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MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No.	720-721	Press
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136-137-138		
Dated	6-3	1872

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
6th March 1873.*

No. 136. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 6th February 1873, No. 87 :—

I HAVE the honour to acknowledge receipt of the Order of Government, No. 188, dated the 27th ultimo, instructing me to submit, for the consideration of Government, my views as to the strength and arrangement of the Joint Indian Establishment for the Great Southern and Carnatic Railway Companies when amalgamated.

2. The point upon which I especially desire to express an opinion is that, after the amalgamation of the two Companies shall have been effected, there should be no possibility of divided responsibility in any department. The United Company should be represented in India by one responsible Agent, and the various Departments—Locomotive, Engineering, Audit and Accounts, and Traffic—should each be under the control of one competent officer, responsible to the Agent as the representative of the United Board of Directors.

3. Upon the Great Southern of India Railway, the Agent is at present styled "Agent and Traffic Manager," he is also at the head of the Audit and Accounts Department. This arrangement is one which ought not to continue after amalgamation, as there will then be sufficient work in each department to engage the attention of a competent officer; and the two departments should be placed under the Traffic Manager and the Chief Auditor respectively, the Agent taking the title of "Agent and Manager" as on the Madras Railway.

4. Another arrangement now in force on the Great Southern Railway, but which, in my opinion, ought to cease when amalgamation takes place, is one in virtue of which the Resident Engineer in charge of the open line is removed from the control of the Chief Engineer and placed at the head of a special department under the direct authority of the Agent. This abnormal arrangement owes its origin to the circumstances under which the railway has been constructed. The line, when first opened, was only 81 miles in length from Negapatam to Trichinopoly, with no immediate prospect of extension, and the duties of Locomotive Superintendent and of Resident Engineer were combined in one officer, who was, of course, directly responsible to the Agent. Some years afterwards, when the line was extended to Erode, making the length of open line 168 miles, the duties of Locomotive Superintendent and Resident Engineer were separated, each officer still remaining under the direct authority of the Agent, and if the Railway had received no further extension, this arrangement would have been unobjectionable. But when, in 1868-69, the Southern Extension to Tinnevely and T. Corin was determined on, and when Mr. Logan, a highly qualified Engineer with long Indian Railway experience, was sent out from England as the Company's Chief Engineer, it seemed altogether anomalous that Mr. Logan's duties should be exclusively confined to the line under construction, and that the Company should not have the advantage of his experience and ability upon the open line. The Agent was, however, strongly opposed to the arrangement being disturbed, and at his special request I consented not to bring the question forward at that time.

*Proceedings of the Madras Government, Public Works Department,
6th March 1873.*

5. Now that amalgamation has been decided on, and that the undertakings of the two Companies will form a United Railway system of more than 640 miles, the conditions have become entirely changed, and I have no hesitation in strongly recommending that the whole of the engineering operations of the Joint Company should be at once placed under the sole control of one responsible officer. In dealing with a question of this nature it is impossible altogether to avoid the personal element; and the United Board may be congratulated in having upon the spot, in the person of Mr. Logan, an officer whose ability, experience, tact, and energy qualify him for the post of Chief Engineer.

6. There are reasons which render it especially important at this time that the control of the engineering operations upon the open line should be vested in the Chief Engineer. The whole of the existing lines, both of the Great Southern and the Carnatic Companies, will before long be converted to the metre gauge; and, in the interests of the Government and of the United Company, it would be far more satisfactory that these important operations should be carried out under instructions from the Chief Engineer. Again, when sections of the various extensions are from time to time opened for public traffic, the maintenance of each newly opened section would, if the present arrangement continued, be under the Resident Engineer, and the completion of the construction works under the Chief Engineer; a practice which, in the corresponding case of the Erode Extension, led to very serious misunderstandings, and a most unsatisfactory waste of time, trouble, and expense.

