....					
				Do.	1	50 0 0	50 0 0		1	3 0 0	2,142 1 11	83	.....	2,347 8 0	
				Do.	1	40 0 0	40 0 0		79	.....					
				Do.	3	25 0 0	61 6 9								
				Do.	...	...	.....								
				Do.	1	20 0 0	20 0 0								
				Do.	...	...	.....								
				Peons	5	7 0 0	32 2 0								
				Punkahmen	1	5 0 0	3 14 0								
				Lascars	...	...	.....								
					...	...	.....								
				Total...	13	...	267 6 9								
				Relieving Staff.											
				Station Masters	1	60 0 0	60 0 0								
				Do.	2	50 0 0	100 0 0								
				Do.	...	...	.....								
				Do.	8	40 0 0	320 0 0								
				Do.	2	30 0 0	60 0 0								
				Do.	...	...	.....								
				Clerks	3	...	95 0 0								
				Head Porters	1	35 0 0	35 0 0								
				Pointsmen	1	...	6 10 4								
					18	...	676 10 4								
									25	.....	816 5 8	21	.....	864 0 0	

1				2	3			4			5			6
Establishment as sanctioned.					Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			
Month and date of sanction.	No.	Rate of Salary.	Amount.	Designation.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Difference between Columns 3 and 5.
						Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Telegraph Signallers.										
				Inspectors	2	...	175 0 0	2	.....	170 0 0	2	.....	170 0 0	
				Signallers	2	70 0 0	140 0 0	2	70 0 0	210 0 0	5	70 0 0	350 0 0	
				Do.	2	60 0 0	120 0 0	3	60 0 0	60 0 0	...	.....	.....	
				Do.	4	55 0 0	220 0 0	1	55 0 0	413 8 2	7	55 0 0	385 0 0	
				Do.	3	50 0 0	150 0 0	8	50 0 0	150 0 0	5	50 0 0	250 0 0	
				Do.	..	...	.....	3	45 0 0	45 0 0	...	.....	.....	
				Do.	8	40 0 0	320 0 0	1	40 0 0	303 11 6	7	40 0 0	280 0 0	
				Do.	...	...	.....	8	35 0 0	70 0 0	3	35 0 0	105 0 0	
				Do.	6	30 0 0	171 12 11	2	30 0 0	150 0 0	5	30 0 0	150 0 0	
				Do.	5	25 0 0	125 0 0	5	25 0 0	227 1 11	16	25 0 0	400 0 0	
				Do.	3	22 8 0	67 8 0	10	22 8 0	135 0 0	5	22 8 0	112 8 0	
				Do.	...	...	.....	6	20 0 0	35 0 0	2	20 0 0	35 0 0	
				Do.	2	15 0 0	30 0 0	2	17 8 0	90 0 0	10	15 0 0	150 0 0	
				Do.	11	20 0 0	214 0 0	6	15 0 0	40 0 0	1	20 0 0	20 0 0	
				Clerks	...	...	.....	2	.....	130 0 0	5	.....	130 0 0	
				Peons	4	...	24 0 0	5	.....	24 0 0	4	.....	24 0 0	
				Punkahman	1	...	5 0 0	4	.....	5 0 0	1	.....	5 0 0	
				Total...	53	...	1,762 4 11	69	.....	2,258 5 7	78	.....	2,566 8 0	
				Guards.										
				Guards	1	100 0 0	100 0 0	1	100 0 0	100 0 0	1	100 0 0	100 0 0	
				Do.	5	90 0 0	450 0 0	1	90 0 0	728 0 0	9	90 0 0	810 0 0	
				Do.	4	80 0 0	320 0 0	8	80 0 0	80 0 0	...	.....	.....	
				Do.	8	70 0 0	553 9 11	1	70 0 0	915 8 2	15	70 0 0	1,050 0 0	
				Do.	6	65 0 0	390 0 0	13	65 0 0	130 0 0	...	.....	.....	
				Do.	9	55 0 0	495 0 0	2	55 0 0	715 0 0	18	55 0 0	990 0 0	
				Do.	10	50 0 0	492 9 6	13	50 0 0	250 0 0	...	.....	.....	
				Do.	2	40 0 0	80 0 0	5	40 0 0	520 0 0	22	40 0 0	880 0 0	
				Do.	10	35 0 0	350 0 0	13	35 0 0	385 0 0	2	35 0 0	70 0 0	
				Do.	2	30 0 0	60 0 0	11	30 0 0	420 0 0	36	30 0 0	1,080 0 0	
				Do.	28	25 0 0	695 10 4	14	25 0 0	575 0 0	1	.....	25 0 0	
				Do.	2	15 0 0	30 0 0	23	.....	.....	...	.....	.....	
				Total...	87	...	4,016 13 9	104	.....	4,818 8 2	104	.....	5,005 0 0	
				Police.										
				Inspector	1	170 0 0	170 0 0	1	230 0 0	230 0 0	1	.....	230 0 0	
				Deputy do.	3	...	220 0 0	1	.....	263 0 4	4	.....	315 0 0	
				Night Watchmen	7	...	205 0 0	4	.....	180 0 0	8	.....	240 0 0	
				Detectives	5	...	90 0 0	6	.....	115 0 0	7	.....	140 0 0	
				Yard Inspector	1	...	15 0 0	6	.....	30 0 0	1	.....	30 0 0	
				Havildar	1	...	10 0 0	1	.....	10 0 0	1	.....	10 0 0	
				Naigues	7	...	47 0 0	1	.....	27 0 0	1	.....	27 0 0	
				Sepoys	81	...	423 3 1	4	.....	401 0 0	4	.....	430 0 0	
				Peons	10	...	76 8 0	72	.....	145 0 0	75	.....	145 0 0	
				Total...	116	...	1,256 11 1	20	.....	.....	20	.....	.....	
								115	.....	1,401 0 4	121	.....	1,567 0 0	

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and date of sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
				Madras Station.										
				Station Master	1	RS. A. P. 112 8 0	RS. A. P. 112 8 0	1	RS. A. P. 100 0 0	RS. A. P. 85 0 0	1	RS. A. P.	RS. A. P. 250 0 0	
				Station Inspector	...	...	.....	...	.....	.....	1	.....	100 0 0	
				Assistant Station Master ..	1	40 0 0	40 0 0	1	.....	.....	1	.....	75 0 0	
				Clerks	7	...	180 0 0	1	60 0 0	60 0 0	1	.....	220 0 0	
				Head Porters	2	...	70 0 0	1	60 0 0	218 8 9	9	.....	125 0 0	
				Pointsmen Inspector	1	50 0 0	50 0 0	9	.....	125 0 0	3	.....	50 0 0	
				Pointsmen	19	...	186 9 9	3	.....	31 11 4	1	.....	128 0 0	
				Porters	18	...	120 12 11	1	50 0 0	87 0 0	17	.....	98 0 0	
				Gatemen	9	5 8 0	45 12 9	17	.....	68 0 0	14	.....	55 0 0	
				Carriage Cleaners	12	4 2 8	50 0 0	14	7 0 0	43 0 0	10	.....	43 0 0	
				Buffer Cleaners	3	6 0 0	18 0 0	10	5 8 0	33 0 0	7	.....	30 0 0	
				Masalchees	4	...	25 0 0	7	.....	25 0 0	5	.....	18 0 0	
				Scavengers	2	...	6 8 0	5	6 0 0	18 0 0	3	.....	6 8 0	
				Peons	6	...	38 0 0	3	6 0 0	6 8 0	2	.....	44 0 0	
				Total...	85	...	893 3 5	2	.....	34 0 0	7	.....	1,242 8 0	
				Salt Cotaur.				7	.....	.....				
				Chief Clerk	1	100 0 0	100 0 0	80	.....	834 12 1	81	.....	150 0 0	
				Clerks	1	90 0 0	90 0 0			150 0 0	1	.....	90 0 0	
				Do.	1	70 0 0	70 0 0	1	.....	90 0 0	1	.....	70 0 0	
				Do.	3	60 0 0	180 0 0	1	90 0 0	70 0 0	1	.....	180 0 0	
				Do.	3	50 0 0	150 0 0	1	70 0 0	180 0 0	3	60 0 0	100 0 0	
				Do.	3	40 0 0	120 0 0	1	60 0 0	100 0 0	2	50 0 0	45 0 0	
				Do.	1	35 0 0	35 0 0	3	50 0 0	45 0 0	1	45 0 0	120 0 0	
				Do.	4	30 0 0	120 0 0	2	45 0 0	120 0 0	3	40 0 0	35 0 0	
				Do.	7	25 0 0	175 0 0	1	40 0 0	35 0 0	1	35 0 0	150 0 0	
				Do.	10	20 0 0	200 0 0	3	35 0 0	120 0 0	5	30 0 0	175 0 0	
				Do.	6	15 0 0	90 0 0	1	30 0 0	200 0 0	7	25 0 0	200 0 0	
				Do.	1	8 0 0	8 0 0	4	25 0 0	200 0 0	10	20 0 0	135 0 0	
				Head Porters	...	...	.....	8	20 0 0	90 0 0	9	15 0 0	8 0 0	
				Porters	2	...	95 0 0	10	15 0 0	8 0 0	1	.....	125 0 0	
				Do.	1	9 0 0	9 0 0	6	8 0 0	100 0 0	4	.....	10 0 0	
				Do.	4	8 0 0	32 0 0	1	.....	10 0 0	1	.....	18 0 0	
				Do.	67	7 8 0	349 1 7	3	10 0 0	18 0 0	2	9 0 0	16 0 0	
				Do.	5	7 0 0	35 0 0	1	9 0 0	8 0 0	2	.....	540 0 0	
				Do.	2	6 8 0	13 0 0	2	8 0 0	8 0 0	72	7 8 0	.....	
				Do.	11	6 0 0	66 0 0	1	7 8 0	238 8 2	...	.....	19 8 0	
				Do.	...	...	.....	34	7 0 0	257 8 2	3	6 8 0	42 0 0	
				Pointsmen	15	...	105 0 0	38	7 8 0	19 8 0	7	6 0 0	5 0 0	
				Gatemen	4	5 8 0	22 0 0	3	6 8 0	42 0 0	1	.....	101 0 0	
				Peons	7	...	44 0 0	3	6 0 0	5 0 0	14	.....	22 0 0	
				Buffer Cleaners	2	6 0 0	12 0 0	7	5 0 0	69 0 0	4	.....	47 0 0	
				Punkahman	1	5 0 0	5 0 0	1	.....	22 0 0	7	.....	12 0 0	
				Waterman	1	7 0 0	7 0 0	10	.....	47 0 0	2	.....	5 0 0	
				Scavenger	1	5 0 0	5 0 0	14	.....	12 0 0	1	.....	7 0 0	
				Total...	164	...	2,141 1 7	7	6 0 0	5 0 0	1	.....	5 0 0	
				Junction Superintendent ...	1	30 0 0	30 0 0	2	5 0 0	7 0 0	1	.....	2,432 8 0	
				Do. do. ...	1	15 0 0	15 0 0	1	7 0 0	5 0 0	167	.....		
				Pointsmen	5	...	39 10 4	1	5 0 0					
					...	...	.....	158	.....	2,273 0 2			50 0 0	
				Total...	7		84 10 4				2	.....	.....	
								1	30 0 0	30 0 0	...	.....	29 0 0	
								1	20 0 0	20 0 0	4	.....	.....	
								1	.....	29 0 0	...	.....		
								4	.....	.....				
								2	.....	12 13 11	6	.....	79 0 0	
								8	.....	91 13 11				

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and date of sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
				Salt Cotaur.—(Concluded).		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Tarpaulin Inspector	1	80 0 0	80 0 0	1	80 0 0	64 8 3	1	80 0 0	80 0 0	
				Do. Repairers	25	11 10 0	208 11 0	44	11 10 0	592 13 0	44	11 10 0	511 8 0	
				Total...	26	...	288 11 0	45	.....	457 5 3	45	.....	591 8 0	
				Perambore Station.										
				Station Master	1	50 0 0	50 0 0	1	70 0 0	70 0 0	1	.....	90 0 0	
				Clerks	2	...	45 0 0	2	...	45 0 0	2	.....	45 0 0	
				Pointsmen	2	7 0 0	14 0 0	4	7 0 0	28 0 0	4	.....	28 0 0	
				Porters	9	...	34 10 0	5	6 0 0	30 0 0	5	.....	30 0 0	
				Gatemen	6	5 8 0	30 0 0	6	5 8 0	33 0 0	6	.....	33 0 0	
				Scavenger	1	4 0 0	4 0 0	1	4 8 0	4 8 0	1	4 8 0	4 8 0	
				Peons	1	7 0 0	7 0 0	2	7 0 0	13 8 9	2	.....	14 0 0	
				Total...	22	...	184 10 0	21	...	224 0 9	21	.....	244 8 0	
				Avady Station.										
				Station Master	1	60 0 0	60 0 0	1	50 0 0	50 0 0	1	60 0 0	60 0 0	
				Pointsmen	4	...	27 4 4	1	7 0 0	14 0 0	2	.....	14 0 0	
				Porters	1	...	5 0 0	2	5 0 0	10 0 0	2	.....	10 0 0	
				Scavenger	1	...	4 8 0	2	...	4 8 0	1	.....	4 8 0	
				Peons	...	...	...	1	6 0 0	6 0 0	1	.....	6 0 0	
				Total...	7	...	96 12 4	7	...	84 8 0	7	.....	94 8 0	
				Tinnanore.										
				Station Master	1	40 0 0	40 0 0	1	40 0 0	40 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	14 0 0	2	...	15 0 0	2	.....	15 0 0	
				Porters	3	5 0 0	15 0 0	2	...	11 0 0	2	.....	11 0 0	
				Scavenger	1	4 0 0	4 0 0	2	4 0 0	4 0 0	1	.....	4 0 0	
				Total...	7	...	73 0 0	6	...	70 0 0	6	.....	90 0 0	
				Trivellore Station.										
				Station Master	1	60 0 0	60 0 0	1	60 0 0	60 0 0	1	.....	60 0 0	
				Pointsmen	2	...	15 0 0	2	...	15 0 0	2	.....	15 0 0	
				Porters	2	6 0 0	12 0 0	3	6 0 0	15 7 9	3	.....	18 0 0	
				Gatemen	2	5 8 0	11 0 0	2	5 8 0	11 0 0	2	.....	11 0 0	
				Scavenger	1	6 0 0	6 0 0	1	6 0 0	6 0 0	1	.....	6 0 0	
				Peons	2	...	15 0 0	2	...	15 0 0	2	.....	15 0 0	
				Total...	10	...	119 0 0	11	...	122 7 9	11	.....	125 0 0	
				Cudumbathore Station.										
				Station Master	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	.....	14 0 0	
				Porters	1	5 0 0	5 0 0	1	5 0 0	5 0 0	1	.....	5 0 0	
				Gatemen	1	5 8 0	5 8 0	1	.....	5 8 0	1	.....	5 8 0	
				Scavenger	1	5 0 0	5 0 0	1	5 0 0	5 0 0	1	.....	5 0 0	
				Peons	1	6 0 0	6 0 0	1	6 0 0	6 0 0	1	.....	6 0 0	
				Total...	7	...	65 8 0	7	.....	65 8 0	7	.....	95 8 0	

