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MADRAS RECORD OFFICE

Government of Madras

Public works

DEPARTMENT

G.O. No.	2440-41	Press
B.P. No.		Mis.
126-127-28		
Dated	8-10-	1951/573

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
8th October 1873.*

No. 126. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 10th September 1873, No. 479:—

In compliance with the instructions contained in the Order of Government, dated the 13th February 1873, No. 469, the 2nd paragraph of letter No. 100 G. R. from the Government of India, was communicated to the Agent of the Madras Railway Company, and I have now the honour to submit a letter* received from Mr. Barton-Wright, forwarding an extract from the Board's letter, in which the views of the Directors are expressed as to the future organization of the Company's Engineering staff.

2. It will be seen that the Board have been in communication with Mr. Hawkshaw, their Consulting Engineer, also with Messrs. Elwin and Anderson, their Agent and Chief Engineer, who are at present in Europe on leave; and that they have arrived at the conclusion that the only practicable economy to be looked forward to is the reduction of the staff of Assistant Engineers by two, upon the completion of the Cheyair and Huggry bridges, and of the protective works now in progress to the Palar, Goriattam, and Polney bridges. The Board observe that this reduction will leave eleven as the total number of Engineers employed under the Chief Engineer; but I have to point out that there is a slight inaccuracy here, inasmuch as the strength of the staff is the same as it was when I addressed Government on the 20th December 1872,* and

* *Vide* Procs. of Govt., 31st Jan. 1873, No. 324. consists of one Chief Engineer, one Deputy Chief Engineer, and fourteen Assistant Engineers. The Board, however, proceed to say that, in their opinion, the office of Deputy Chief Engineer might be one of the two to be dispensed with; and I gather from their letter that they look forward to one Chief Engineer and twelve Assistants as representing the permanent Engineering establishment of the Railway, corresponding exactly with the strength which has received the approval of the Government of India.†

3. The Directors have not made any proposal for giving effect to the opinion recorded by the Government of India, "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." I gather from their letter that they agree with their Agent and Chief Engineer in deprecating the introduction of this principle. The Government will observe that, as pointed out by the Directors, the cost of Engineering superintendence upon the Madras Railway is already considerably below what it is upon either of the other two principal lines in India.

From W. BARTON-WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 9th September 1873, No. 698.

With reference to your letter, No. 167, dated the 17th February last, I have the honour to forward, herewith, for submission to Government, an extract of paragraphs 14, 15, 16, and 17 from a letter received from the Board by the last mail, No. 515, dated the 1st August 1873, in which

*Proceedings of the Madras Government, Public Works Department,
3^d October 1873*

the views of the Directors are expressed as to the future organization of the Engineering staff of this Company.

2. I enclose also copies of the letters from Messrs. Hawkshaw, Elwin, and Beresford-Anderson, referred to in the above-mentioned paragraphs.

EXTRACT FROM A LETTER FROM THE SECRETARY, MADRAS RAILWAY COMPANY, DATED LONDON,
1st AUGUST 1873, No. 515.

As to the future organization of the Engineering staff.

14. The Board have given their attentive consideration to the question of the future organization of the Engineering staff, as requested in paragraphs 18 to 23 of your No. 1,042, and I forward, herewith, copy of letters received from Mr. Hawkshaw, the Consulting Engineer, Mr. Elwin, and Mr. Beresford-Anderson on the same subject.

15. You will observe from his letter that Mr. Elwin expresses the opinion that, having regard to economy and efficiency, any reduction of the Engineering staff is at present impracticable, and that the only further economy which the Chief Engineer can look forward to, after the completion of the Cheyair and Huggery bridges and the important protective works to the Poiney, Goriattum and Palar bridges, is the dispensing with the services of two Engineers, so as to leave the total number employed under him eleven, which corresponds with the allowance stated by the Government of India to be reasonable. The Board fully concur in Mr. Elwin's opinion as to the desirableness of postponing any alteration, and you will not fail to remind the Government of the fact stated by Mr. Elwin in paragraph 22 of No. 1,042, that the services of many Assistant Engineers have been dispensed with from time to time, and that the post of Deputy Chief Engineer on Construction has been abolished. The consequence of this is that already the cost of Engineering superintendence of the line, as stated in the report for the half-year ending December 1872, is at present below that of either the East Indian or Great Indian Peninsula Railways, being for the former at the rate of £57,820 per annum or £37.75 per mile, for the latter £47,050 or £36.81 per mile, and for the Madras lines £17,345 or £20.21 per mile.