7. It will, in my opinion, be absolutely necessary that the Chief Engineer should have a Deputy. There are now 215 miles under construction from Trichinopoly to the south, and 128 miles of detached line between Madras and Cuddalore will shortly be commenced. It is indeed not improbable that more than 400 miles of line will be under construction at the same time, besides the work of converting and re-constructing the existing lines. I have already spoken of the present Chief Engineer of the Great Southern Railway, and recommended that he should be placed at the head of the Joint Establishment. If Mr. Dibblee, the present Chief Engineer of the Carnatic Railway, be willing to accept the post of Deputy Chief Engineer, I am of opinion that it might advantageously be offered to him. He has been entrusted with the preparation of the estimates for the line from Madras to the Coleroon river, and has had considerable experience in India. I do not suppose that he would object to serve under Mr. Logan, and by his consenting to accept the post a difficulty in the way of an immediate fusion of the two Engineering Departments would probably be removed, inasmuch as Mr. Dibblee was appointed to be Chief Engineer of the Carnatic Railway for a term of three years, which will not expire until November 1873. I hold it of great importance that, when the operations on the line between Madras and Cuddalore come into progress, the general control and responsibility should be in the hands of the person who is destined to hold the position of Chief Engineer of the Joint Company. For this reason I trust that the Government will see fit to urge that some such as I have sketched, shall at once be brought into force.

*Proceedings of the Madras Government, Public Works Department,
6th March 1873.*

8. The salaries at present drawn by Messrs. Logan and Dibblee are not unfitting to the positions which I have recommended that they should occupy. Mr. Logan receives £2,000 per annum, which is the same as is drawn by the Chief Engineer of the Madras Railway. Mr. Dibblee also receives almost exactly the same rate of salary as is drawn by the Deputy Chief Engineer of the Madras Railway.

9. As regards the location of the head-quarters of the various departments, I am of opinion that for the present the Agent's Office, the Traffic Office, and the Audit and Accounts Office, should be moved from Negapatam to Trichinopoly; that for the present the Chief Engineer's Office should also remain at Trichinopoly, where it now is; and that the Locomotive Workshops and the General Stores should remain permanently established at Negapatam as at present. There can be no doubt that, upon the completion of the line between Madras and Tanjore, it will be desirable to transfer to Madras the head-quarters of the four first-named departments; and upon some grounds it would be convenient that the transfer should be made immediately upon amalgamation. So long, however, as construction is in progress between Madras and Tanjore, Trichinopoly will be by far the most central and convenient position for the location of the controlling authorities; and looking to the fact that it is also the centre of the open line, and that it is in direct rail communication with Negapatam where the Locomotive Workshops and the General Stores must remain, and where the largest amount of material will be landed, I have no hesitation in recommending the arrangements which have been above suggested. There will be no necessity for erecting any buildings at Trichinopoly beyond what will be required for the new junction station; all the departments which will be temporarily located there can be housed, as the Chief Engineer's now is, in rented buildings. The Deputy Chief Engineer should for the present be stationed at Madras.

No. 137.

ORDER THEREON, 6th March 1873, No. 720.

RAILWAY, No. 14.

IN the Memorandum of the terms of amalgamation between the Great Southern and Carnatic Railway Companies which accompanied the despatch from the Right Honourable the Secretary of State for India to His Excellency the Right Honourable the Governor-General of India in Council, communicated to this Government, it is stated that the Indian Establishment would be fixed after the views of the Local Government had been ascertained.

2. The Consulting Engineer for Railways was accordingly directed to submit his opinion on the subject. His Excellency the Governor in Council concurs in the views expressed by the Consulting Engineer except as regards the eventual location of the head-quarters of the Company which, in His Excellency's opinion, is open to question; and a point the consideration of which may be fitly postponed, assuming that the Consulting Engineer is right in concluding that the staff can at present be accommodated in rented buildings at Trichinopoly.

3. These Proceedings, with the Consulting Engineer's letter, will be submitted to the Secretary of State through the Government of India, with reference to the

*Proceedings of the Madras Government, Public Works Department,
6th March 1873.*

despatch from the Right Honourable the Secretary of State for India to His Excellency the Right Honourable the Governor in Council, Fort St. George, dated 12th November 1872.