1				2	3			4			5			6
Establishment as sanctioned.					Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			
Month and date of sanction.	No.	Rate of Salary.	Amount.	Designation.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Difference between Columns 3 and 5.
				Chinnamapett Station.		RS. A. P.	RS. A. P.		RS. A. P.	RS. A. P.		RS. A. P.	RS. A. P.	
				Station Master	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	.....	14 0 0	
				Porters	2	...	11 0 0	2	.....	11 0 0	2	.....	11 0 0	
				Scavenger	1	5 0 0	5 0 0	1	5 0 0	5 0 0	1	.....	5 0 0	
				Total...	6	...	60 0 0	6	.....	60 0 0	6	.....	90 0 0	
				Arconum Station.										
				Station Master	1	150 0 0	150 0 0	1	100 0 0	100 0 0	1	.....	125 0 0	
				Assistant Station Master ...	1	80 0 0	80 0 0	1	60 0 0	60 0 0	1	.....	60 0 0	
				Clerks	7	...	165 0 0	1	60 0 0	198 7 8	9	.....	225 0 0	
				Head Porters...	2	...	75 0 0	9	.....	60 0 0	2	.....	75 0 0	
				Pointsmen	15	...	110 0 0	2	.....	117 0 0	16	.....	117 0 0	
				Porters	18	...	105 14 9	16	.....	92 15 7	17	.....	105 0 0	
				Gatemen	2	5 8 0	11 0 0	17	.....	16 8 0	3	.....	16 8 0	
				Massalchee	...	...	...	3	5 8 0	7 0 0	1	.....	7 0 0	
				Peons	4	7 0 0	28 0 0	1	7 0 0	30 0 0	4	.....	30 0 0	
				Guards' Cook...	1	6 0 0	6 0 0	4	.....	6 0 0	1	.....	6 0 0	
				Waiting-room Maid	...	...	...	1	6 0 0	8 0 0	1	.....	8 0 0	
				Total...	51	...	730 14 9	1	8 0 0					
				Tirutany Station.				56	.....	695 15 3	56	.....	774 8 0	
				Station Master	1	45 0 0	45 0 0	1	45 0 0	45 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	13 3 0	2	7 0 0	14 0 0	2	.....	14 0 0	
				Porters	1	7 0 0	7 0 0	1	6 0 0	12 0 0	2	.....	12 0 0	
				Do.	1	6 0 0	6 0 0	2	.....	.....	...	.....	.....	
				Gatemen	3	5 8 0	16 8 0	...	5 8 0	16 8 0	3	.....	16 8 0	
				Scavenger	1	4 8 0	4 8 0	3	2 0 0	2 0 0	1	.....	2 0 0	
				Total...	9	...	92 3 0	1						
				Naggery Station.				9	.....	89 8 0	9	.....	104 8 0	
				Station Master	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	.....	14 0 0	
				Porters	2	6 0 0	12 0 0	2	6 0 0	12 0 0	2	.....	12 0 0	
				Gatemen	2	5 8 0	11 0 0	2	5 8 0	11 0 0	2	.....	11 0 0	
				Scavenger	1	5 0 0	5 0 0	2	5 0 0	5 0 0	1	.....	5 0 0	
				Total...	8	...	72 0 0	1						
				Puttoor Station.				8	.....	72 0 0	8	.....	102 0 0	
				Station Master	1	35 0 0	35 0 0	1	40 0 0	40 0 0	1	.....	60 0 0	
				Pointsmen	1	7 0 0	7 0 0	1	.....	15 0 0	2	.....	15 0 0	
				Porters	2	6 0 0	12 0 0	2	6 0 0	12 0 0	2	.....	12 0 0	
				Gatemen	4	5 8 0	22 0 0	2	5 8 0	22 0 0	4	.....	22 0 0	
				Scavenger	1	5 0 0	5 0 0	4	5 0 0	5 0 0	1	.....	5 0 0	
				Total...	9	...	81 0 0	1						
				Poody Station				10	.....	94 0 0	10	.....	114 0 0	
				Station Master	1	40 0 0	40 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	14 0 0	1	8 0 0	8 0 0	1	.....	8 0 0	
				Porters	2	6 0 0	12 0 0	2	6 0 0	12 0 0	2	.....	12 0 0	

1 — Establishment as sanctioned.				2	3 — Establishment as it stood on the 1st January 1871.			4 — Present strength of Establishment.			5 — Proposed strength of Establishment.			6
Month and date of sanction.	No.	Rate of Salary.	Amount.	Designation.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of salary.	Amount.	Difference between Columns 3 and 5.
				Poody Station.—(Concld.)		RS. A. P.	RS. A. P.		RS. A. P.	RS. A. P.		RS. A. P.	RS. A. P.	
				Gatemen	1	5 8 0	5 8 0	1	5 8 0	5 8 0	1	.....	5 8 0	
				Scavenger	1	4 0 0	4 0 0	1	5 0 0	5 0 0	1	.....	5 0 0	
				Total...	7	...	75 8 0	6	.....	60 8 0	6	.....	90 8 0	
				Tirupetty Station.										
				Station Master	1	50 0 0	50 0 0	1	60 0 0	60 0 0	1	.....	60 0 0	
				Assistant do.*	1	20 0 0	20 0 0	1	25 0 0	25 0 0	1	.....	25 0 0	
				Clerk	...	...	...	1	.....	.....	1	.....	25 0 0	
				Head Porters...	1	20 0 0	20 0 0	...	25 0 0	25 0 0	1	.....	36 0 0	
				Pointsmen	4	...	30 0 0	1	25 0 0	36 14 5	5	.....	38 0 0	
				Porters	6	...	37 3 6	5	.....	20 2 8	6	.....	22 0 0	
				Gatemen	2	5 8 0	11 0 0	6	.....	22 0 0	4	.....	.....	
				Scavengers	1	6 0 0	6 0 0	4	5 8 0	.....	...	.....	20 0 0	
				Peons	2	7 0 0	14 0 0	...	.....	20 0 0	3	.....	251 0 0	
				Total...	18	...	188 3 6	3	.....	209 1 1	22	.....		
				Coodoor Station.				21	.....					
				Station Master	1	50 0 0	50 0 0							
				Assistant do.	1	30 0 0	30 0 0	1	60 0 0	60 0 0	1	.....	60 0 0	
				Pointsmen	5	...	36 0 0	...	.....	.....	1	.....	30 0 0	
				Porters	4	...	25 0 0	6	.....	47 0 0	1	.....	43 0 0	
				Gatemen	2	5 8 0	11 0 0	5	.....	34 8 9	6	.....	33 0 0	
				Scavenger	...	...	...	2	.....	11 8 0	5	.....	11 8 0	
				Peons	...	...	...	1	.....	5 8 0	2	.....	5 8 0	
				Total...	13	...	152 0 0	2	5 8 0	7 0 0	1	.....	7 0 0	
				Reddipully Station.				1	7 0 0		1	.....		
				Station Master	1	30 0 0	30 0 0	16	.....	165 8 9	17	.....	190 0 0	
				Pointsmen	3	7 0 0	21 0 0							
				Porters	2	7 0 0	14 0 0							
				Scavenger	1	6 0 0	6 0 0	1	35 0 0	35 0 0	1	.....	60 0 0	
				Peons	1	7 0 0	7 0 0	2	7 0 0	14 0 0	2	.....	14 0 0	
				Total...	8	...	78 0 0	2	7 0 0	14 0 0	2	.....	14 0 0	
				Rajampett Station.				1	6 0 0	6 0 0	2	.....	6 0 0	
				Station Master	1	35 0 0	35 0 0	2	6 0 0	14 0 0	1	.....	14 0 0	
				Pointsmen	1	7 0 0	7 0 0	1	7 0 0		2	.....		
				Porters	3	6 0 0	18 0 0	8	.....	83 0 0	8	.....	108 0 0	
				Scavenger	1	6 0 0	6 0 0							
				Peons	...	...	...								
				Total...	6	...	66 0 0	1	35 0 0	18 1 0	1	.....	60 0 0	
				Nundalore Station.				2	7 0 0	14 0 0	2	.....	14 0 0	
				Station Master	1	30 0 0	30 0 0	3	6 0 0	18 0 0	3	.....	18 0 0	
				Pointsmen	1	7 0 0	7 0 0	1	6 0 0	6 0 0	1	.....	6 0 0	
				Porters	3	6 0 0	18 0 0	1	7 0 0	7 0 0	1	.....	7 0 0	
				Gatemen	4	5 8 0	22 0 0	8	.....	63 1 0	8	.....	105 0 0	
				Scavenger	1	5 0 0	5 0 0							
				Peons	...	...	...								
				Total...	10	...	82 0 0	1	60 0 0	60 0 0	1	.....	60 0 0	
								1	7 0 0	14 0 0	2	.....	14 0 0	
								2	6 0 0	18 0 0	3	.....	18 0 0	
								3	5 8 0	22 0 0	4	.....	22 0 0	
								4	5 8 0	5 8 0	1	.....	5 8 0	
								1	7 0 0	7 0 0	1	.....	7 0 0	
								12	.....	126 8 0	12	.....	126 8 0	

* Night duty.

1				2	3			4			5			6
Establishment as sanctioned.					Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			
Month and Date of Sanction.	No.	Rate of Salary.	Amount.	Designation.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Difference between Columns 3 and 5.
				Wontemettah Station.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.			Rs. A. P.	
				Station Master	1	35 0 0	35 0 0	1	35 0 0	35 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	14 0 0	1	.....	15 0 0	2	.....	15 0 0	
				Porters	2	.....	13 0 0	2	.....	13 0 0	2	.....	13 0 0	
				Scavenger	1	6 0 0	6 0 0	2	.....	6 0 0	1	.....	6 0 0	
				Peons	1	7 0 0	7 0 0	1	6 0 0	14 0 0	2	.....	14 0 0	
				Total...	7	.....	75 0 0	2	7 0 0					
								8	.....	83 0 0	8	.....	108 0 0	
				Cuddapah Station.										
				Station Master	1	80 0 0	80 0 0	1	150 0 0	150 0 0	1	.....	150 0 0	
				Assistant do.	...	.....	.....	1	50 0 0	50 0 0	1	.....	50 0 0	
				Clerks	4	.....	109 12 10	1	.....	149 9 1	7	.....	185 0 0	
				Head Porters	...	.....	.....	7	.....	37 8 0	2	.....	45 0 0	
				Pointsmen Inspector ...	1	30 0 0	30 0 0	2	.....	40 0 0	1	.....	40 0 0	
				Pointsmen	8	.....	59 0 0	1	40 0 0	56 0 0	9	.....	65 0 0	
				Porters	9	.....	59 0 0	9	.....	51 0 0	9	.....	63 0 0	
				Gatemen	4	5 8 0	22 0 0	9	7 0 0	30 13 2	7	.....	38 8 0	
				Massaljee	...	.....	.....	7	5 8 0	7 0 0	1	.....	7 0 0	
				Peons	8	.....	54 0 0	1	7 0 0	30 0 0	6	.....	42 0 0	
				Guards' Cook	1	6 0 0	6 0 0	6	.....	11 0 0	2	.....	11 0 0	
				Total...	36	.....	419 12 10	2	.....					
								46	.....	612 14 3	46	.....	696 8 0	
				Camalapoor Station.										
				Station Master	1	25 0 0	25 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsmen	1	7 0 0	7 0 0	1	.....	15 0 0	2	.....	15 0 0	
				Porters	2	6 0 0	12 0 0	2	7 0 0	14 0 0	2	.....	14 0 0	
				Gatemen	4	5 8 0	21 12 10	2	5 8 0	44 0 0	8	.....	44 0 0	
				Scavenger	1	6 0 0	6 0 0	8	6 0 0	6 0 0	1	.....	6 0 0	
				Peons	1	7 0 0	7 0 0	1	7 0 0	14 0 0	2	.....	14 0 0	
				Total...	10	.....	78 12 10	2	7 0 0					
								16	.....	123 0 0	16	.....	153 0 0	
				Yerragoontla Station.										
				Station Master	1	40 0 0	40 0 0	1	35 0 0	35 0 0	1	.....	60 0 0	
				Pointsmen	1	7 0 0	7 0 0	1	7 0 0	14 0 0	2	.....	14 0 0	
				Porters	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	.....	14 0 0	
				Gatemen	1	5 8 0	5 8 0	2	5 8 0	11 0 0	2	.....	11 0 0	
				Scavenger	1	5 8 0	5 8 0	2	6 0 0	6 0 0	1	.....	6 0 0	
				Peons	1	7 0 0	7 0 0	1	7 0 0	14 0 0	2	.....	14 0 0	
				Total...	7	.....	79 0 0	2	7 0 0					
								10	.....	94 0 0	10	.....	119 0 0	
				Moodanore Station.										
				Station Master	1	30 0 0	24 11 5	1	25 0 0	25 0 0	1	.....	60 0 0	
				Acting do.	...	.....	.....	1	.....	25 0 0	...	.....	.....	
				Pointsmen	2	7 0 0	14 0 0	1	.....	15 0 0	2	.....	15 0 0	
				Porters	2	7 0 0	10 4 0	2	.....	14 0 0	2	.....	14 0 0	
				Scavenger	1	6 0 0	6 0 0	2	7 0 0	6 0 0	1	.....	6 0 0	
				Peons	1	7 0 0	7 0 0	2	6 0 0	14 0 0	2	.....	14 0 0	
				Total...	7.	.....	61 15 5	1	7 0 0					
								9	.....	99 0 0	8	.....	109 0 0	

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
				Kondipooram Station.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.			Rs. A. P.	
				Station Master	1	35 0 0	35 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	14 0 0	1	7 0 0	10 6 2	2	.....	14 0 0	
				Porters	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	.....	14 0 0	
				Gatemen	1	5 8 0	5 8 0	2	7 0 0	11 0 0	2	.....	11 0 0	
				Peons	1	7 0 0	7 0 0	2	5 8 0	13 0 0	2	.....	14 0 0	
				Scavenger	1	5 8 0	5 8 0	2	7 0 0	5 8 0	2	.....	5 8 0	
								1	5 8 0		1	.....		
				Total...	8	.....	81 0 0	10	.....	83 14 2	10	.....	118 8 0	
				Tadputri Station.									60 0 0	
				Station Master	1	40 0 0	18 1 0			40 0 0	1	.....	25 0 0	
				Assistant do.	...	.....	.....	1	40 0 0	.....	1	.....	14 0 0	
				Pointsmen	2	7 0 0	14 0 0	...	.....	14 0 0	2	.....	21 0 0	
				Porters	4	7 0 0	20 8 8	2	7 0 0	21 0 0	3	.....	33 0 0	
				Gatemen	3	5 8 0	16 8 0	3	5 8 0	33 0 0	6	.....	6 0 0	
				Scavenger	1	6 0 0	6 0 0	6	6 0 0	6 0 0	1	.....	14 0 0	
				Peons	1	7 0 0	7 0 0	1	7 0 0	14 0 0	2	.....		
								2						
				Total...	12	.....	82 1 8	15	.....	128 0 0	16	.....	173 0 0	
				Royalchervoo Station.									60 0 0	
				Station Master	1	25 0 0	22 7 10			30 0 0	1	.....	14 0 0	
				Pointsmen	1	7 0 0	7 0 0	1	30 0 0	14 0 0	2	.....	12 0 0	
				Porters	2	6 0 0	12 0 0	2	7 0 0	12 0 0	2	.....	33 0 0	
				Gatemen	3	5 8 0	13 8 0	2	6 0 0	31 3 7	6	.....	6 0 0	
				Scavenger	1	6 0 0	6 0 0	6	5 8 0	6 0 0	1	.....	14 0 0	
				Peons	...	.....	.....	1	6 0 0	14 0 0	2	.....		
								2	7 0 0					
				Total...	8	.....	60 15 10	14	.....	107 3 7	14	.....	139 0 0	
				Gooty Station.									100 0 0	
				Station Master	1	100 0 0	100 0 0			80 0 0	1	.....	100 0 0	
				Assistant do.	2	50 0 0	96 0 0	1	80 0 0	100 0 0	2	.....	110 0 0	
				Clerks	4	.....	102 11 5	2	50 0 0	110 0 0	4	.....	45 0 0	
				Head Porters	1	20 0 0	20 0 0	4	.....	30 0 0	2	.....	57 0 0	
				Pointsmen	5	7 0 0	35 0 0	2	.....	57 0 0	8	.....	112 0 0	
				Porters	9	.....	64 8 0	8	.....	120 14 0	16	.....	38 8 0	
				Gatemen	7	5 8 0	38 8 0	18	7 0 0	38 8 0	7	.....	7 0 0	
				Carriage Cleaner	1	7 0 0	7 0 0	7	5 8 0	7 0 0	1	.....	7 0 0	
				Massaljees	2	7 0 0	14 0 0	1	7 0 0	7 0 0	1	.....	42 0 0	
				Peons	5	7 0 0	34 4 0	1	7 0 0	42 0 0	6	.....	7 0 0	
				Guards' Cook	1	7 0 0	7 0 0	6	7 0 0	7 0 0	1	.....		
								1	7 0 0					
				Total...	38	.....	518 15 5	50	.....	599 6 0	49	.....	625 8 0	
				Goondacul Station.									88 0 0	
				Station Master	1	80 0 0	80 0 0			74 0 6	1	88 0 0	50 0 0	
				Clerks	2	25 0 0	42 11 10	1	80 0 0	50 0 0	2	25 0 0	20 0 0	
				Do.	...	.....	.....	2	25 0 0	20 0 0	1	20 0 0	25 0 0	
				Head Porters	...	.....	.....	1	20 0 0	25 0 0	1	.....	40 0 0	
				Pointsmen	4	.....	28 13 10	1	25 0 0	40 0 0	5	8 0 0	56 0 0	
				Porters	4	7 0 0	27 8 9	5	8 0 0	56 0 0	8	7 0 0		
								8	7 0 0					