16. The termination of the engagement of two Engineers on the completion of the works, as proposed by the Chief Engineer, will reduce the cost of Engineering salaries to about £13 per mile per annum, or below the rate fixed by the Board of the East India Railway and approved by the Government of India; and the only further measure of economy possible in this direction would be a new arrangement whereby the office of Deputy Chief Engineer might be one of the two dispensed with.

17. The Board are of opinion that it would be highly inexpedient to attempt any alteration of this kind, pending the completion of the important works now in progress; but they have the fullest confidence that when the proper time has arrived the Agent and Manager will, in concurrence with the Chief Engineer, propose such measures as will be most conducive to the efficiency of the establishment and the interests of the Company.

From J. HAWKSHAW, Esq., to J. BYRNE, Esq., dated 33, Great George Street, Westminster,
9th July 1873.

I RETURN you the papers relating to the future organization of the Engineering staff of the Madras Railway.

2. It is not easy to lay down absolute and unalterable rules for the organization of an Engineering staff or to compare one line with another, as circumstances differ and often in a material degree.

3. As regards the Madras Railway, the number of districts fixed for the maintenance purposes appears to me to be about right. The only modification I can suggest is reducing the number of districts, and the District Engineers from seven to six; but I throw out this suggestion merely for consideration in India, and not as a point that the Board should in any way insist upon unless they can get their head officers to say it can be done with due regard to economy and safety.

*Proceedings of the Madras Government, Public Works Department,
8th October 1873.*

4. I quite agree with Mr. Anderson in the undesirability of attempting to establish an uniform rate of pay. By doing this there would be no emulation in the performance of duty and the tendency would be to create general apathy and indifference in the staff.

5. The distribution of the Engineers in the several districts is not clear from the extracts you sent me, and nothing is mentioned of any Draughtsmen or Inspectors, etc., for maintenance purposes. I think you should ask for the following information:—

(1.) Would it be practicable, having regard to economy and efficiency, to reduce the number of districts from seven to six?

(2.) State the names of Engineers appointed to each district, with the pay of each?

(3.) Give a list of Draughtsmen employed and Inspectors of permanent way or works, and of any other persons employed in the Engineering maintenance department, stating how they are distributed together with their pay?

(4.) State what will be the total yearly cost of the Engineering maintenance staff, including expenses of all kinds, and what it will amount to per mile per annum?

(5.) How many Engineers will be dispensed with when the works of construction at the Neilgherry branch, at the Cheyair and Huggery rivers, and the protective works at the Poiney, Goriattum, and Palar bridges are finished?

From BERESFORD-ANDERSON, Esq., to J. BYRNE, Esq., dated London, 24th July 1873.

On receipt of your letter of the 10th instant, I made arrangements to come over to London at once in order that I might have the advantage of discussing personally with the Chairman the questions raised with reference to the future organization of the Engineering staff. I have also gone very fully into the subject with Mr. Hayter, and am therefore now in a position to reply to the questions asked in Mr. Hawkshaw's letter of the 27th ultimo.

(1.) Would it be practicable, having regard to economy and efficiency, to reduce the number of districts from seven to six?

I think not. Our line may, for practical purposes, be considered as made up of two separate systems: the South-West Line with its branches, and the North-West Line with the Bellary branch.

The South-West Line is at present divided as follows:—

1st Division	131½ miles.
2nd do.	138½ "
3rd do.	121½ "
4th do., including Neilgherry branch	129½ "

These lengths are quite as much as our Engineers can be expected to supervise.

On the North-West Line the divisions are somewhat shorter:—

1st Division	119½ miles.
2nd do.	111 "
3rd do., including Bellary branch	108 "

But the climate of the North-West Line is so trying as fully to compensate for the difference.

I have not sufficient information before me to enable me to institute a comparison between the duties entailed upon the Engineers of the Madras Railway and those of other lines in India; but I would wish to point out that the Board of the East Indian Railway, while insisting upon considerable reductions in the existing Engineering staff, sanction an allowance of one Engineer to about 80 miles of open line (vide their letter, No. 4,271, of 12th May 1871).