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
				Goondacul Station—(Concluded.)		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Gateman	...	.....	.....		5 8 0	5 8 0			5 8 0	
				Scavengers	4	6 0 0	11 9 10	1	6 0 0	12 0 0	1	.....	12 0 0	
				Massaljee	...	.....	.....	2	7 0 0	7 0 0	2	.....	7 0 0	
				Peons	2	7 0 0	12 8 0	1	7 0 0	7 0 0	1	.....	7 0 0	
				Junction Superintendents ...	2	25 0 0	37 1 7	1	7 0 0	25 0 0	1	.....	25 0 0	
				Total...	19	.....	240 5 10	24	.....	321 8 6	24	.....	335 8 0	
				Nuncherla Station.										
				Station Master	1	35 0 0	35 0 0	1	30 0 0	38 0 0	1	.....	68 0 0	
				Pointsmen	3	8 0 0	22 10 4	1	8 0 0	8 0 0	1	.....	8 0 0	
				Porters	2	7 8 0	13 0 0	1	7 8 0	13 3 1	2	.....	15 0 0	
				Gatemen	2	5 8 0	11 0 0	2	5 8 0	5 8 0	1	.....	5 8 0	
				Scavengers	1	6 0 0	6 0 0	1	6 8 0	6 8 0	1	.....	6 8 0	
				Peon	1	7 8 0	7 8 0	1	7 8 0	7 8 0	1	.....	7 8 0	
				Total...	10	.....	95 2 4	7	.....	78 11 1	7	.....	110 8 0	
				Auspree Station.										
				Station Master	1	35 0 0	34 13 4	1	35 0 0	43 0 0	1	.....	68 0 0	
				Pointsmen	2	8 0 0	15 13 0	1	8 0 0	8 0 0	1	.....	8 0 0	
				Porters	2	7 8 0	15 0 0	1	7 8 0	7 8 0	1	.....	7 8 0	
				Gatemen	2	5 8 0	11 0 0	1	5 8 0	11 0 0	1	.....	11 0 0	
				Scavenger	1	6 0 0	6 0 0	2	6 0 0	6 0 0	2	.....	6 0 0	
				Peon	1	7 8 0	7 8 0	1	7 8 0	7 8 0	1	.....	7 8 0	
				Total...	9	.....	90 2 4	7	.....	83 0 0	7	.....	108 0 0	
				Adoni Station.										
				Station Master	1	60 0 0	60 0 0	1	60 0 0	60 0 0	1	.....	80 0 0	
				Goods Clerk	1	25 0 0	25 0 0	1	25 0 0	25 0 0	1	.....	30 0 0	
				Head Porter	...	.....	.....	...	.....	.....	1	.....	20 0 0	
				Pointsmen	2	8 0 0	16 0 0	...	8 0 0	16 0 0	1	.....	16 0 0	
				Porters	6	7 0 0	42 0 0	2	7 0 0	42 0 0	2	.....	42 0 0	
				Gatemen	4	5 8 0	22 0 0	6	5 8 0	11 0 0	6	.....	11 0 0	
				Scavengers	1	6 0 0	6 0 0	2	6 0 0	12 0 0	2	.....	12 0 0	
				Peon	1	7 0 0	7 0 0	2	7 0 0	7 0 0	1	.....	7 0 0	
				Total...	16	.....	178 0 0	15	.....	173 0 0	18	.....	218 0 0	
				Kosgee Station.										
				Station Master	1	80 0 0	46 7 3	1	.....	60 0 0	1	.....	60 0 0	
				Booking Clerk	1	25 0 0	6 7 3	1	.....	.....	...	.....	.....	
				Head Porter	1	25 0 0	25 0 0	...	.....	.....	1	.....	8 0 0	
				Pointsmen	5	8 0 0	35 9 9	1	8 0 0	8 0 0	1	.....	21 0 0	
				Porters	4	7 0 0	28 0 0	1	7 0 0	21 0 0	3	.....	5 8 0	
				Gateman	...	.....	.....	3	5 8 0	5 8 0	1	.....	.....	
				Massaljee	1	7 0 0	7 0 0	1	.....	.....	...	.....	7 0 0	
				Scavenger	1	6 0 0	6 0 0	...	.....	.....	1	.....	7 0 0	
				Peons	3	7 0 0	18 8 3	1	7 0 0	7 0 0	1	.....	108 8 0	
				Total...	18	.....	175 9 9	8	.....	94 14 3	8	.....		

1				2	3			4			5			6
Establishment as sanctioned.					Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			
Month and Date of Sanction.	No.	Rate of Salary.	Amount.	Designation.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Difference between Columns 3 and 5.
				Mutmurrie Station.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Station Master	...	.....	.....		48 0 0	43 0 0	1	.....	68 0 0	
				Pointsman	...	.....	.....	1	8 0 0	8 0 0	1	.....	8 0 0	
				Do.	...	.....	.....	1	7 0 0	4 0 0	1	.....	7 0 0	
				Porters	...	.....	.....	1	7 8 0	15 0 0	1	.....	15 0 0	
				Scavenger	...	.....	.....	2	7 0 0	7 0 0	2	.....	7 0 0	
				Total...	...	.....	.....	1			1	.....		
				Raichore Station.				6	.....	77 1 0	6	.....	105 0 0	
				Station Master	...	.....	.....							
				Clerks	...	.....	.....				1	.....	200 0 0	
				Do.	...	.....	.....	1	200 0 0	200 0 0	2	50 0 0	100 0 0	
				Do.	...	.....	.....	2	.....	100 0 0	4	30 0 0	120 0 0	
				Head Porter	...	.....	.....	4	30 0 0	102 9 3	1	25 0 0	25 0 0	
				Pointsmen	...	.....	.....	1	25 0 0	25 0 0	1	45 0 0	45 0 0	
				Porters	...	.....	.....	1	45 0 0	45 0 0	1	9 0 0	54 0 0	
				Carriage Cleaners	...	.....	.....	1	9 0 0	54 0 0	6	7 8 0	75 0 0	
				Buffer Cleaner	...	.....	.....	6	7 8 0	75 0 0	10	7 8 0	15 0 0	
				Massaljee	...	.....	.....	10	7 8 0	15 0 0	2	.....	7 8 0	
				Peons	...	.....	.....	2	7 8 0	7 8 0	1	.....	7 8 0	
				Guards' Cook	...	.....	.....	1	7 8 0	23 8 0	1	.....	23 8 0	
				Number-taker	...	.....	.....	1	7 8 0	7 8 0	3	.....	7 8 0	
				Total...	...	.....	.....	3	.....	23 8 0	1	.....	25 0 0	
				Toongabudra Station.				1	7 8 0	7 8 0				
				Not opened	...	.....	.....	1	25 0 0	25 0 0	34	.....	705 0 0	
				Veerapore Station.				34	.....	687 9 3				
				Station Master	...	.....	.....				2	.....	25 8 0	
				Clerks	...	.....	.....	...	.....	.....				
				Head Porter	...	.....	.....							
				Pointsmen	...	.....	.....			63 0 0	1	.....	63 0 0	
				Porters	...	.....	.....	1	.....	75 0 0	2	.....	75 0 0	
				Gatemen	...	.....	.....	2	.....	25 0 0	1	.....	25 0 0	
				Scavenger	...	.....	.....	1	25 0 0	34 13 5	5	.....	40 0 0	
				Peon	...	.....	.....	2	8 0 0	43 0 0	6	7 8 0	45 0 0	
				Total...	...	.....	.....	1	.....	11 0 0	2	.....	11 0 0	
				Bellary Station.				5	5 8 0	7 0 0	1	.....	7 0 0	
				Station Master	...	.....	.....	2	7 0 0	7 0 0	1	.....	7 0 0	
				Clerks	...	.....	.....	1	7 0 0					
				Do.	...	.....	.....	1		265 13 5	19	.....	273 0 0	
				Do.	...	.....	.....	19	.....					
				Head Porter	...	.....	.....							
				Do.	...	.....	.....						120 0 0	
				Pointsmen	...	.....	.....			120 0 0	1	.....	50 0 0	
				Porters	...	.....	.....	1	120 0 0	30 0 0	1	.....	30 0 0	
				Gatemen	...	.....	.....	1	30 0 0	42 3 7	1	.....	75 0 0	
				Carriage Cleaner	...	.....	.....	2	25 0 0	.....	3	25 0 0	25 0 0	
								...	.....	12 0 0	1	.....	20 0 0	
								1	12 0 0	.....	1	.....	40 0 0	
								...	.....	40 0 0	5	8 0 0	70 0 0	
								5	8 0 0	28 0 0	10	7 0 0	33 0 0	
								4	7 0 0	25 0 0	6	.....	7 0 0	
								6	5 8 0	7 0 0	1	.....		
								1	7 0 0					

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
				Bellary Station—(Concld.)		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Buffer Cleaner	...	.....	.....	1	7 0 0	7 0 0	1	.....	7 0 0	
				Massaljee	...	.....	.....	1	7 0 0	7 0 0	1	.....	7 0 0	
				Peons	...	.....	.....	2	7 0 0	14 0 0	2	.....	14 0 0	
				Guards' Cook	...	.....	.....	1	7 0 0	7 0 0	1	.....	7 0 0	
				Total...	...	.....	.....	26	.....	339 3 7	35	.....	505 0 0	
				Sholinghur Station.										
				Station Master	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsmen	2	.....	15 0 0	2	7 0 0	13 1 7	2	.....	14 0 0	
				Porters	4	.....	23 0 0	1	6 0 0	24 0 0	4	.....	24 0 0	
				Scavenger	1	.....	5 0 0	4	5 0 0	5 0 0	1	.....	5 0 0	
				Total...	8	.....	73 0 0	8	.....	72 1 7	8	.....	103 0 0	
				Huggry River Ferry.										
				Inspector	...	.....	.....	...	.....	.....	1	.....	65 0 0	
				Clerk	...	.....	.....	...	.....	.....	1	.....	50 0 0	
				Head Porter	...	.....	.....	...	.....	.....	1	.....	25 0 0	
				Porters	...	.....	.....	...	.....	.....	6	.....	45 0 0	
				Total...	...	.....	.....	...	.....	.....	9	.....	185 0 0	
				Arcot Station.										
				Station Master	1	70 0 0	70 0 0	1	70 0 0	70 0 0	1	.....	70 0 0	
				Clerks	2	.....	45 0 0	2	.....	50 0 0	2	.....	50 0 0	
				Head Porters	1	12 8 0	12 8 0	1	.....	25 0 0	2	.....	25 0 0	
				Pointsmen	4	.....	30 0 0	2	.....	31 0 0	4	.....	31 0 0	
				Porters	12	.....	73 0 0	4	.....	69 0 0	11	.....	69 0 0	
				Gatemen	2	5 8 0	11 0 0	11	.....	11 0 0	2	.....	11 0 0	
				Scavenger	1	5 0 0	5 0 0	2	.....	5 0 0	1	.....	5 0 0	
				Peons	3	7 0 0	21 0 0	1	5 0 0	21 0 0	3	.....	21 0 0	
				Total...	26	.....	267 8 0	26	.....	282 0 0	26	.....	282 0 0	
				Tiruvellum Station.										
				Station Master	1	35 0 0	35 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	14 0 0	2	.....	15 0 0	2	.....	15 0 0	
				Porters	3	6 0 0	18 0 0	1	6 0 0	18 0 0	3	.....	18 0 0	
				Gatemen	1	5 8 0	5 8 0	2	5 8 0	5 8 0	1	.....	5 8 0	
				Scavenger	1	4 0 0	4 0 0	1	4 0 0	4 0 0	1	.....	4 0 0	
				Peon	1	7 0 0	7 0 0	1	7 0 0	7 0 0	1	.....	7 0 0	
				Total...	9	.....	83 8 0	9	.....	79 8 0	9	.....	109 8 0	
				Vellore Station.										
				Station Master	1	90 0 0	90 0 0	1	90 0 0	90 0 0	1	.....	100 0 0	
				Assistant do.	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	.....	50 0 0	
				Clerks	4	.....	97 13 5	7	.....	185 0 0	7	.....	185 0 0	
				Head Porters	1	20 0 0	20 0 0	3	.....	14 5 1	3	.....	55 0 0	
				Pointsmen	7	.....	50 0 0	6	.....	43 0 0	7	.....	50 0 0	

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
				Bellary Station—(Concld.)		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Buffer Cleaner	...	.....	.....	1	7 0 0	7 0 0	1	.....	7 0 0	
				Massaljee	...	.....	.....	1	7 0 0	7 0 0	1	.....	7 0 0	
				Peons	...	.....	.....	2	7 0 0	14 0 0	2	.....	14 0 0	
				Guards' Cook	...	.....	.....	1	7 0 0	7 0 0	1	.....	7 0 0	
				Total...	...	.....	.....	26	.....	339 3 7	35	.....	505 0 0	
				Sholinghur Station.										
				Station Master	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsmen	2	.....	15 0 0	2	7 0 0	13 1 7	2	.....	14 0 0	
				Porters	4	.....	23 0 0	1	6 0 0	24 0 0	4	.....	24 0 0	
				Scavenger	1	.....	5 0 0	4	5 0 0	5 0 0	1	.....	5 0 0	
				Total...	8	.....	73 0 0	8	.....	72 1 7	8	.....	103 0 0	
				Huggry River Ferry.										
				Inspector	...	.....	.....	...	.....	.....	1	.....	65 0 0	
				Clerk	...	.....	.....	...	.....	.....	1	.....	50 0 0	
				Head Porter	...	.....	.....	...	.....	.....	1	.....	25 0 0	
				Porters	...	.....	.....	...	.....	.....	6	.....	45 0 0	
				Total...	...	.....	.....	...	.....	.....	9	.....	185 0 0	
				Arcot Station.										
				Station Master	1	70 0 0	70 0 0	1	70 0 0	70 0 0	1	.....	70 0 0	
				Clerks	2	.....	45 0 0	2	.....	50 0 0	2	.....	50 0 0	
				Head Porters	1	12 8 0	12 8 0	1	.....	25 0 0	2	.....	25 0 0	
				Pointsmen	4	.....	30 0 0	2	.....	31 0 0	4	.....	31 0 0	
				Porters	12	.....	73 0 0	4	.....	69 0 0	11	.....	69 0 0	
				Gatemen	2	5 8 0	11 0 0	11	.....	11 0 0	2	.....	11 0 0	
				Scavenger	1	5 0 0	5 0 0	2	.....	5 0 0	1	.....	5 0 0	
				Peons	3	7 0 0	21 0 0	1	5 0 0	21 0 0	3	.....	21 0 0	
				Total...	26	.....	267 8 0	26	.....	282 0 0	26	.....	282 0 0	
				Tiruvellum Station.										
				Station Master	1	35 0 0	35 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	14 0 0	2	.....	15 0 0	2	.....	15 0 0	
				Porters	3	6 0 0	18 0 0	1	6 0 0	18 0 0	3	.....	18 0 0	
				Gatemen	1	5 8 0	5 8 0	2	5 8 0	5 8 0	1	.....	5 8 0	
				Scavenger	1	4 0 0	4 0 0	1	4 0 0	4 0 0	1	.....	4 0 0	
				Peon	1	7 0 0	7 0 0	1	7 0 0	7 0 0	1	.....	7 0 0	
				Total...	9	.....	83 8 0	9	.....	79 8 0	9	.....	109 8 0	
				Vellore Station.										
				Station Master	1	90 0 0	90 0 0	1	90 0 0	90 0 0	1	.....	100 0 0	
				Assistant do.	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	.....	50 0 0	
				Clerks	4	.....	97 13 5	7	.....	185 0 0	7	.....	185 0 0	
				Head Porters	1	20 0 0	20 0 0	3	.....	14 5 1	3	.....	55 0 0	
				Pointsmen	7	.....	50 0 0	6	.....	43 0 0	7	.....	50 0 0	