On the Madras Railway, as at present officered, the average length entrusted to each Engineer is over 122 miles.

It is essential also in dealing with this question to take into consideration the very exceptional dangers to which our line is subjected, owing to the breaching of tanks and the great care and watchfulness thereby imposed on the staff. I may mention that, in addition to the usual monthly bridge reports by Inspectors, each Engineer is required every half-year to examine each bridge, large and small, upon his length, and to send me a certificate of his having done so; together with a report upon its condition, and whether any, and what repairs, improvements to protective walls are required. It is needless to say that an inspection of this minute nature over a length of

*Proceedings of the Madras Government, Public Works Department,
8th October 1873.*

122 miles entails a very severe amount, not only of exposure to the sun, but of absolute physical labour.

(2.) State the names of Engineers appointed to each district, with the pay of each?

	Engineers	Salary
1st Division, South-West Line, length 131 1/2 miles—	Mr. Hardinge	Rs. 938 per month.
2nd do.	Mr. Smith	858 "
3rd do.	Mr. Carter	848 "
4th do., including Neilgherry branch ...	Mr. Boulton	848 "
1st do., North-West Line ...	Mr. Smith	755 "
2nd do.	Mr. French	484 "
3rd do.	Mr. Wilkinson	908 "

(3.) Give a list of Draughtsmen employed and Inspectors of permanent way and works, and of any other persons employed in the Engineering Department, stating how they are distributed together with their pay?

There are no Draughtsmen attached to the divisions of engineers. All designs and drawings are prepared in my own office under the direction of Mr. Hagan, my other Assistant.

The Draughtsmen employed in my office are East Indians or Natives. The rate of pay ranges from Rupees 25 to Rupees 200 per month.

There are, as a rule, four Inspectors of way and works to each Division; but on the 1st and 2nd Divisions, South-West Line, the number is increased to five. The pay of each Inspector commences at Rupees 100 per month, and reaches a maximum of Rupees 190.

There is also one Inspector of Cattle Bridges, at a salary of Rupees 50 per month.

The office establishment of each Engineer amounts to about Rupees 100 a month.

(4.) State what will be the total yearly cost of the Engineering maintenance department, including expenses of all kinds, and what it will amount to per mile per annum?

The total cost of Engineering maintenance staff, including Chief Engineer's establishment, Divisional Engineers and their office establishments, Engineers absent on leave, etc., and Inspectors of way and works will probably amount in round numbers to, say, Rupees 2,40,000 per annum, or Rupees 280 per mile per annum.

(5.) How many Engineers will be dispensed with when the works of construction at the Neilgherry branch, at the Cheyair and Huzary rivers, and the protective works at the Poinoy, Coriatum, and Palar bridges are finished?

There is no Engineer now specially in charge of the Neilgherry branch. That portion of the line will be incorporated with the 4th Division, South-West Line, and is at present nominally under Mr. Boulton's care.

The works are finished, with the exception of the girders for the larger bridges which had not reached Madras before I left India.

The completion of the Cheyair and Huzary bridges and of the protective works will enable me to dispense with the services of two Engineers.

From R. B. ELWIN, Esq., to J. BYRNE, Esq., dated Post Restante, Elsen, North Buckeburg, Schaumburg, Sept. 28th July 1873.

Two post this afternoon brought me the enclosed letter from Mr. B. Anderson, which is a reply to your letter of the 10th instant, on the subject of the reorganization of the Engineering staff of the Madras Railway Company. I have very carefully read through the correspondence which is returned, and unhesitatingly endorse the views expressed by Mr. Anderson in reply to Mr. Hawkshaw's questions.

2. Last week I had the pleasure to write to the Chairman on this very subject, when I expressed it as my opinion that the action of the Government of India was premature so far as the Madras Railway is concerned, bearing in mind the important construction works which are in progress, and the exceptionally heavy trust which attaches to Engineers owing to the periodical interruptions caused by the breaching of tank-bunds; and I will now only add that, having regard to economy and efficiency, I do not consider a reduction of the staff practicable.

*Proceedings of the Madras Government, Public Works Department,
8th October 1873.*

No. 127.