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
				Vellore Station—(Concld.)		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Porters	25	.....	145 2 7	30	.....	179 11 1	30	.....	192 0 0	
				Gatemen	2	5 8 0	11 0 0	2	5 8 0	11 0 0	2	.....	11 0 0	
				Massaljee	1	7 0 0	7 0 0	...	.....	.....	...	.....	.....	
				Waiting-room Maid	1	10 0 0	10 0 0	1	10 0 0	10 0 0	1	.....	10 0 0	
				Peons	3	6 0 0	18 0 0	3	6 0 0	18 0 0	3	.....	18 0 0	
				Total...	46	.....	490 0 0	54	.....	601 0 2	55	.....	671 0 0	
				Veringeepooram Station.										
				Station Master	1	15 0 0	15 0 0	1	15 0 0	15 0 0	1	.....	15 0 0	
				Gatemen	...	.....	... ..	2	5 8 0	11 0 0	2	.....	11 0 0	
				Total...	1	.....	15 0 0	3	.....	26 0 0	3	.....	26 0 0	
				Gooriattum Station.										
				Station Master	1	60 0 0	60 0 0	1	40 0 0	40 0 0	1	.....	60 0 0	
				Assistant do.	1	.....	25 0 0	1	25 0 0	25 0 0	1	.....	25 0 0	
				Pointsmen	3	.....	23 0 0	3	8 0 0	24 0 0	1	.....	24 0 0	
				Porters	4	6 0 0	24 0 0	4	6 0 0	24 0 0	4	.....	24 0 0	
				Gatemen	2	5 8 0	11 0 0	2	5 8 0	11 0 0	2	.....	11 0 0	
				Scavenger	1	5 0 0	5 0 0	1	5 0 0	5 0 0	1	.....	5 0 0	
				Peons	2	7 0 0	14 0 0	2	7 0 0	14 0 0	2	.....	14 0 0	
				Total ..	14	.....	162 0 0	14	.....	143 0 0	14	.....	163 0 0	
				Mailputty Station.										
				Station Master	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsmen	2	.....	15 0 0	2	7 0 0	13 1 7	2	.....	14 0 0	
				Porters	4	5 0 0	20 0 0	3	5 0 0	15 0 0	3	.....	15 0 0	
				Scavenger	1	4 0 0	4 0 0	1	4 0 0	3 7 9	1	.....	4 0 0	
				Peons	1	7 0 0	7 0 0	1	6 0 0	6 0 0	1	.....	6 0 0	
				Total...	9	.....	76 0 0	8	.....	67 9 4	8	.....	99 0 0	
				Amboor Station.										
				Station Master	1	40 0 0	40 0 0	1	.....	40 0 0	1	.....	60 0 0	
				Assistant do.	1	.....	25 0 0	1	.....	25 0 0	1	.....	25 0 0	
				Pointsmen	3	.....	22 0 0	1	.....	23 0 0	3	.....	23 0 0	
				Porters	4	6 0 0	24 0 0	3	.....	24 0 0	4	.....	24 0 0	
				Gatemen	2	5 8 0	11 0 0	4	6 0 0	11 0 0	2	.....	11 0 0	
				Scavenger	1	4 0 0	4 0 0	2	.....	3 15 11	1	.....	4 0 0	
				Peon	3	7 0 0	21 0 0	1	7 0 0	7 0 0	1	.....	7 0 0	
				Total...	15	.....	147 0 0	13	.....	133 15 11	13	.....	154 0 0	
				Vaniembady Station.										
				Station Master	1	.....	60 0 0	1	.....	60 0 0	1	.....	60 0 0	
				Assistant do.	1	... ..	22 14 4	1	.....	25 0 0	1	.....	25 0 0	
				Pointsmen	2	.....	14 0 0	1	.....	17 0 0	2	.....	17 0 0	
				Porters	8	.....	46 0 0	2	.....	48 0 0	8	.....	48 0 0	
				Gatemen	4	.....	22 0 0	8	6 0 0	22 0 0	4	.....	22 0 0	
				Scavenger	1	.....	5 0 0	4	.....	5 0 0	1	.....	5 0 0	
				Peons	...	.....	.....	1	.....	13 0 0	2	.....	13 0 0	
				Total...	17	.....	169 14 4	19	.....	190 0 0	19	.....	190 0 0	

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
				Jollarpet Station.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Station Master	1	125 0 0	125 0 0	1	150 0 0	150 0 0	1	.....	150 0 0	
				Assistant do.	1	50 0 0	50 0 0	1		150 0 0	2	.....	150 0 0	
				Clerks	4	.....	97 1 6	2	.....	130 0 0	5	.....	130 0 0	
				Head Porters	3	.....	68 0 0	5	.....	125 0 0	4	.....	135 0 0	
				Pointsmen	21	.....	170 0 0	4	.....	145 13 5	21	.....	163 0 0	
				Porters	15	.....	105 8 0	21	.....	102 3 6	15	.....	105 0 0	
				Gatemen	2	5 8 0	11 0 0	15	.....	11 0 0	2	.....	11 0 0	
				Carriage Cleaner	1	7 0 0	7 0 0	2	5 8 0	7 0 0	1	.....	7 0 0	
				Massaljees	4	.....	27 0 0	1	7 0 0	14 0 0	2	.....	14 0 0	
				Waiting-room Maid	1	6 0 0	6 0 0	2	7 0 0	6 0 0	1	.....	6 0 0	
				Peons	5	7 0 0	34 8 0	1	6 0 0	35 0 0	2	.....	35 0 0	
				Guards' Cook	1	6 0 0	6 0 0	5	7 0 0	6 0 0	1	.....	6 0 0	
				Total...	59	.....	707 1 6	1	6 0 0					
								60	.....	882 0 11	60	.....	912 0 0	
				Coopum Station.										
				Station Master	1	40 0 0	40 0 0	1	40 0 0	40 0 0	1	.....	60 0 0	
				Assistant do.	1	25 0 0	25 0 0	1	25 0 0	3 3 7	1	.....	25 0 0	
				Pointsmen	6	.....	47 0 0	1	.....	30 0 0	1	.....	30 0 0	
				Porters	4	.....	27 0 0	4	.....	27 0 0	4	.....	27 0 0	
				Gatemen	...	.....	.....	4	.....	7 0 0	1	.....	7 0 0	
				Scavenger	1	.....	5 8 0	4	.....	6 0 0	1	.....	6 0 0	
				Peons	2	.....	13 0 0	1	.....	23 0 0	3	.....	23 0 0	
				Total...	15	.....	157 8 0	15	.....	136 3 7	15	.....	178 0 0	
				Colar Road Station.										
				Station Master	1	50 0 0	50 0 0	1	50 0 0	50 0 0	1	.....	60 0 0	
				Assistant do.	1	20 0 0	20 0 0	1	25 0 0	5 10 4	1	.....	25 0 0	
				Pointsmen	2	8 0 0	16 0 0	1	8 0 0	8 0 0	2	.....	15 0 0	
				Do.	...	.....	.....	1	7 0 0	7 0 0	7	.....	49 0 0	
				Porters	6	7 0 0	42 0 0	1	7 0 0	48 12 5	1	.....	6 0 0	
				Scavenger	1	6 0 0	6 0 0	7	6 0 0	6 0 0	...	.....	.....	
				Peons	2	7 0 0	14 0 0	1	.....	.....				
				Total...	13	.....	148 0 0	12	.....	125 6 9	12	.....	155 0 0	
				Malloor Station.										
				Station Master	1	40 0 0	40 0 0	1	40 0 0	40 0 0	1	.....	60 0 0	
				Pointsmen	2	8 0 0	16 0 0	1	.....	15 0 0	2	.....	15 0 0	
				Porters	2	7 0 0	14 0 0	2	7 0 0	13 12 5	2	.....	14 0 0	
				Gateman	1	5 8 0	5 8 0	2	.....	5 8 0	1	.....	5 8 0	
				Scavenger	1	6 0 0	6 0 0	1	.....	6 0 0	1	.....	6 0 0	
				Peons	2	7 0 0	14 0 0	1	.....	14 0 0	2	.....	14 0 0	
				Total...	9	.....	95 8 0	2	.....	94 4 5	9	.....	114 8 0	
				Cadgoody Station.										
				Station Master	1	30 0 0	30 0 0	1	30 0 0	30 0 0	1	.....	60 0 0	
				Pointsman	2	.....	15 0 0	1	.....	15 0 0	2	.....	15 0 0	
				Porters	1	7 0 0	7 0 0	2	7 0 0	7 0 0	1	.....	7 0 0	
				Scavenger	...	.....	.....	1	7 0 0	7 0 0	1	.....	7 0 0	
				Peons	1	7 0 0	7 0 0	1	7 0 0	7 0 0	1	.....	7 0 0	
				Total...	5	.....	59 0 0	6	.....	66 0 0	6	.....	96 0 0	

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
				Bangalore Station.		RS. A. P.	RS. A. P.		RS. A. P.	RS. A. P.		RS. A. P.	RS. A. P.	
				Station Master	1	175 0 0	175 0 0	1	200 0 0	200 0 0	1	.....	200 0 0	
				Assistant do.	2	.....	110 0 0	1		60 0 0	1	.....	60 0 0	
				Clerks	7	.....	244 1 0	1	.....	325 0 0	10	.....	325 0 0	
				Head Porters	1	40 0 0	40 0 0	10	.....	45 2 9	1	.....	40 0 0	
				Pointsmen	6	.....	46 0 0	2	.....	53 0 0	7	.....	53 0 0	
				Porters	14	.....	100 9 0	7	.....	84 0 0	11	.....	77 0 0	
				Gatemen	4	.....	21 15 6	12	.....	28 0 0	5	.....	28 0 0	
				Massaljee	2	7 0 0	14 0 0	5	7 0 0	7 0 0	1	.....	7 0 0	
				Carriage Cleaner	...	.....	.....	1		7 0 0	2	.....	17 0 0	
				Scavenger	1	3 8 0	3 8 0	1	.. ...	3 8 0	1	.....	3 8 0	
				Waiting-room Maid	1	7 0 0	7 0 0	1	3 8 0	7 0 0	1	.....	7 0 0	
				Peons	11	.....	78 0 0	1	7 0 0	7 0 0	1	.....	70 0 0	
				Total...	50	.....	840 1 6	10	7 0 0	70 0 0	10	.....	887 8 0	
				Tripatore Station.				52	.....	889 10 9	51	.....		
				Station Master	1	50 0 0	50 0 0						60 0 0	
				Assistant do.	1	20 0 0	20 0 0	1	.....	60 0 0	1	.....	25 0 0	
				Pointsmen	3	.....	23 0 0	1	.....	21 12 5	1	.....	23 0 0	
				Head Porter	...	.....	.....	1	.....	23 0 0	3	.....	20 0 0	
				Porters	9	.....	55 9 0	3	.....	12 0 0	1	.....	48 8 0	
				Gatemen	4	5 8 0	22 0 0	1	12 0 0	47 14 5	8	.....	22 0 0	
				Scavenger	1	5 0 0	5 0 0	8	.....	22 0 0	4	.....	5 0 0	
				Peons	2	7 0 0	12 10 6	4	5 8 0	5 0 0	1	.....	14 0 0	
				Total...	21	.....	188 3 6	1	5 0 0	14 0 0	2	.....	217 8 0	
				Samulputty Station.				2	7 0 0	205 10 10	21	.....		
				Station Master	1	30 0 0	30 0 0						60 0 0	
				Pointsmen	2	7 0 0	14 0 0	1	40 0 0	40 0 0	1	.....	14 0 0	
				Porters	3	6 0 0	18 0 0	2	7 0 0	14 0 0	2	.....	18 0 0	
				Gatemen	2	5 8 0	11 0 0	3	6 0 0	18 0 0	3	.....	11 0 0	
				Scavenger	1	5 0 0	5 0 0	2	.....	11 0 0	2	.....	5 0 0	
				Peons	2	7 0 0	14 0 0	1	5 0 0	5 0 0	1	.. ...	14 0 0	
				Total...	11	.....	92 0 0	2	7 0 0	14 0 0	2	.....	122 0 0	
				Morapoor Station.				11	.....	102 0 0	11	.....		
				Station Master	1	40 0 0	40 0 0						60 0 0	
				Pointsmen	2	7 0 0	12 13 11	1	35 0 0	35 0 0	1	.....	14 0 0	
				Porters	4	6 0 0	24 0 0	2	7 0 0	14 0 0	2	.....	24 0 0	
				Gatemen	4	5 8 0	22 0 0	4	6 0 0	23 15 11	4	.....	22 0 0	
				Scavenger	1	5 0 0	5 0 0	4	5 8 0	22 0 0	1	.....	5 0 0	
				Peons	2	.....	14 0 0	1	.....	5 0 0	2	.....	14 0 0	
				Total...	14	.....	117 13 11	2	7 0 0	14 0 0	14	.....	139 0 0	
				Mullapooram Station.				14	.....	113 15 11				
				Station Master	1	35 0 0	35 0 0						60 0 0	
				Pointsmen	3	7 0 0	21 0 0	1	.....	35 0 0	1	.....	14 0 0	
				Porters	3	6 0 0	18 0 0	2	7 0 0	14 0 0	2	.....	25 0 0	
				Scavenger	1	5 0 0	5 0 0	4	.....	25 0 0	4	.....	5 0 0	
				Peons	2	7 0 0	14 0 0	1	5 0 0	3 1 0	1	.....	14 0 0	
				Total...	10	.....	93 0 0	2	7 0 0	14 0 0	2	.....	118 0 0	
								10	.....	91 1 0	10	.....		

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
						Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Shervaroy Hills Station.										
				Station Master	1	35 0 0	35 0 0	1	35 0 0	35 0 0	1	.....	60 0 0	
				Pointsmen	2	8 0 0	16 0 0	2	8 0 0	16 0 0	2	.....	16 0 0	
				Porters	2	6 0 0	12 0 0	2	6 0 0	12 0 0	2	.....	12 0 0	
				Scavenger	1	5 0 0	5 0 0	1	5 0 0	5 5 0	1	.....	5 0 0	
				Peon	1	7 0 0	7 0 0	1	7 0 0	7 0 0	1	.....	7 0 0	
				Total...	7	.....	75 0 0	7	.....	75 5 0	7	.....	100 0 0	
				Salem Station.										
				Station Master	1	100 0 0	100 0 0	1	.....	90 0 0	1	.....	100 0 0	
				Clerks	6	.....	156 14 8	1	.....	209 1 7	1	.....	222 0 0	
				Head Porters	2	.....	42 0 0	7	.....	48 0 0	7	.....	55 0 0	
				Pointsmen Inspector ...	1	.....	40 0 0	2	.....	40 0 0	2	.....	40 0 0	
				Pointsmen	9	.....	61 0 0	1	.....	56 0 0	1	.....	78 0 0	
				Porters	14	.....	73 0 5	10	.....	73 15 4	10	.....	90 0 0	
				Gatemen	3	5 8 0	16 8 0	15	6 0 0	18 0 0	15	.....	22 0 0	
				Carriage Cleaner	1	6 0 0	6 0 0	4	5 8 0	6 0 0	4	.....	6 0 0	
				Massaljee	1	6 0 0	6 0 0	1	6 0 0	6 0 0	1	.....	7 0 0	
				Waiting-room Maid	1	.....	8 11 4	1	7 0 0	7 0 0	1	.....	10 0 0	
				Peons	5	7 0 0	32 4 4	1	.....	10 0 0	1	.....	28 0 0	
				Guards' Cook	1	7 0 0	7 0 0	1	7 0 0	19 8 0	4	.....	20 0 0	
					1	6 0 0	6 0 0	4	7 0 0	10 6 5	3	.....	.....	
								2	7 0 0	6 0 0	...	.....		
				Total...	46	.....	558 6 9	1	6 0 0		50	.....	678 0 0	
								50	.....	593 15 4				
				McDonald's Choultry.										
				Station Master	1	.....	25 0 0				1	.....	60 0 0	
				Pointsman	1	.....	7 0 0			45 0 0	1	.....	7 0 0	
				Porter	1	.....	6 0 0	1	.....	7 0 0	1	.....	6 0 0	
				Gateman	...	.....	.....	1	.....	6 0 0	1	.....	5 8 0	
				Scavenger	1	.....	5 0 0	1	.....	5 8 0	1	.....	5 0 0	
				Peon	1	.....	6 12 10	1	5 8 0	5 0 0	1	.....	.....	
								1	.....	.....	...	.....		
				Total...	5	.....	49 12 10	...	.....		5	.....	83 8 0	
								5	.....	68 8 0				
				Sunkery Droog Station.										
				Station Master	1	.....	30 0 0			35 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	14 0 0			14 0 0	2	.....	14 0 0	
				Porters	3	6 0 0	18 0 0	1	.....	18 0 0	3	.....	18 0 0	
				Gateman	...	.....	.....	2	7 0 0	5 8 0	3	.....	5 8 0	
				Scavenger	1	.....	5 0 0	3	6 0 0	6 0 0	1	.....	5 0 0	
				Peon	1	.....	7 0 0	1	.....	7 0 0	1	.....	7 0 0	
								1	.....					
				Total...	8	.....	74 0 0	1	.....		9	.....	109 8 0	
								9	.....	85 8 0				
				Erode Station.										
				Station Master	1	.....	100 0 0			75 0 0	1	.....	100 0 0	
				Clerks	6	.....	155 0 0	1	.....	155 0 0	6	.....	155 0 0	
				Head Porters	1	.....	25 0 0	6	.....	37 0 0	2	.....	45 0 0	
				Pointsmen	7	.....	53 0 0	2	.....	59 8 10	2	.....	61 0 0	
				Porters	14	.....	83 1 0	8	.....	89 6 9	8	.....	90 0 0	
								15	6 0 0		15	.....		