ORDER THEREON, 8th October 1873, No. 2,470.

RAILWAY, No. 25.

ORDERED that these papers be forwarded for the consideration of the Government of India:—

(Here enter No. 2,471, dated 8th October 1873.)

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. O. Shunker.

Spore Copies.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 8th October 1873.

No. 128.

No. 2,471.

FROM

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department.

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 26.

No. 100 G. R., dated 16th January 1873.
,, 391 ,, 6th March ,,

SIR,—Adverting to your letters quoted in the margin suggesting a reference to the Board of Directors in England in regard to the future organization of the Engineering Department of the

Madras Railway, I am directed by His Excellency the Governor in Council to forward herewith an extract of a letter from the Directors, in which, after consultation with the Agent and Consulting and Chief Engineers of the Company, they communicate their views on the subject.

2. It is gathered from the correspondence submitted that they consider the Engineering Department cannot consistently, with the efficiency and safety of the line, be worked with a staff of less than twelve Assistants under the Chief

* Paragraph 2 of letter, No. 391 G.R., dated 6th March 1873.

Engineer; and this scale has already been admitted by the Government of India to be appropriate.*

3. The question of regulating the rank and promotion of the Engineers in the manner approved by the Government of India has not been dealt with by the Board; but they point out that the cost of Engineering superintendence on the Madras Railway is below that on the other principal guaranteed lines in India.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

Spare Copies.

No. 698

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE

Madras, 7th September 1873

From

H. Bartow Toddyh Bogue,
Acting Agent and Manager of the M.R.C.

To

Lieut Col H. B. Shaw Stewart, R.E.
Consulting Engineer for Railways.

Sir,

With reference to your letter of
16th dated the 17th of February last, I have
the honour to forward herewith for
submission to Government in Extract
Paragraphs 14, 15, 16 and 17 - from a
letter received from the Board by
the last mail, of 5th, dated the 10th
of August 1873, in which the views of
the Directors are expressed as to the
future organization of the Engineering
Staff of this Company -

I enclose also Copies of the letters
from Mr. Hawkshaw, Mr. Blwin and
Mr. Beresford Anderson referred
to in the above mentioned paragraphs.

I have the honour to be,
Sir,
your most obedient servant
W. M. Bogue
Ag. Agent & Manager

Extract from a letter from the Secretary
M.R. Co dated London the 1st August 1873
No 575.

As to the future of the staff. The Board have given their
organization, after due consideration to the question
of the future organization of the Engi-
neering staff, as requested in para 18
to 23 of your 1042, and I forward
herewith copy of letters received from
Mr. Hawkshaw, the Consulting Engineer
Mr. Elwin and Mr. Beresford Anderson
on the same subject.

15. You will observe from his
letter that Mr. Elwin expresses the
opinion, that having regard to economy
and efficiency, any reduction of the
Engineering staff is at present imprac-
ticable and that the only further economy
which the Chief Engineer can look
forward to, after the completion of
the Chepau and Kaggay bridges and
the important protective works to the
Doiny, Goriattun and Palau Bridges,
is the dispensing with the services of
two Engineers, so as to leave the total
number employed under him 11,
which corresponds with the allowance
stated by the Government of India
to be reasonable. The Board fully
concur in Mr. Elwin's opinion as to
the desirableness of postponing any
alteration, and you will not fail

MADRAS RAILWAY.

From

The Agent and Manager.

The Consulting Engineer

for Railways

Dated 9th September 1873

No. 698

1873

Forwarding for submission
to Government on 14th
and 15th Sept 1873
from the Board's letter No
575 regarding the future
organization of the
Engineering staff of
the Madras Railway

P. M. 501/73.

to remind the Government of the fact stated by Mr. Elwin in para 22 of 1042, that the services of many assistant Engineers have been dispensed with from time to time, and that the post of Deputy Chief Engineer on Construction has been abolished. The consequence of this is, that already the cost of Engineering Superintendence of the line, as stated in the Report for the half year ending December 1872 is at present below that of either the East Indian or Great Indian Peninsula Railways, being for the former at the rate of £ 57,820 per annum or £ 37.75 per mile, for the latter £ 47,050 or £ 36.81 per mile and for the Madras Lines £ 17,345 or £ 20.21 per mile.

16. The termination of the engagement of two Engineers on the completion of the works, as proposed by the Chief Engineer, will reduce the cost of Engineering salaries to about £ 13 per mile per annum or below the rate fixed by the Board of the E.I. Railway, and approved by the Government of India; and the only further measure of economy possible in this direction would be a new arrangement whereby the office of Deputy Chief Engineer might be

one of the two dispensed with -

17. The Board are of opinion that it would be highly imprudent to attempt any alteration of this kind pending the completion of the important works now in progress; but they have the fullest confidence that when the proper time has arrived the agent & manager will, in concurrence with the Chief Engineer, propose such measures as will be most conducive to the efficiency of the Establishment and the interests of the Company.

/ Isaac Eschbach /

Isaac Eschbach
agent & manager.

Madras Railway
Engineers' Office
33 Great George Street
Westminster
9th July 1873.

Dear Sir

I return you the papers relating to the future organization of the Engineering Staff of the Madras Railway.

It is not easy to lay down absolute and unalterable rules for the organization of an Engineering Staff or to compare one line with another as circumstances differ and often in a material degree.

As regards the Madras Railway, the number of districts fixed for the Maintenance purposes appears to me to be about right. The only modification I can suggest is reducing the number of Districts and the District Engineers from 7 to 6 but I throw out this suggestion merely for consideration in India and not as a point that the Board should in any way insist upon unless they can get their head Officers to say it can be done with due regard to economy and safety.

I quite agree with Mr. Anderson in the undesirability of attempting to establish an uniform rate of pay. By doing this there would be no stimulation in the performance of duty and the tendency would be to create general apathy and indifference in the Staff.

The distribution of the Engineers in the

M. 5040/73.

several Districts is not clear from the extracts you sent me and nothing is mentioned of any draughtsmen or Inspectors &c for maintenance purposes I think you should ask for the following information

1. Would it be practicable having regard to economy and efficiency to reduce the number of districts from 7 to 6.

2. State the names of the Engineers appointed to each district with the pay of each.

3. Give a list of draughtsmen employed and Inspectors of permanent way or works and of any other persons employed in the Engineering Maintenance department, stating how they are distributed together with their pay.

4. State what will be the total yearly cost of the Engineering Maintenance Staff including expenses of all kinds and what it will amount to per mile per annum.

5. How many Engineers will be dispensed with when the works of construction at the Neilgherry Branch at the Cheyair and Huggrey Rivers and the protective works at the Porey Goriathum and Paler Bridges are finished.

Yours truly
(Jr) John Hawkshaw
Julian Byrne Esq

London 24 July 1873

My dear Sir

On receipt of your letter of the 10 inst. I made arrangements to come over to London at once in order that I might have the advantage

of discussing personally with the Chairman the questions raised with reference to the future organization of the Engineering Staff. I have also gone very fully into the subject with Mr. Hayter and am therefore now in a position to reply to the questions asked in Mr Hawkshaw's letter of the 27 ultimo.

1. Would it be practicable having regard to economy and efficiency to reduce the number of districts from 7 to 6.

I think not. Our line may for practical purposes be considered as made up of two separate systems. The South West line with its branches and the North West line with the Bellary Branch. The South West Line is at present divided as follows:

1 st Division	131 1/2 miles
2 nd do	133 1/4 "
3 rd do	121 1/4 "
4 th do including Neilgherry Branch	127 1/4 "

These lengths are quite as much as our Engineers can be expected to supervise.

On the North West Line the Divisions are somewhat shorter

1 st Division	119 1/2 miles
2 nd do	111 "
3 rd do including Bellary Branch	108 "

but the climate of the N. W. Line is so trying as fully to compensate for the difference.

I have not sufficient information before me to enable me to institute a comparison between the duties entailed upon the Engineers of the

Madras Railway and those of other lines in India but I would wish to point out that the Board of the East Indian Railway while insisting upon considerable reductions in the existing Engineering Staff, sanction an allowance of one Engineer to about 80 miles of open line (vide their letter No 4271 of 12 May 1871)

On the Madras Railway. As at present officered the average length entrusted to each Engineer is over 122 miles.