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
						Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Erode Station—(Concld.)										
				Gateman	1	.....	5 8 0	1	.....	5 8 0	1	.....	5 8 0	
				Massaljee	1	6 0 0	6 0 0	1	.....	6 0 0	1	.....	6 0 0	
				Waiting-room Maid	1	8 8 0	8 8 0	1	.....	8 8 0	1	.....	8 8 0	
				Peons	4	.....	28 0 0	1	.....	21 0 0	4	.....	28 0 0	
				Total...	36	.....	464 1 0	3	7 0 0	456 15 7	39	.....	499 0 0	
				Peranduray Station.				38	.....					
				Station Master	1	.....	35 0 0	1	.....	35 0 0	1	.....	60 0 0	
				Pointsman	1	.....	7 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Porters	1	.....	6 0 0	1	.....	12 0 0	1	.....	12 0 0	
				Scavenger	1	.....	4 0 0	2	6 0 0	4 0 0	2	.....	4 0 0	
				Peon	1	.....	7 0 0	1	.....	.....	1	.....	.....	
				Total...	5	.....	59 0 0	5	.....	58 0 0	5	.....	83 0 0	
				Wutkallie Station.				5						
				Station Master	1	.....	35 0 0	1	.....	30 0 0	1	.....	60 0 0	
				Pointsmen	2	7 0 0	14 0 0	1	.....	14 0 0	2	.....	14 0 0	
				Porter	1	.....	6 0 0	2	.....	6 0 0	1	.....	6 0 0	
				Scavenger	1	.....	4 0 0	1	.....	4 0 0	1	.....	4 0 0	
				Peon	1	.....	7 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Total...	6	.....	66 0 0	6	.....	61 0 0	6	.....	91 0 0	
				Avenashy Road Station.				6						
				Station Master	1	.....	58 8 6	1	.....	45 0 0	1	.....	60 0 0	
				Assistant do.	1	.....	25 0 0	1	.....	30 0 0	1	.....	30 0 0	
				Pointsmen	2	7 0 0	14 0 0	1	.....	14 0 0	1	.....	14 0 0	
				Porters	7	.....	43 0 6	2	7 0 0	53 12 10	2	.....	54 0 0	
				Gatemen	2	.....	11 8 0	9	6 0 0	5 8 0	9	.....	5 8 0	
				Scavenger	1	.....	5 8 0	1	.....	5 0 0	1	.....	5 0 0	
				Peons	2	7 0 0	14 0 0	1	.....	5 0 0	1	.....	14 0 0	
				Total...	16	.....	171 9 0	2	7 0 0	14 0 0	2	.....	182 8 0	
				Somanoor Station.				17	.....	167 4 10	17	.....		
				Station Master	1	.....	30 0 0	1	.....	35 0 0	1	.....	60 0 0	
				Pointsmen	2	8 0 0	16 0 0	1	.....	16 0 0	2	.....	16 0 0	
				Porters	1	.....	6 0 0	2	.....	12 0 0	2	.....	12 0 0	
				Gatemen	1	5 8 0	5 8 0	2	.....	5 8 0	3	.....	15 8 0	
				Do.	2	5 0 0	10 0 0	1	.....	10 0 0	...	.....	.....	
				Scavenger	1	4 8 0	4 8 0	2	.....	5 0 0	1	.....	5 0 0	
				Peon	1	.....	7 0 0	1	.....	.....	...	.....	.....	
				Total...	9	.....	79 0 0	9	.....	83 8 0	9	.....	108 8 0	
				Coimbatore Station.				9						
				Station Master	1	.....	90 0 0	1	.....	150 0 0	1	.....	150 0 0	
				Assistant do.	1	.....	50 0 0	1	.....	50 0 0	1	.....	60 0 0	
				Clerks	6	.....	145 0 0	1	.....	129 4 2	1	.....	147 0 0	
								6	.....		6	.....		

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
				Coimbatore Station— (Concluded.)		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Head Porters	2	.....	42 0 0		.....	47 0 0	2	.....	55 0 0	
				Pointsmen	7	.....	51 6 9		.....	49 0 0	7	.....	49 0 0	
				Porters	20	7 0 0	140 0 0	2	.....	131 1 8	20	.....	140 0 0	
				Gatemen	3	5 8 0	16 8 0	7	.....	22 0 0	4	.....	22 0 0	
				Carriage Cleaners	2	.....	14 0 0	20	.....	7 0 0	1	.....	7 0 0	
				Massaljees	2	.....	13 0 0	4	.....	7 0 0	1	.....	14 0 0	
				Waiting Maids	2	.....	14 0 0	1	.....	14 0 0	2	.....	35 0 0	
				Peons	5	.....	35 0 0	1	.....	35 0 0	5	.....	6 0 0	
				Guards' Cook	1	.....	7 0 0	2	.....	6 0 0	1	.....	692 0 0	
				Total ..	52	.....	617 14 9	51	.....	647 5 10	51	.....		
				Muddikurry Station.									60 0 0	
				Station Master	1	.....	30 0 0			25 0 0	1	.....	14 0 0	
				Pointsmen	2	.....	14 0 0	1	.....	14 0 0	2	.....	6 0 0	
				Porter	1	.....	6 0 0	2	.....	6 0 0	1	.....	11 0 0	
				Gatemen	2	.....	11 0 0	1	.....	10 7 6	2	.....	5 0 0	
				Scavenger	1	.....	5 0 0	2	.....	5 0 0	1	.....	96 0 0	
				Total...	7	.....	66 0 0	1	.....	60 7 6	7	.....		
				Walliar Station.									60 0 0	
				Station Master	1	.....	20 0 6			25 0 0	1	.....	14 0 0	
				Pointsmen	1	.....	7 0 0	1	.....	14 0 0	2	.....	6 0 0	
				Porter	...	.....	.....	2	.....	6 0 0	1	.....	5 8 0	
				Gateman	1	.....	5 8 0	1	.....	5 8 0	1	.....	5 0 0	
				Scavenger	...	.....	.....	1	.....	5 0 0	1	.....	.....	
				Peon	1	.. ...	7 0 0	1	.....	.....	...	.....	90 8 0	
				Total...	4	.....	39 8 6	6	.....	55 8 0	6	.....		
				Conjecode Station.									60 0 0	
				Station Master	1	.....	45 0 0			30 0 0	1	.....	14 0 0	
				Pointsmen	2	.....	14 0 0	1	.....	14 0 0	2	.....	12 0 0	
				Porters	2	.....	12 0 0	2	.....	12 0 0	2	.....	16 8 0	
				Gatemen	3	.....	16 8 0	2	.....	16 8 0	3	.....	5 0 0	
				Scavenger	1	.....	5 0 0	3	.....	5 0 0	1	.....	7 0 0	
				Peon	1	.....	7 0 0	1	.....	7 0 0	1	.....	114 8 0	
				Total ..	10	.....	99 8 0	10	.....	84 8 0	10	.....		
				Palghaut Station.									150 0 0	
				Station Master	1	.....	93 0 0			125 0 0	1	.....	75 0 0	
				Clerks	3	.....	75 0 0	1	.....	75 0 0	3	.....	20 0 0	
				Head Porter	1	.....	10 0 0	3	.....	12 0 0	1	.....	29 0 0	
				Pointsmen	4	.....	26 3 11	1	.....	29 0 0	4	.....	48 0 0	
				Porters	8	.....	49 0 0	4	.....	39 10 8	8	.....	16 8 0	
				Gatemen	3	.....	16 8 0	8	.....	16 8 0	3	.....	28 0 0	
				Peons	4	.....	23 0 0	3	.....	27 1 6	4	.....	366 8 0	
				Total...	24	.....	302 11 11	24	.....	324 4 2	24	.....		

1				2	3			4			5			6
Establishment as sanctioned.				Designation.	Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			Difference between Columns 3 and 5.
Month and Date of Sanction.	No.	Rate of Salary.	Amount.		No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	
				Purley Station.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Station Master	1	.....	30 0 0	1	.....	30 0 0	1	.....	60 0 0	
				Pointsman	1	.....	7 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Porters	2	.....	12 0 0	1	.....	12 0 0	1	.....	12 0 0	
				Gatemen	1	5 8 0	5 8 0	2	.....	5 8 0	2	.....	11 8 0	
				Do.	1	5 0 0	5 0 0	2	.....	5 0 0	2	.....	.....	
				Scavenger	1	.....	5 0 0	1	.....	3 0 0	...	.....	3 0 0	
				Peon	1	.....	3 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Total...	8	.....	69 8 0	8	.....	69 8 0	8	.....	100 8 0	
				Luckady Station.										
				Station Master	1	.....	25 0 0	1	.....	25 0 0	1	.....	60 0 0	
				Pointsman	1	.....	7 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Porters	2	.....	12 0 0	1	.....	12 0 0	1	.....	12 0 0	
				Gatemen	1	.....	5 8 0	2	.....	5 8 0	2	.....	11 8 0	
				Do.	1	.....	5 0 0	2	.....	5 0 0	2	.....	.....	
				Scavenger	1	.....	3 0 0	1	.....	3 0 0	...	.....	3 0 0	
				Peon	1	.....	6 0 0	1	.....	6 0 0	1	.....	6 0 0	
				Total...	8	.....	63 8 0	8	.....	63 8 0	8	.....	99 8 0	
				Woottapollium Station.										
				Station Master	1	.....	30 0 0	1	.....	50 0 0	1	.....	60 0 0	
				Pointsmen	1	.....	7 0 0	2	.....	14 0 0	2	.....	14 0 0	
				Porters	2	.....	12 0 0	2	.....	12 0 0	2	.....	12 0 0	
				Scavenger	1	.....	3 0 0	2	.....	3 0 0	2	.....	3 0 0	
				Peon	1	.....	7 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Total...	6	.....	59 0 0	7	.....	86 0 0	7	.....	96 0 0	
				Shoranoor Station.										
				Station Master	1	.....	21 4 8	1	.....	30 0 0	1	.....	60 0 0	
				Pointsmen	2	.....	14 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Porters	3	.....	18 0 0	1	.....	18 0 0	3	.....	18 0 0	
				Gateman	1	.....	5 8 0	3	.....	5 8 0	1	.....	5 8 0	
				Scavenger	1	.....	4 0 0	1	.....	4 0 0	1	.....	4 0 0	
				Peon	1	.....	7 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Total...	9	...	69 12 8	8	.....	71 8 0	8	.....	101 8 0	
				Puttamby Station.										
				Station Master	1	.....	25 0 0	1	.....	30 0 0	1	.....	60 0 0	
				Pointsman	1	.....	7 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Porter	1	.....	6 0 0	1	.....	6 0 0	1	.....	6 0 0	
				Gateman	1	.....	5 8 0	1	.....	5 8 0	1	.....	5 8 0	
				Scavenger	1	.....	3 0 0	1	.....	3 0 0	1	.....	3 0 0	
				Peon	1	.....	6 0 0	1	.....	6 0 0	1	.....	6 0 0	
				Total...	6	.....	52 8 0	6	.....	57 8 0	6	.....	87 8 0	
				Cootipuram Station.										
				Station Master	1	.....	35 0 0	1	.....	35 0 0	1	.....	60 0 0	
				Pointsmen	1	.....	7 0 0	2	.....	14 0 0	2	.....	14 0 0	
				Porters	1	.....	6 0 0	2	.....	11 12 0	2	.....	12 0 0	

1				2	3			4			5			6
Establishment as sanctioned.					Establishment as it stood on the 1st January 1871.			Present strength of Establishment.			Proposed strength of Establishment.			
Month and Date of Sanction.	No.	Rate of Salary.	Amount.	Designation.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	No.	Rate of Salary.	Amount.	Difference between Columns 3 and 5.
						Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	
				Cootipuram Station— (Concluded.)										
				Scavenger	1	.....	3 0 0	1	.....	3 0 0	1	.....	3 0 0	
				Peon	1	.....	7 0 0	...	.....	.....	...	.....	.. ...	
				Total...	5	.....	58 0 0	6	.....	63 12 0	6	.....	89 0 0	
				Tiroor Station.										
				Station Master	1	.....	50 0 0	1	.....	60 0 0	1	.....	60 0 0	
				Assistant do.	1	.. ...	40 0 0	1	.....	25 0 0	1	.....	25 0 0	
				Pointsman	1	.....	7 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Gatemen	2	.....	11 0 0	1	.....	11 0 0	1	.....	11 0 0	
				Scavenger	1	.....	4 0 0	2	.....	4 0 0	2	.....	4 0 0	
				Peon	1	.....	5 15 11	1	.....	7 0 0	1	.....	7 0 0	
				Total...	7	.....	117 15 11	7	.....	114 0 0	7	.....	114 0 0	
				Tanoor Station.										
				Station Master	1	.....	40 0 0	1	.....	30 0 0	1	.....	60 0 0	
				Pointsman	1	.....	7 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Porter	1	.....	6 0 0	1	.....	6 0 0	1	.....	6 0 0	
				Gateman	1	.....	5 8 0	1	.....	5 8 0	1	.....	5 8 0	
				Scavenger	1	.....	3 0 0	1	.....	3 0 0	1	.....	3 0 0	
				Peon	1	.....	6 0 0	1	.....	6 0 0	1	.....	6 0 0	
				Total...	6	.....	67 8 0	6	.....	57 8 0	6	.....	87 8 0	
				Perpengady Station.										
				Station Master	1	.....	30 0 0	1	.....	60 0 0	1	.....	60 0 0	
				Pointsmen	2	.....	14 0 0	1	.....	7 0 0	1	.....	7 0 0	
				Gatemen	2	.....	11 0 0	1	.....	11 0 0	2	.....	11 0 0	
				Scavenger	1	.....	3 0 0	2	.....	3 0 0	1	.....	3 0 0	
				Peon	1	.....	6 0 0	1	.....	6 0 0	1	.....	6 0 0	
				Total...	7	.....	64 0 0	6	.....	87 0 0	6	.....	87 0 0	
				Beypore Station.										
				Station Master	1	60 0 0	55 12 11	1	.....	100 0 0	1	.....	100 0 0	
				Assistant do.	1	.....	50 0 0	1	.....	.....	...	.....	.....	
				Clerks	7	.....	195 0 0	...	.....	155 0 0	5	.....	155 0 0	
				Head Porter	1	.....	14 0 0	5	.....	14 0 0	1	.....	25 0 0	
				Pointsmen	6	.....	35 2 0	1	.....	38 0 0	1	.....	38 0 0	
				Gatemen	2	.....	11 8 0	6	.....	5 8 0	6	.....	5 8 0	
				Peons	6	.....	42 0 0	1	.....	27 0 0	4	.....	27 0 0	
				Total...	24	.....	403 6 11	18	.....	339 8 0	18	.....	350 8 0	
				Conservancy	...	.....	316 3 4	...	.....	375 8 6	...	.....	375 8 6	
				Contingencies	...	.....	70 0 0	...	.....	106 0 0	...	.....	116 0 0	
				Allowance for rent	...	.....	.....	...	.....	1,141 14 3	...	.....	1,141 14 3	
				Total...	...	.....	386 3 4	...	.....	1,623 6 9	...	.....	1,633 6 9	

No. 351. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 10th October 1872, No. 544.

In reply to letter No. 34, dated the 5th instant, I have the honour to state that the increases in the Locomotive Establishment referred to in the latter part of the Government of India's letter No. 658, dated 9th May 1872, were in my opinion much required, and I consider that the reasons advanced by the Locomotive Superintendent are sufficient to justify them.

2. Those increases were two in number : the first being an addition of £150 a year to the pay of Mr. Collinson, Assistant Locomotive Superintendent, and the second the appointment of another Assistant on £450 a year. Each of these proposals was laid before Government, and the opinions of the Railway Authorities and of the Acting Consulting Engineer were then fully stated. The proposed increases were approved of by Government in their orders dated the 10th January and 19th December 1871, Nos. 63 and 3,195. In their Order dated the 29th May 1872 No. 1,348, the Government called for no further report from this office as to the advisability of the increases to the Locomotive Establishment, or I should certainly have stated that I agreed in the opinions given by Major Prendergast.

3. During last year the number of miles of open line upon the Madras Railway was 832, and the train mileage amounted to 1,692,772. To insure yroper and efficient supervision I consider that the establishment recommended by the Locomotive Superintendent, consisting of himself, his Deputy, and one Assistant, is rather under than over the mark, and I believe that economy would certainly not be promoted by a reduction in that strength.

No. 352. Order thereon, 22nd November 1872, No. 2,744.

RAILWAY, No. 63.

With the first of these letters the Consulting Engineer for Railways submits the Establishment Lists of the Madras Railway for the second half of the current year, together with correspondence explanatory of the points noticed by the Government of India in their letter No. 658 G. R., dated 9th May 1872.

2. Copies of these documents will be now laid before the Government of India.

3. Under the circumstances stated in paragraph 5 of the Consulting Engineer's letter, His Excellency the Governor in Council will move the Supreme Government to defer the question of fixed establishments for the Engineering Department for the present, but he will expect to receive proposals for settling this establishment when the lists for the ensuing half-year come under review.

4. The proposal in paragraph 8, to sanction a gross sum for the traffic establishments without reference to stations or grades, appears to His Excellency in Council to be conducive to efficiency and economy, looking to the care which ha

hitherto been shown in administering the Traffic Department of the Madras Railway, and it will be accordingly supported.

(Here enter No. 2,745, dated 22nd November 1872.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

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

Exd. S. T. Austin.

Govt. of [1872] Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

&c., &c., &c.

Dated November 22nd

Rec'd.

Encl.

G. O., 22nd November 1872, No. 2744

NOVEMBER

Nos. 353 352

Madras Railway.—Passing orders on letters from the Consulting Engineer submitting Establishment Lists of the Madras Railway for second-half of 1872, and intimating that the increase in the Locomotive Establishments were much required.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 22*nd November* 1872.

No. 353.

No. 2,745.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 64.

SIR,—In transmitting herewith the Establishment Lists of the Madras Railway for the half-year ending 31st December 1872, I am directed by His Excellency the Governor in Council to forward, for submission to the Government of India, the accompanying correspondence which affords the information desired on the several points noticed in your letter of the 9th May 1872, No. 658 G.R.

2. Adverting to paragraph 3 of that letter it will be observed that the increased sanction accorded to the Traffic Department was given under the impression that a specific appropriation of funds was necessary to cover the cost of the additional establishment engaged in connection with the extension of the North-West Line, without reference to the savings which were known to have occurred on previous sanctions.

3. The grounds upon which the salary of the Locomotive Accountant was raised from Rupees 300 to Rupees 350 are fully explained in the Minutes of the Railway Meeting recorded with Proceedings No. 1,983, dated 28th July 1871, and it will be observed that the Consulting Engineer for Railways in his letter No. 544, supports the increase of establishment referred to in paragraph 4 on grounds which I am to state, in the opinion of His Excellency the Governor in Council, fully justify it.

4. In regard to Mr. Mellis, I am to forward the Agent's letter which will be found printed with G. O., No. 1,819, dated 1st August 1872, and which was ordered to lie over pending the submission of a complete reply to the letter now under acknowledgment. Mr. Elwin explains that the Agency work of the Railway has been considerably enhanced by the extensions of the line which have brought the Madras Railway into through communication with all the principal Railways of India, and considers that the conditions under which the Government of India promised to re-consider their orders have been fulfilled. He accordingly requests that sanction be accorded to the proposed increase of salary, which I am instructed to recommend.

5. With regard to the opinion expressed by the Government of India in paragraph 6 that the establishment of the Engineering staff should be revised and fixed as to each rank, and that promotions should not be made except to fill vacancies, His Excellency the Governor in Council desires that the objections urged by the Railway officers to the introduction of this principle may receive the consideration of the Right Honourable the Governor-General in Council, and suggests that before final orders are issued the views of the Consulting Engineers for Guaranteed Railways in the other Presidencies may be obtained.

6. As there are difficulties in the way of assigning a fixed strength for the establishment of the Engineering Department while the Neilgherry Branch is under construction, the Consulting Engineer proposes to defer the matter till the ensuing half-year, when it is expected that the work will be finished; and, under the circumstances, I am to request that this course may be approved.

7. With reference to paragraph 7, it will be seen that the arrangements are being made for dispensing with the services of the General Storekeeper of the Company.

8. The question of the maximum scale of salaries and the number of employés in the several classes and departments treated of in paragraph 11 has been referred by the Agent of the Madras Railway to his Board of Directors, pending whose reply he requests that the matter may be allowed to lie over. The Directors of the Great Southern of India Railway are of opinion that the submission of the required proposals by their Agent should be postponed till a decision has been arrived at in regard to the contemplated amalgamation of the Railway Companies in Southern India.

9. With these explanations and remarks I am to forward the accompanying Establishment Lists for the sanction of the Government of India. The establishments have, as required, been duly scrutinized by the Consulting Engineer; and, for the reasons given in the latter portion of paragraph 8 of Lieutenant-Colonel Shaw-Stewart's letter, I am to request that sanction may be accorded to the gross amount entered for the Traffic Department, without reference to stations or grades.

10. It has not been found practicable to observe the instructions communicated in your letter No. 1,391, dated 27th August 1872, in the preparation of the present lists, but future statements will be submitted in the required form.

I have the honour to be,
Sir,
Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Govt. of {1872} Madras.

PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMENT

OF INDIA.

Dated November 22nd.

Recd. *Encl.*

G. O., 22nd November 1872, No. 2,745.

NOVEMBER.

No. 353

SUBMITTING, with explanations, Establishment Lists of the Madras Railway for the second-half of 1872.

RAILWAY DEPARTMENT. CONSULTING ENGINEER'S OFFICE.

No. 510.

From

Lieut.-Colo. J. P. M. Shaw Stewart, R.E.,
Consulting Engineer for Railways,

To

Colonel G. W. Walker, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

With reference to the order of Government dated the 29th May 1872, No. 1348, embodying at × No. 658. G. P. 9th May 1872. letter from the Government of India upon the subject of the establishments of the several departments of the Madras Railway, I have the honour to submit two ※ letters from the Agent of that Company, furnishing explanations upon the points noticed by the Government of India.

J. Stewart

※ No. 623. 29th August 1872 with Enclosure.
No. 693. 24th September 1872 — do —

2. Taking these points in the order in which they occur in the letter from that Government, it will be observed, with reference to paragraph 3, that upon the opening of the North-West line beyond Goody it was considered necessary by the then acting Examiner of Railway accounts that application should be made for a specific sanction for the traffic establishment of the new stations. When the application for the additional establishment was made, it should have been pointed out that the existing grant was more than sufficient to meet all requirements.

3. With reference to the first part of paragraph 4 of the Government

Government of India's letter, the Locomotive Superintendent points out that the salary drawn by Mr. Woolley, the previous Locomotive Accountant, was Rs 400 per mensem; that Mr. Mathew was appointed at first to act in the appointment at Rs 300 per mensem; but that on being confirmed his salary was fixed at Rs 350 per mensem, being less by Rs 50 than the salary drawn by his predecessor. Mr. Mathew's appointment was approved of by this Government in their order of the 28th July 1871, No. 1983.

4. Paragraph 5 of the letter from the Government of India was replied to by the Agent of the Madras Railway in his letter of the 5th July 1872, No. 469, in which Mr. Blain, for reasons stated by him, expresses a

a hope that the increase to his assis-
-tants salary, from £600 to £795
per annum, may be sanctioned with
retrospective effect from the 10th
December 1871. The Agents letter in
question was laid before Government
on the 16th July 1873, and is printed
with the order of Government dated
the 1st August 1873, No. 1819 467.

5. In paragraph 6 of
their letter, the Government of India
state their opinion "that the establish-
"ment of the Engineering staff should
"be revised and fixed as to each rank,
"and that promotions should not be
"made except to fill vacancies." It
will be seen that the Railway Autho-
-rities are strongly opposed to the in-
-troduction of this principle; the Chief

Engineer

Engineer stating his opinion that it
"would not only be most unfair to the
"Engineers, but would in the end prove
"injurious to the best interests of the
"Railway". Mr Anderson proceeds to
say that for the Engineering department
of an Indian Railway men of more
than average skill and experience are
required; and that the operation of
the principle suggested by the Govern-
-ment of India would deter really
good men from joining the service.
In the face of the opposition of the
Railway Authorities I have refrained
for the present from pressing for the
introduction of the principle. With
reference to the proposal to fix definite-
-nitely the strength of the Engineering
establishment, I beg to submit that

it

it is difficult to do so while the construction of the Neilgherry branch is in progress. This work will probably be finished, or nearly so, during the current half-year; and with the approval of Government I propose to recommend a fixed strength for the Engineering department when the establishment lists for the first half of 1873 are submitted, which I hope to be able to do at an early date.

I can assure the Government that at present the strength of the department is fixed on as economical a scale as possible.

6. With reference to paragraph 7 of the letter from the Government of India it is explained by the Agent that the strength of the Stores department has been

lately

† Forwarded to Government upon the 12th instant with No. 469.

C. Dutt
Secretary

lately reduced, and in reference to the Proceedings† of the Meeting which was held at Poyaparam on the 9th instant will show that it is proposed to dispense with the services of the Storekeeper, as suggested by the Government of India.

With reference to paragraphs 8 and 9 of the letter from the Government of India I beg to submit herewith the establishment lists of the various* departments of the Madras Railway for the current half-year, i.e. the period ending the 31st December 1872. I regret that I have not been able to submit them sooner, but the preparation of some of the lists has been greatly delayed in consequence of the prevailing epidemic,

and

* Agents
Auditors
Accountants
Cashiers
Stores
Medical
Locomotive
Engineering
Traffic

and the Traffic list reached me only this morning. In the cases of each department the strength of the establishment has been investigated, as desired by the Government of India, in relation to present and past works, present and past cost, and probable increases of work: and I trust that the proposed respective strength of each department will be approved of.

8. The proposed strength for the Traffic department requires special notice. It will be observed that its cost exceeds the cost in May 1892 by Rs 4794, and the cost of the establishment as it stood on the 1st January 1891 by Rs 7879, monthly. The Traffic Manager's

letter

No $\frac{343}{444}$ - 13th September 1892.

letter which accompanies this will explain that the items set down in the proposed list cover the greatest possible outlay which the department can be called on to incur during the current half-year, and that it is far from probable that the whole sum will be spent. The Traffic department of the Madras Railway has always been worked with great economy; and for the reasons stated by the Traffic Manager, and concurred in by the Agent, I consider that it would be advisable to accord sanction to the gross amount entered in the establishment list, without reference to stations or grades, leaving it to the head of the department to work within

that

that limit, upon the principles which have hitherto so successfully guided his operations.

9. In preparing the establishment lists for future half-years the instructions laid down by the Government of India in their x letter of the 27th August 1873, will be observed.

x No. 1391 G. S. and G. D. 27th August 1873.

10. With reference to paragraph 11 of the letter from the Government of India under acknowledgment, it will be observed that the Agent of the Madras Railway requests that the preparation of the maximum scale of salaries allowed for may be allowed to lie over until he learns the views of his Directors. Mr. Elwin states that in his opinion the preparation of such

such a list would be impolitic, inasmuch as a man is never contented until he is in receipt of the maximum pay attached to the office he holds.

In reply to a reference on this subject made by the Agent of the Great Southern of India Railway to his Board; the Directors in letter to Agent state that they are of opinion that the submission of a statement giving the maximum scale of salaries and the number of employees that are absolutely required in the several classes and departments should be postponed pending a decision being come to with regard to the proposed amalgamation of the Carnatic Railway Company with this Company

to be 2nd August 1878.

a subject which is now under consideration."

I have the honour to be,
Sir,
Your most obedt. servt.

Madras
25th September
1872

Lieut. Col. R.E.,
Cons. Engr. for Railways.

RAILWAY DEPARTMENT. CONSULTING ENGINEER'S OFFICE.

No. 544.

From Lieut. Colonel J. H. Sleeman R.E.
Consulting Engineer for Railways,

To Colonel G. W. Walker R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

In reply to letter No. 34, dated the 5th instant, I have the honour to state that the increase in the Locomotive establishment referred to in the latter part of the Government of India letter No. 658, dated 9th May 1872, were in my opinion much required, and I consider that the reasons advanced by the Locomotive Superintendent are sufficient to

Rec'd Pump 1/2 Rs 418 " 2d Pump - 456 " 1st Cruse - 1 " 11 Spts - 153 Rs 1/2 1554

Rec'd 25 Sept 1872

Dated 25 Sept 1872.
Rec'd 27 Sept 1872.
No. 510.

Lieut. Col. R.E.
Cons. Engr. for Railways.

Madras 30 Sept 1872

No. 357.

Lieutenant Colonel R.E.
Consulting Engineer for Railways.

I have the honour to forward for the information of the Madras Railway Co. a copy of a letter No. 2744-27-25-272 dated 25th instant from the Secretary to Government, Public Works Department, Fort St. George, and to request that you will favour me with your opinion as to the necessity for the increase of establishment proposed by the Locomotive Superintendent.

I have &c.
(Signed) W. Thomas
Secretary.

to justify them.

2 Those increases were two in number: the first being an addition of £150 a year to the pay of Mr. Collinson, Assistant Locomotive Superintendent, and the second the appointment of another Assistant on £650 a year. Each of these proposals was laid before Government, and the opinions of the Railway Authorities and of the Acting Consulting Engineer were then fully stated. The proposed increases were approved of by Government in their orders dated the 10th January and 19th December 1871, Nos 63 and 3195. In

their

their order dated the 29th May 1872, No 1348, the Government called for no further report from them officially as to the advisability of the increases to the Locomotive establishment, & I should certainly have stated that I agreed in the opinions given by Major Prendergast.

3 During last year the number of miles of open line upon the Madras Railway was 832, and the train mileage amounted to 1,692,772. To ensure proper and efficient supervision, I consider that the establishment Recommended by the Locomotive Superintendent, consisting of himself, his deputy, and one assistant, is rather under

the

clear over the mark; and I believe that economy would certainly not be promoted by a reduction on that strength.

Madras
16th October
1872

I have the honour to be
Sir,
Your most obedient
Servant
[illegible]
Lt Col R E
Cons: Engr for Railways

Sept. 1872.

Dated 16th October 1872.
Recd. 17th "

From
The Consulting Engineer
for Railways.

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

Railway Department.
1872.

No. 574 -

Recd. 17th Oct. 1872.
Answered 23rd "

Madras Railway
Locomotive Superintendent's
Perambore Works
11th June 1872

No 218.

To
The Agent and Manager

Dear Sir,

With reference to the correspondence marginally noted, I beg to inform you that there appear to be some misapprehension on the subject of Mr. Mather's

Letter from Government Genl. Dept. dated 9th May 1872 No 658 G.R.
Order of Madras Government dated 9th " " 1348
Letter from Cons: Engr to Agent & Manager dated 3rd June No 414
Salary.

2. In my letter No 195 of 5th July 1871 which was read at the Stores Committee on the 6th idem, I stated that since Mr. Woolley's resignation "Mr. Mather has been acting as "Locomotive Accountant on a Salary of Rupees 300 "a month." I further stated that "the pay of the "Office during Mr. Woolley's tenure of it from 1st "March 1869 till 12th May 1870 was Rupees 400 "per mensem, since which latter date Mr. "Mather has held the acting Appointment."

3. I then proceed to give my opinion as to Mr. Mather's competence for the Office, and adding that he is prepared to give security, recommend that he be confirmed in the Appointment on a Salary of Rupees 350

per incidents.

4. It will therefore be seen that Mr. Mathew is not, as appears to be supposed by the Government Officers, drawing a higher rate of pay than that of his predecessor in the Office, but is actually drawing Rupees 50 less. I considered that Rupees 400 was the pay attached to the Office, and it was my intention to recommend that Mr. Mathews Salary should be eventually increased to that sum.

5. Mr. Mathew left an appointment in another Line of Railway to take the post of Chief Clerk in my Office, and was taken on in that capacity with the view of having a Competent man ready to fill the Post of Accountant, Mr. Woolley having expressed his intention of resigning some time before he actually left. At that time Mr. Mathew was drawing Rupees 250 and on being appointed Acting Accountant in May 1870 his pay was raised to Rupees 300, and on being confirmed in that appointment from 1st July 1871 it was increased to Rupees 350

6. The Office of Chief Clerk vacated by Mr. Mathew, was filled up during my absence on sick leave, but shortly after my return to India, not being satisfied with the manner in which the duties of that Office were being performed, I dispensed with the services of the person who was filling it, since which time it has remained vacant, so that Mr. Mathew has carried on the supervision of the Account Branch of the Department unaided consequently instead of an increase in the expenditure under this head, it has been reduced from Rupees 650 (namely Pay of Accountant - pay of Chief Clerk Rupees 400 + 250 = 650) to Rs 350

7. A comparison of the miles of Railway open, and of the Engine miles run, in the year 1867 with the miles open, and miles run, in the year 1871 will give some idea of the increased work in the Account and all branches of the Department

	Miles of Railway open	Engine miles run
1867	645	1630,677
1871	832	2297122

* for 10 months Woolley drew Rs 400 per month
† for 6 months of which Mr Mathew drew Rs 350 per month

8. As regards the appointment of a "2nd Assistant Locomotive Superintendent on £500 a year" referred to in para 4 of the letter from the Government of India dated the 9th May 1872, No 658 G.R. I beg to inform you that, at the time the application for this Assistant was made, it was explained by you that Mr. Robinsons state of health was such as to lead to the expectation that he would have to proceed to England in the early part of 1871, but setting aside

this consideration, the fact that the Superintendence of this Department required strengthening admitted of no question, and this necessity was at once concurred in both by the Acting Consulting Engineer and by the Government of Madras. The salary asked for and sanctioned is £450 per annum, not £500 as stated in the Government letter I may add that so far back as 1862 I had a practical Mechanical Engineer of great experience sent out by the Board from England, who had charge of the Western portion of the line on a salary of Rupees 400 a month, and in addition to Mr. Robinson my 1st Assistant, I had at that time a 2nd Assistant on £400 a year. The former of these died, and the second left the service. I have worked the Department without filling up these vacancies to the best of my ability, but I have long felt that additional assistance in the Superintendence was needed, and I consider that the amount of work done would justify the appointment of even a 3rd Assistant, and that extra efficient supervision would tend rather to reduce than to enhance expenditure.