It is essential also in dealing with this question to take into consideration the very exceptional dangers to which our line is subjected owing to the breaching of tanks, and the great care and watchfulness thereby imposed on the Staff. I may mention that in addition to the usual monthly bridge reports by Inspectors, each Engineer is required every half year to examine each bridge large and small upon his length and to send in a certificate of his having done so together with a report upon its condition and whether any and what repairs, improvements to protective walls are required. It is needless to say that an inspection of this minute nature over a length of 122 miles entails a very severe amount not only of exposure to the sun but of absolute physical labour.

2. State the names of the Engineers appointed to each district with the pay of each.

	1 st Division	S. W. Line	Length	Engineer	Salary
1 st			131 1/2 miles	Mr. Hardinge	938 per month
2 nd	do		133 1/4	" Scott	938 "
3 rd	do		121 3/4	" Carter	938 "
4 th	do	including Neilgherry Branch	129 1/4	" Boulton	848 "

	1 st Division	S. W. Line	Length	Engineer	Salary
1 st			119 1/2 miles	Mr. Smith	735
2 nd	do		111	" Grant	484
3 rd	do		108	" Wilkinson	938

3. Give a list of draughtsmen employed and Inspectors of permanent way and works, and of any other persons employed in the Engineering Department stating how they are distributed, together with their pay.

There are no draughtsmen attached to the divisions up-country. All designs and drawings are prepared in my own Office under the directions of Mr. Hanna my Office Assistant.

The draughtsmen employed in my Office are East Indians or Natives. The rate of pay ranges from Rs 25 to Rs 200 per month.

There are as a rule four Inspectors of way and works to each division, but on the 1st and 2nd Divisions S. W. Line the number is increased to 5. The pay of each Inspector commences at Rs 100 per month and reaches a maximum of Rs 190.

There is also one Inspector of Girder Bridges at a salary of Rs 350 per month.

The Office Establishment of each Engineer amounts to about Rs 165 a month.

4. State what will be the total yearly cost of the Engineering Maintenance Department including expenses of all kinds, and what it will amount to per mile per annum.

The total cost of Engineering Maintenance Staff including Chief Engineers' Office Establishment, Divisional Engineers and their Office Establishments Engineers absent on leave for

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and Inspectors of way and works will probably amount in round numbers to say Rs 240,000 per annum or Rs 280 per mile per annum.

How many engineers will be dispensed with when the works of construction at the Neilgherry Branch at the Cheyair and Huggay Rivers, and the protective works at the Sorey Goriathum and Salar Bridges are finished.

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The works are finished with the exception of the girders for the larger bridges which had not reached Madras before I left India.

The completion of the Cheyair and Huggay Bridges, and of the protective works will enable me to dispense with the services of two engineers.

Yours very truly
(Signed) Beresford Anderson

Julian Byrne Esqr.

Post Restante
Lisbon

M. Brückeburg
Schaumburg Lippe
28 July 1873.

My dear Sir

The post this afternoon brought me the enclosed letter from Mr. B. Anderson which is a reply to your letter of the 10th instant on the

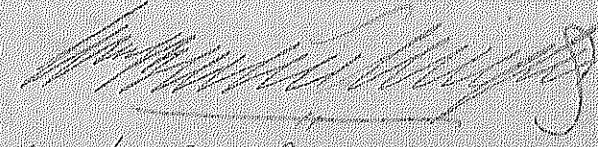
subject of the reorganization of the Engineering Staff of the Madras Railway Company. I have very carefully read through the correspondence which is returned, and unhesitatingly endorse the views expressed by Mr. Anderson in reply to Mr. Hawkshaw's questions.

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Yours very truly
(Signed) Robert B. Brown

Julian Byrne Esqr.

(True copies)


for the Agt. Genl. Manager

M.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 479

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Port Saint George.

Sir,

In compliance with the instructions contained in the Order of Government dated the 13th February 1873, No. 69, the second paragraph of letter No 100 G. R. from the Government of India was communicated to the Agent of the Madras Railway Company, and I have now the honour to submit a letter^d received from Mr. Barton Wright, forwarding an extract from the Board's letter, in which

which the views of the Directors are expressed as to the future organisation of the Company's Engineering Staff.