Q. As regards the increase recommended to any 1st Assistant, I considered that the increased mileage to be worked and the importance of the nature of the

duties devolving upon him during my absence rendered it desirable that his position should be improved, and that he should be appointed my Deputy on £900 per annum, and I do not think that that remuneration can be considered excessive for such a position.

10. I am perfectly sensible of the necessity of rigid economy, and every effort consistent with efficiency is made to keep down unnecessary expenditure. A reference to our Half yearly Returns will show that the increased cost of superintendence has been attended with a steady decrease in the Working Expenses compared with the work done.

11. The lightness of our Traffic as you will readily understand, is in itself a source of increase to expenditure in proportion with work done. Had we double the Traffic our expenses would show much more favorably, but notwithstanding the disadvantages under which we work in this respect, I do not think that the expenses in the Loco: and Carriage Departments will be found to compare unfavorably with any other Line in India.

12. It must also be borne in mind that we are almost entirely dependent on the labor of men trained in the country, and that we have as small as possible a proportion of imported skilled labour. With the increase of work due to the wear and tear and depreciation or decay of Engines and

Rolling stock, I feel the want of extra skilled supervision, and instead of diminishing propose to augment it. Any reduction in our present superintendence would simply destroy efficiency. Mr Robinson, as you are aware, has been incapacitated for some time from ill health and is at present in England the whole superintendence therefore falls upon my 2 Asst: and myself, and it must be apparent to any one conversant with Railway matters that the charge of the Loco: & Cars: Departments of a Railway consisting of 832 miles of open Line, however light the Traffic, is one which must tax to the utmost the time and exertions of any two men.

13. Beg. to forward herewith the Return called for in para 7 of the Govr Gen's letter No 1414 dated 3d June 1872.

14. In the Columns headed "Establishment as it stood on 1st Jany 1871." and "Present strength of Establishment" I have entered in detail the amount of pay given to each clerk, but in the column headed "Proposed strength of Establishment" I have simply entered the gross sum sanctioned, because I consider that this branch of the Department can be more efficiently and economically worked under the system proposed in my letter No 210 of 15 September 1868. the advantages of which is proved by the results as may be seen by a comparison of the present cost of the Estabt with that at the date of my letter above quoted, since which time there has been a very great increase in the miles open and mileage, and consequently in work to be done.

Yours faithfully
(Signed) Wm Barton Wright
Loco: Supt.

(True Copy)

W. B. Wright
Agent and Manager

No. 693.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 21st September 1872.

From

A. B. Elwin Esqre

Agent and Manager of the M. R. Co.

To

Lt Col. I. Hell. Shaw Stewart, RE

Consulting Engineer for Railways.

SIR,

In continuation of my letter No. 652 of the 7th instant, I have now the honour to forward for transmission to Government lists shewing the proposed Establishments of the Traffic Department for the Half Year ending the 31st of December next, together with a copy of the Traffic Manager's letter No. C/$\frac{343}{444}$ dated the 13th instant in which explanation is offered as to the increases under the various heads.

2. With reference to paragraph 2 of your letter No. 414 and to paragraph 3 of the letter from the Government of India which accompanied it, I have the honour to quote as follows from a letter from the Traffic Manager No. C/$\frac{343}{360}$ dated the 6th instant which letter you will doubtless remember was read to the Stores Committee on that date—

Y 658 - P. R. 9 Oct 1872

"With reference to paragraph 3 "of letter No. 658 P. R. from the Government "of India to the Government of Madras

"embodied in G.O. No 1348 of the 29th of May,
"and to paragraph 2 of the Consulting
"Engineer's letter No 414 of the 3rd June, I beg
"to say that the necessity for applying for
"sanction at all, in respect of the new stations,
"was never very apparent to me, seeing that
"at the time of the application there was an
"ample margin under the old sanction to
"meet our requirements most fully. The
"application was forced upon us by the
"Acting Government Examiner, who,
"though I believe perfectly well aware
"of the unexpended balance of the old
"sanction, considered a specific sanction
"absolutely necessary."

3. It appears to me that so far from the Traffic Manager being to blame in this matter, he is entitled to credit for having worked so much within his sanction and I trust that it may convince the Government that the Officers of the Madras Railway endeavour to the best of their ability to work with economy, and that their actual expenditure is ruled by what appears to them to be necessity, rather than by a wish to exhaust whatever amounts may be sanctioned.

4. In the concluding portion of his letter a copy of which is enclosed with this Mr Bruce solicits sanction for the great amount of his Establishment

as shown on the enclosed lists without reference to stations or grades - That method of taxation has hitherto been approved by the Government and I feel that I cannot too strongly endorse the reasons which Mr Church adduces in support of it, believing as I do that I may fairly point to our past working as a proof that the principle of gross taxation for Establishments is best calculated to ensure economy.

I have the honour to be,
Sir,
Your most Obedient Servant

Agent & Manager

22843

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 24th Septr 1872.

Recd 25.

No. 693.

Forwarding Lists shewing the proposed Establishments of the Traffic Departt for the half year ending the 31st Decr next

P. W. 4704/72.

Trans^d Nov^r/72 to Bd's 350

Madras Railway

Auditor's Establishment for the half-year ending 31st December 1872.

P. W. 4704/72.
Proc. 22nd Nov. 1872 L. B. No. 350.

53.2

Madras Railway.

Chief Auditor's Department.

Establishment showing the present Sanctioned Establishment, present strength, and the proposed Establishment for the Half year ending 31st December 1872.

1				2	3			4			5			6		7
Establishment as Sanctioned				Designation	Establishment as it stood on the 1st January 1871.			Present Strength of Establishment.			Proposed Strength of Establishment.			Difference between Columns 3 and 5		Remarks.
Month & date of Sanction	No.	Rate of Salary	Amount		No.	Rate of Salary.	Amount	No.	Rate of Salary.	Amount	No.	Rate of Salary.	Amount	Increase	Decrease	
9th June/70	1		1136.5.10	Chief Auditor	1		1136.5.10	1		1136.5.10	1		1136.5.10	-	-	Extract from Acctt. Auditor's letter to the Agent dated 9th July 1872.
				1st Assistant in charge of Traffic Audit	1		400.	1		400.	1		400.	-	-	It has been found necessary to increase the number and cost of my Establishment for the half year ending 31st December 1872 both by the Establishment of 6 additional hands & Rs. 77-0-0 under the following circumstances.
				2nd Assistant to Chief Auditor	1		300.	1		300.	1		300.	-	-	
				Clerks	1		120.	2	120	240.	2	120	240	120.	-	The late Establishment was fixed so far back as 4th May 1868 in anticipation of the opening of our S.W. Line to Trichinopoly which have been enabled to work on with the same Establishment up to the present time, notwithstanding a further extension of the Line by 155 miles and 13 additional Station, in consequence of the annual amalgamation of the Accounts of the S.W. and P.W. Lines in July 1870.
				do	3	100	300	-	-	-	-	-	-	-	300	
				do	-	-	-	1		60.	1		60	60	-	
				do	2	50.	100.	3	50.	150.	3	50.	150	50	-	
				do	-	-	-	2	45.	90.	2	45.	90	90	-	
				do	2	40.	80	2	40	80.	2	40	80	-	-	
				do	4	35	140	3	35.	105.	3	35	105	-	35.	The Staff now applied for will meet all our requirements, and provided the forms of Accounts and Statistics which have been laid down by the Government of India are adhered to, and no extraordinary demands for further information made, those Offices will be brought up with which we have to deal, and to leave the Office in a fit state for the Examiner's Audit.
27/68	81	1	2476-0-0	do	2	30.	60.	5	30	150.	5	30	150	90	-	
				do	10	25.	250	6	25	150.	6	25	150	-	100.	
				do	-	-	-	2.	22.8.0	45.	2	22.8.0	45	45.	-	
				do	8	20	160.	6.	20.	120	7	20.	140	-	20.	
				do	-	-	-	2	20	*21.11.1						
				do	6	17.8.0	105.	4	17.8.0	70.	5.	17.8	87.8.	-	17.8.0	* do do
				do	-	-	-	1	17.5.0	*17.4.2						
				do	11	15.	165	10	15.	150.	13	15	195.	30	-	* do do
				do	-	-	-	1	15	*14.12.1						
				do	7	12.8.0	87.8.0	7	12.8.0	87.8.0						
				do	-	-	-	1	12.5.0	*12.4.2	10	12.8.0	125.	37.8.	-	* do do
				do	17	10.	170.	16	10.	160.						
				do	-	-	-	2	10.	*18.1.0	20	10.	200	30.	-	* do do
				Peons	3	7.	21.	3	7.	21.	4	7	28	7.	-	
				do	1	5	5	1		5	-	-	-	-	5	Formerly charged this Contg. Bill
	82		3612.5.10		80		3509.12.11	83	-	3603.11.4	88	-	3661.13.10	557.8.0	477.8.0	
Chiefs/71	1		272.11.8	3rd Assistant to Chief Auditor	-	-	-	1		272.11.8	1		272.11.8	272.11.8	-	
Chief/71	1		150.	Travelling Auditor	-	-	-	1		150.0.0						
May 1872	3		10.	Assistant do	-	-	-	1		40.	4	150	600.	600.	-	
	-		-		-	-	-	3	-	462.11.8	5	-	872.11.8	872.11.8	-	
	-		-	Punkah-puller	-	-	-	1		6.	1		6.	6.	-	
	-		-	do	-	-	-	1		5.	1		6.	6.	-	
	-		-	Lascar	-	-	-	1		5.	1		6.	6.	-	
	-		-		-	-	-	3.	-	*16.	3.	-	18	18.	-	* Office Servants formerly charged Revd Contingent Bills
	85.		4085.1.6	Grand Total	80	-	3509.12.11	89	-	4082.10.2	96	-	4572.9.6	1450.3.8	477.8.0	

Madras 18th July 1872.

Assistant Auditor

Chief Auditor

11

Madras Railway

Accountant's Establishment for the half-year ending 31st December 1872.

P. W. 4704/72.
Rec. 22nd Nov. 72 L. B. No. 350.

Madras Railway.

Chief Accountant's Department.

Statement showing the present Sanctioned Establishment, present Strength and the proposed Establishment for the Half year ending 31st Dec.r 1872.

1				2	3			4			5			6		7
Establishment as Sanctioned.				Designation	Establishment as it stood on the 1st January 1872			Present Strength Establishment			Proposed Strength Establishment			Difference between Columns 3 and 5		Remarks.
Date of Sanction.	No.	Rate of Salary.	Amount		No.	Rate of Salary.	Amount	No.	Rate of Salary.	Amount	No.	Rate of Salary.	Amount	Increase	Decrease	
				Chief Accountant	1		545-7-3	1		545-7-3	1		545-7-3	–	–	
				Clerks	1		125.	1		125.	1		125.	–	–	
				do	1		110.	1		110.	1		110.	–	–	
				do	1		80.	–	–	–	–	–	–	–	80.	
				do	1		50.	1		50.	1		50.	–	–	
				do	1		40.	–	–	–	–	–	–	–	40.	
				do	–	–	–	1		35.	1		35.	35.	–	
				do	3	25/-	75.	2	25/-	50.	1		30.	–	45.	
				do	1		20.	3	20/-	60.	2	25/-	50.	30.	–	
				do	1		17.8.0	1		17.8.0	3	20/-	60.	42.8.0	–	
				do	1		15.	1		15.	1		17.8.0	2.8.0	–	
				Peon	1		8.	1		8.	1		8.	–	–	
				do	1		7.	1		7.	2		14.	7.	–	
				do	1		5.	1		5.	–	–	–	–	5.	
					15		1097.15.3	15		1027.15.3	15		1044.15.3	117.0.0	170.	
				Book-binder	–	–	–	1		9.	1		9.	9.	–	
				Moochee	–	–	–	1		7.	1		7.	7.	–	
				Punkah-puller	–	–	–	1		5.	1		5.	5.	–	
4	2	3	6		–	–	–	3		*21	3		21.	21.	–	*Previously paid through a Contingt. Bill.
	17		1533-7-3		15		1097-15-3	18		1048-15-3	18		1065-15-3	138.	170.	

Madras, 1872.

Asstt. Accountant.

Chief Accountant.

8

569

Madras Railway

Cashier's Establishment for the half-year ending 31st December 1872.

P.W. 4704/72.
Rec.d 2d Nov.r/72 L. Bk 350

B. 25

Madras Railway

Cashier's Department

Statement showing the present sanctioned Establishment, present strength & the proposed Establishment for the half year ending 31st Dec 1892

1			2	3			4			5			6		7
Establishment as sanctioned			Designation	Establishment as it stood on the 1st January 1892			Present strength of Establishment			Proposed strength of Establishment			Difference between Columns 3 and 5		Remarks
Month & date of sanction	No.	Rate of Salary	Amount	No.	Rate of Salary	Amount	No.	Rate of Salary	Amount	No.	Rate of Salary	Amount	Increase	Decrease	
1	2	3	4	5	2	4	3	2	4	3	2	4	3		
10th Dec/70	1		590.14.7	Cashier	1		590.14.7	1		590.14.7	1		590.14.7		
10th Dec/70	1		409.1.5	Paymaster	1		409.1.5	1		409.1.5	1		409.1.5		
18th Oct/68	1		150....	Book-Keeper	1		150....	1		150....	1		150....		† A manager & Writer applied for vide my letter No. dated 1st Manager No. 1891 of 23rd July/92
16th Feby/70	1		150....	Head Cash Keeper	1		150....	1		150....	1		150....		
	13		650....	Cash-Keepers	12	50	600....	13	50	650....	13	50	650....	50....	† Completion of h. m. line - Govt. Sanction No. 1402 of 13th March 92
	5		225....	Clerks	2	60	120....	2	60	120....	2	60	120....		
				do	1		45....	1		45....	1		45....		
				do	1		35....	1		35....	1		35....		
				do	1		25....	1		25....	1		25....		
	1		10....	Head Cash Rows	1		10....	1		10....	1		10....		
	37		274....	Cash Rows	14	8	112....	13	8	104....	15	8	120....	8....	
				do	..	..	..	1	8	*5.2.7.	..	..	..		* Broken periods
				do	16	7	112....	22	7	154....	22	7	154....	42....	
				do	5	7	16.11.4	1	7	*3.10.4	..	..	..	..	16.11.4. * Broken periods
				do	1	5	2.8..	..	..	..	..	..	..	..	2.8.. "
16th Oct/68	1		9....	Mavildan	1		9....	1		9....	1		9....		
	1		8....	Arrigue	1		8....	1		8....	1		8....		
	29		203....	Guard Rows	26	7	182....	23	7	161....	29	7	203....	21....	
				do	1	7	4.4.8	3	7	22.12.11.	..	..	..	..	4.4.8. Broken periods
				do	..	..	..	1		6....					
	1		180....	Assistant Cashier	1		180....	1		180....	1		180....		An increase of Rs 25 asked for vide my letter to Agent & Manager No. 1891 of 23rd July/92
	1		50....	Cash-Keeper	1		50....	1		50....	1		50....		
	4		100....	Sheroffs	4	25	100....	4	25	100....	4	25	100....		
	2		45....	Clerks	1		30....	1		30....	1		30....		
				do	1		15....	1		15....	1		15....		
	3		27....	Cash Rows	3	9	27....	2	9	18....	3	9	27....		
					98		2983.8..	101		3053.9.10	102		3081....	121....	23.4.0
				Punkah pullers	..	..	..	1		5....	1	5	5....	5....	
	102		3081....		98		2983.8..	102		3058.9.10	103		3086....		

23rd July/92.

Agent & Manager

Cashier.

Madras Railway

Engineering Establishment
for the half year ending
31st December 1872.

P. W. 4704/72.
Pro. 23d Nov/72
L. Rs. 350 —

Engineer

Establishment for the Year ending 31st December 1872.

1	2	3	4	5	6	7
Establishment on 1st January 1872	Deaths	Retirements	Invalided	Dismissed	Appointments	Establishment on 31st December 1872

Chief Engineer's Office

Chief Engineer	1															1	1872
Secretary	1															1	1872
Assistant Secretary	1															1	1872
Clerks	2	130	260	2	120	240										2	1872
	1	100	100													1	1872
Draftsmen	1	350	350													1	1872
	1	200	200													1	1872
	1	150	150													1	1872
Messenger	1	60	60													1	1872
Office Keeper	1	80	80													1	1872
Office Boy	1	30	30													1	1872
Messenger	1	30	30

1				2	3			4			5			6		7
Establishment as Sanctioned				Designation	Establishment as it stood on the 1st January 1871			Present Strength of Establishment			Proposed Strength of Establishment			Differences between Columns 3 and 5		Remarks
Month and Year of Sanction	No.	Rate of Salary	Amount		No.	Rate of Salary	Amount	No.	Rate of Salary	Amount	No.	Rate of Salary	Amount	Increase	Decrease	
			23282 1				20893 2 8			18982 11 6			19496 5 7	———	2396.13.1	
	20			Peons	2	8 "	16 " "	2	8 "	16 " "	2	8 "	16 " "			
				do	4	7 "	28 " "	4	7 "	28 " "	4	7 "	28 " "			
28th February 71	1			Bheestie	9	7 "	63 " "	9	7 "	63 " "	9	7 "	63 " "			
	1			Sweeper	1	4 "	4 " "	1	4 "	4 " "	1	4 "	4 " "			
	1			Waterman	1	3 "	3 " "	1	3 "	3 " "	1	3 "	3 " "			
	1			Waterwoman	1	3 8	3 8 "	1	3 8	3 8 "	1	3 8	3 8 "			
			3000 "				2409 8 "			2372 8 "			2372 8 "	———	37 " "	
				Dy. Chief Engrs Office on Permanent Way												
21st August 1852	1	75 "	75 "	Clerk	1	75 "	75 " "	1	75 "	75 " "	1	75 "	75 " "			
	2	8 "	16 "	Peons	2	8 "	16 " "	2	8 "	16 " "	2	8 "	16 " "			
			91 " "				91 " "			91 " "			91 " "	———	———	
				Dy. Chief Engrs Office on Construction												
28th May 1862	1	75 "	75 "	Clerk	1	75 "	75 " "									
14th October 1869	1	35 "	35 "	do	1	35 "	35 " "									
21st August 1862	2	8 "	16 "	Peons	1	8 "	8 " "									
21st November 1867	4	7 "	28 "	Bheestie	12	7 "	84 " "									
			154 " "				132 " "			" " "			" " "	———	132 " "	
				Divisional Establishment												
27th February 1862	7	50 "	350 "	Head Writers	7	50 "	350 " "	5	50 "	250 " "	7	50 "	350 " "			
3rd July 1862	7	35 "	245 "	Assistant do	7	35 "	245 " "	7	35 "	245 " "	7	35 "	245 " "			
9th November 1864	7	20 "	140 "	2nd do do	7	20 "	140 " "	7	20 "	140 " "	7	20 "	140 " "			
2nd September 1865	7	35 "	245 "	Storekeepers	7	35 "	245 " "	7	35 "	245 " "	7	35 "	245 " "			
9th September 1866	7	25 "	175 "	Assistant do	"	" "	" " "	"	" "	" " "	"	" "	" " "			
4th January 1871	14	7 "	98 "	Peons	14	7 "	98 " "	14	7 "	98 " "	14	7 "	98 " "			
	1	7 "	7 "	Store Godown Peon Account	1	7 "	7 " "	1	7 "	7 " "	1	7 "	7 " "			
			1260 "				1085 " "			1085 " "			1085 " "	———	———	
				Nellgherry Branch												
	2	50 "	100 "	Head Writers	1	50 "	50 " "	1	50 "	50 " "	1	50 "	50 " "			
	2	35 "	70 "	Assistant Writers	"	" "	" " "	1	35 "	35 " "	1	35 "	35 " "			
	2	80 "	160 "	Pay Clerks	2	80 "	160 " "	1	80 "	80 " "	1	80 "	80 " "			
	2	25 "	50 "	Storekeepers	1	25 "	25 " "	1	25 "	25 " "	1	25 "	25 " "			
21st October 1870	4	7 "	28 "	Engineers Peons	2	7 "	14 " "	2	7 "	14 " "	2	7 "	14 " "			
	2	8 "	16 "	Head Cash Peons	1	8 "	8 " "	1	8 "	8 " "	1	8 "	8 " "			
	4	7 "	28 "	Cash Peons	2	7 "	14 " "	2	7 "	14 " "	2	7 "	14 " "			
	1	60 "	60 "	Apothecary	1	60 "	60 " "	1	60 "	60 " "	1	60 "	60 " "			
			512 "				381 " "			286 " "			286 " "	———	45 " "	
				Madras Central Station												
20th January 1865	1	50 "	50 "	Head Writer	1	50 "	50 " "	1	50 "	50 " "	1	50 "	50 " "			
	1	25 "	25 "	Inspectors Writer	1	25 "	25 " "	1	25 "	25 " "	1	25 "	25 " "			
	1	35 "	35 "	Cashkeeper	1	35 "	35 " "	"	" "	" " "	"	" "	" " "			
			110 " "				110 " "			75 " "			75 " "	———	35 " "	
			28409 11 5				25051 10 8			22892 3 6			22405 13 7	———	2645 13 1	

1				2	3			4			5			6		7
Establishment as Sanctioned				Designation	Establishment as it stood on the 1st January 1871			Present Strength of Establishment			Proposed Strength of Establishment			Difference between Columns 3 and 5		Remarks
Month and Date of Sanction	No.	Rate of Salary	Amount		No.	Rate of Salary	Amount	No.	Rate of Salary	Amount	No.	Rate of Salary	Amount	Increase	Decrease	
			28109 11 5				25051 10 8			22892 3 6			22405 13 7		2645-13-1	
				Chicacole Bridge												
	1	80 - -	80 - -	Executive Engineer	"	"	"	1	80 - -	80 - -	1	80 - -	80 - -			
	1	35 - -	35 - -	Assistant Writer	"	"	"	"	"	"	1	35 - -	35 - -			
	1	35 - -	35 - -	Storekeeper	"	"	"	1	35 - -	35 - -	1	35 - -	35 - -			
28 March 1871	2	7 - -	14 - -	Engineers Peons	"	"	"	2	7 - -	14 - -	2	7 - -	14 - -			
	1	8 - -	8 - -	Head Cash Peon	"	"	"	1	8 - -	8 - -	1	8 - -	8 - -			
	2	7 - -	14 - -	Cash Peons	"	"	"	2	7 - -	14 - -	2	7 - -	14 - -			
	1	60 - -	60 - -	Apothecary	"	"	"	1	50 - -	50 - -	1	50 - -	50 - -			
			246 - -				" " "			201 - -			236 - -	236 - - - -		
				Telegraph Department												
	1	60 - -	60 - -	Head Writer	1	60 - -	60 - -	"	"	"	1	60 - -	60 - -			
	1	30 - -	30 - -	Assistant Writer	1	25 - -	25 - -	1	30 - -	30 - -	1	30 - -	30 - -			
	1	60 - -	60 - -	Cashkeeper	1	60 - -	60 - -	1	60 - -	60 - -	1	60 - -	60 - -			
	1	35 - -	35 - -	Storekeeper	1	35 - -	35 - -	1	35 - -	35 - -	1	35 - -	35 - -			
	2	8 8 -	17 - -	Peons	2	8 8 -	17 - -	2	8 8 -	17 - -	2	8 8 -	17 - -			
	1	7 - -	7 - -	Peon	1	7 - -	7 - -	1	7 - -	7 - -	1	7 - -	7 - -			
	4	6 - -	24 - -	Watchmen	4	6 - -	24 - -	4	6 - -	24 - -	4	6 - -	24 - -			
	1	80 - -	80 - -	Engineering Assistant	"	"	"	1	80 - -	80	1	80 - -	80 - -			
15th Sept. 1865	2	130 - -	260 - -	2d Class Inspectors	2	130 - -	260 - -	2	130 - -	260 - -	2	130 - -	260 - -			
"	4	100 - -	400 - -	3d do	1	100 - -	100 - -	1	100 - -	100 - -	1	100 - -	100 - -			
					3	80 - -	240 - -	2	80 - -	160 - -	2	80 - -	160 - -			
					"	"	"	1	70 - -	70 - -	1	70 - -	70 - -			
	4	80 - -	320 - -	Sub Inspectors	1	60 - -	60 - -	1	60 - -	60 - -	1	60 - -	60 - -			
					1	50 - -	50 - -	1	50 - -	50 - -	1	50 - -	50 - -			
					"	"	"	2	40 - -	80 - -	2	40 - -	80 - -			
	32	7 - -	224 - -	Peons	22	7 - -	154 - -	32	7 - -	224 - -	32	7 - -	224 - -			
			1517 - -				1092 - -			1257 - -			1317 - -	† 225 - - -		
				N.W. Line Construction												
				Acts 11-12-13-14-19 & 20.												
	6	50 - -	300 - -	Head Writers	1	60 - -	60 - -	"	"	"	"	"	"			
	6	35 - -	210 - -	Assistant Writers	2	35 - -	70 - -	"	"	"	"	"	"			
	6	80 - -	480 - -	Cash Clerks	5	80 - -	400 - -	"	"	"	"	"	"			
15th Sept. 1865	6	25 - -	150 - -	Storekeepers	2	25 - -	50 - -	"	"	"	"	"	"			
	12	7 - -	84 - -	Engineers Peons	10	7 - -	70 - -	"	"	"	"	"	"			
	6	8 - -	48 - -	Head Cash Peons	4	8 - -	32 - -	"	"	"	"	"	"			
	12	7 - -	84 - -	Cash Peons	10	7 - -	70 - -	"	"	"	"	"	"			
	2	60 - -	120 - -	Apothecary	2	60 - -	120 - -	"	"	"	"	"	"			
5th February 1866	1	80 - -	80 - -	do	1	80 - -	80 - -	"	"	"	"	"	"			
& 24th July 1867	1	35 - -	35 - -	do	1	35 - -	35 - -	"	"	"	"	"	"			
			1591 - -				977 - -			" " "			" " "	"	977 - - -	
				Vuggry Bridge												
26th June 1872	1	80 - -	80 - -	Head Writer & Cashkeeper	"	"	"	"	"	"	1	80 - -	80 - -			
	2	7 - -	14 - -	Engineers Peons	"	"	"	"	"	"	1	35 - -	35 - -			
	1	8 - -	8 - -	Head Cash Peon	"	"	"	"	"	"	2	7 - -	14 - -			
	2	7 - -	14 - -	Cash Peons	"	"	"	"	"	"	1	8 - -	8 - -			
			151								2	7 - -	14 - -			
			3109 14				" " "			" " "			157 - -	157 - - -	"	
							27120 10 8			24350 3 6			24109 13 7	612 - - -	3622-13-1	

Madras Railways,
Chief Engineer's Office,
10th July 1872.

Approved Authority
Chief Engineer

* See Remarks Column of the Asst Engr's Establishment.

The increase in the Telegraph Department is owing to the Extra Staff employed on the Extension of the N. Wire from Gooty to Raichore.

P. W. Dept. 057

Proceedings of the Madras Government

Read the following:-

From, The Govt. Engr. for Rly. { M.E.L. 570 d/25 September 1872

Do. — Do. — { M.E.L. 546 d/10 October 1872

With the letters the Consulting Engineer for Railways submits the Retablissement list of the Madras Railway for the second half of the current year together with correspondence explanatory of the points noticed by the Govt. of India in their letter No. 658 G.R. dated 9 May/72.

Copies of these documents will be now laid before the Govt. of India.

Under the circumstance

stated in para 5 of the Consulting Engineer's letter, His Excellency the Governor in Council will withdraw the sanction of the Supreme Government to defer the question of fixed Establishments for the Engineering Department for the present, but he will expect to receive proposals for settling this Establishment when the lists for the ensuing half year come under review.

The proposal in para 8 to sanction a grass sum for the traffic Establishments without reference to statutes or Grades appears to His

to enquire of efficiency

Excellency in Council to be not incompatible with economy, looking to the care which has hitherto been shown in administering the traffic Department of the Madras Railway; and it will be accordingly supported.

H. K. St. G.

27/12

To the Secretary to the Govt. of India.

Sir,

In transmitting herewith the Establishment lists of the Madras Railway for the half year ending 31st Dec. 72 I am directed by His Excellency

To the Engineer-in-Chief & Secy. Public Works Dept.

Dec. 23/12/72

60

the Governor in Council to forward for submission to the Government of India the accompanying Correspondence which affords the information desired on the several points noticed in your letter of the 9th May 1872, No 658 G.R.

Adverting to para 3 of that letter it will be observed that the increased sanctions accorded to the Traffic Department was given under the impression that a specific appropriation of funds was necessary to cover the cost of the additional establishment engaged in connection with the extension of the North West Line, without reference to the savings which were known to have occurred on previous sanctions.

The grounds upon which the salary of the Locomotive Accountant was raised from Rs. 500 to Rs. 550 are fully explained in the Minutes of the Railway Meeting recorded with Proceedings No. 1983 dated 28th July 1871 and it will be observed that the Consulting Engineer for Railways in his letter No. 344 pressports the increase of establishment required on grounds which I am to state in the opinion of His Excellency that

Governor in Council fully justify it —

On regard to Mr. Wellis I am to forward the Agent's letter which will be found printed with G O No. 1819, dated 1st August 1872 and which was ordered to lie over pending the submission of a complete reply to the letter now under acknowledgment. Mr. Elvin explains that the Agency work of the Railway has been considerably enhanced by the extensions of the line which have brought the Allahad Railway into through communication with all the principal Railways of India, and considers that the condition under which the Government

of India provided the Secretaries their orders have been fulfilled. He accordingly requests that directions be recorded to the proposed increase of salary which I have instructed to recommend.

With regard to the opinion expressed by the Govt of India in para 6 that the Establishments of the Engineering staff should be revised and fixed as to each rank, and that promotions should not be made except to fill vacancies, His Excellency the Governor in Council desires that the objections urged by the Railway Officers

to the introduction of this principle may receive the consideration of the Right Honble the Governor General in Council, and suggests that before final orders are issued the views of the Consulting Engineers for guaranteed Railways in the West Indies may be obtained.

As there are difficulties in the way of assigning a fixed strength for the establishment of the Engineering Department while the Railway branch is under construction the Committee proposes to defer the matter till the ensuing

half year, when it is expected that the work will be finished: and under the circumstances I am to request that this course may be approved.

With reference to para 4 it will be seen that the arrangements are being made for dispensing with the services of the General Storekeeper of the Company.

The question of the maximum scale of salaries and the number of employes in the several classes and departments treated of in paragraph 11 has been deferred by the

Agent of the Madras Railway to his Board of Directors, pending whose reply he requests that the matter may be allowed to lie over. The Directors of the Great Southern of India Railway are of opinion that the submission of the required proposals by their Agent should be postponed till a decision has been arrived at in regard to the contemplated amalgamation of the Railway Companies in Southern India.

With these explanations and remarks I am to forward the

6842.

accompanying Rehabilitation lists for the sanction of the Government of India. The Rehabilitations have, as required, been duly scrutinized by the Consulting Engineer, and for the reasons given in the latter portion of paragraph 8 of Lieut.-Col. Shaw Stewart's letter, I am to request that sanction may be accorded to the gross amount entered for the Traffic Dept., without reference to Stations or grades.

It has not been found practicable to observe the instructions communicated in your letter No. 1391 dated 27th August '92 in the preparation of the present lists,

Next future statements will be submitted in the required form.

Oil
Gas

Decl'n 3/12/72 with 35 Rec'd
Oper Eff'n 2946 fr 72-

Last future statements will be submitted in the required form.

Nos 4704 to 4954

Govt. of {1872} Madras.

PUBLIC WORKS.

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

Rec'd. Encl. 14

G. O. 22 Nov 1872. Nos 2744-2745

Nos 351 to 352 & 353

Madras Railway. Papers

Orders & letters from the Govt. & Mr Molloy & Establishment lists of the Madras Ry for 2d half of 1872 and intimating that the increases in the Locomotive Establishment were much required.

Mr Molloy with explanations, Establishment lists of the Madras Railway for the 2d half of 1872.

Encl to Mr Lee's 30th Sept 1872