2. It will be seen that the Board have been in communication with Mr Staughton, their Consulting Engineer, also with Messrs Elwin and Anderson, their Agent and Chief Engineer, who are at present in Europe on leave; and that they have arrived at the conclusion that the only practicable economy to be looked forward to is the reduction of the staff of assistant Engineers by two, upon the completion of the Cheyair and Huggary bridges and of the protective works now in progress to the

the Palav, Goriathum, and Poiney bridges. The Board observes that this reduction will leave eleven as the total number of Engineers employed under the Chief Engineer; but I have to point out that there is a slight inaccuracy ^{here,} inasmuch as the strength of the staff is the same as it was when I addressed Government on the 20th December 1872, and consists of one Chief Engineer, one Deputy Chief Engineer, and fourteen Assistant Engineers. The Board, however, proceed to say that, in their opinion, the office of Deputy Chief Engineer might be one of the two to be dispensed with; and I gather from their letter that they look forward to one Chief Engineer

Vide No. of G.
31 Jan'y. 73
No 324

Engineer and twelve assistants as representing the permanent Engineering establishment of the Railway, corresponding exactly with the strength which has received the approval of the Government of India.

Vide Pro of G.
21 March 73
No 890.

3. The Directors have not made any proposal for giving effect to the opinions recorded by the Government of India, "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." I gather from their letter that they agree with their Agent and Chief Engineer in deprecating the introduction of this principle. The Government

Government will observe that, as pointed out by the Directors, the cost of Engineering Superintendence upon the Madras Railway is already considerably ^{below} what it is upon either of the other two principal lines in India.

I have the honour to be
Sir

Your most obedient servant

Wm. W. L. R.E.

Comr Engineer for Railways

Madras

10 September 1873

No 2170/Br. I.
 Pro of the Madras Govt
 Read the following
 From the Joint Engrs Rep (H.E. Res 79 of 10 Sept 73)

Resolved that these
 papers be forwarded for
 the consideration of the
 Government of India
 To The Cong: Engrs for Rep.
 I.C. dated 16/10/73 No 2171

To The Secretary to the
 Government of India
 (P.W.D.)

* 100 L.R. 9/16 Jan'y 1873.
 391 of 6 Mar

Referring to your
 letter quoted in the margin
 suggesting a reference to
 the Board of Directors
 in England in regard to
 the future organization of
 the Engineering Department
 of the attached Railway
 I am directed by His
 Excellency the Governor in
 Council to forward here
 with a copy of a

Md
 17/9

RAILWAY DEPARTMENT
 Engrs for Rep. 1873. No 2171
 From
 The Consulting Engineer
 for Railways,
 To
 The Secretary to Government,
 P. W. Department,
 Fort Saint George.

Dated 19 Sept 1873.
 Recd 15/10/73
 Encl: 3.
 No. 479

Submitting with other
 papers a letter from the
 Engrs for Rep. 1873. No 2171
 are contained from the Engrs
 in which the views of the
 Directors are expressed
 as to the future organization
 of the Engineering Dept.
 of the attached Railway
 I am directed by His
 Excellency the Governor in
 Council to forward here
 with a copy of a

letter from the Directors,
in which, after consultation
with the Agent and Con-
sulting and Chief Engrs.
of the Company, they
communicate their views on
the subject.

It is gathered
from the correspondence
submitted that they consider
the Engineering Department
cannot consistently with
the efficiency and safety
of the line be worked with
a staff of less than
twelve Assistants under
the Chief Engineer, and
this scale has already
been admitted by the
Government of India
to be appropriate.

The question of regulating
the rank and promotion
of the Engineers in the

manner approved by the
Government of India has
not been dealt with by the
Board, but they point out
that the cost of Engineering
Superintendence on the
Allahabad Railway is
below that on the other
principal Guanoan local
lines in India.

Y.M.W.

para 2 of letter No. 291
of 16th March/03.

discuss with S.C. & others
Re: 16/10/03

The present
Rank should
be

11-106-28

Forwarded to
London in Report
to the future organiza-
tion of the Engineer-
Dept of the Indian
Railway.

Ch 5010

The Consulting Engs
for Railways
To the Secretary to the
Govt of India

8th Oct 2470-2471.

126-127 & 128

Madras Railway. Piping
Orders in letter from
The Eng. Ins. Submitting
correspondence in regard
to the future organiza-
tion of the Engineering
Dept of the Madras
Railway. -

126-128