(True Extract.)

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

No. 138.

(DOCKET No. 771, dated 6th March 1873.)

COPY of the above forwarded to the Government of India.
(True Extract.)

Colonel, R.E.,
Secretary to Government.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 87.

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,
Fort Saint George.

SIR,

I have the honour to acknowledge receipt of the Order of Government No. 188, dated the 27th ultimo, instructing me to submit, for the consideration of Government, my views as to the strength and arrangement of the Joint Indian Establishment for the Great Southern and Carnatic Railway Companies, when amalgamated.

2. The point upon which I especially desire to express an opinion

is that, after the amalgamation of the two companies shall have been effected, there should be no possibility of divided responsibility in any department. The United Company should be represented in India by one responsible Agent; and the various departments, Locomotive, Engineering, Audit and Accounts, and Traffic, should each be under the control of one competent Officer, responsible to the Agent as the representative of the United Board of Directors.

3. Upon the Great Southern of India Railway the Agent is at present styled "Agent and Traffic Manager"; he is also at the head of the Audit and Accounts Department. This arrangement is one which ought not to continue after amalgamation

amalgamation, as there will then be sufficient work in each department to engage the attention of a competent Officer; and the two departments should be placed under the Traffic Manager and the Chief Auditor respectively: the Agent taking the title of "Agent and Manager", as on the Madras Railway.

4. Another arrangement now in force on the Great Southern Railway, but which in my opinion ought to cease when amalgamation takes place, is one in virtue of which the Resident Engineer in charge of the open line is removed from the control of the Chief Engineer, and placed at the head of a special department, under the direct authority of the Agent. This abnormal arrangement owes its origin to the circumstances

circumstances under which the railway has been constructed. The line, when first opened, was only 81 miles in length from Negapatam to Trichinopoly, with no immediate prospect of extension; and the duties of Locomotive Superintendent and of Resident Engineer were combined in one Officer, who was of course directly responsible to the Agent. Some years afterwards, when the line was extended to Erode, making the length of open line 168 miles, the duties of Locomotive Superintendent and Resident Engineer were separated; each Officer still remaining under the direct authority of the Agent: and, if the railway had received no further extension, this arrangement would have been unobjectionable. But when, in 1868-69, the southern extension to Tinnevely and Tuticorin was determined on, and

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5. Now that amalgamation has been decided on, and that the undertakings of the two Companies will form a united railway system of more than 640 miles, the conditions have become entirely changed,

changed, and I have no hesitation in strongly recommending that the whole of the Engineering operations of the Saint Louis Company should be at once placed under the sole control of one responsible officer. In dealing with a question of this nature it is impossible altogether to avoid the personal element; and the United Board may be congratulated in having upon the spot, in the person of Mr. Logan, an officer whose ability, experience, tact, and energy qualify him for the post of Chief Engineer.

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be absolutely necessary that the Chief Engineer should have a Deputy. There are now 215 miles under construction, from Trichinopoly to the south; and 128 miles of detached line, between Madras and Coimbatore, will shortly be commenced. It is indeed not improbable that more than 400 miles of line will be under construction at the same time; besides the work of converting and reconstructing the existing lines. I have already spoken of the present Chief Engineer of the Great Southern Railway, and recommended that he should be placed at the head of the Joint Establishment. If Mr. Dibble, the present Chief Engineer of the Carnatic Railway, be willing to accept the post of Deputy Chief Engineer, I am of opinion that it might advantageously be offered to

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him. He has been entrusted with the preparation of the estimates for the line from Madras to the Coimbatore river, and has had considerable experience in India. I do not suppose that he would object to serve under Mr. Logan; and by his consenting to accept the post, a difficulty in the way of an immediate fusion of the two Engineering departments would probably be removed; inasmuch as Mr. Dibble was appointed to be Chief Engineer of the Carnatic Railway for a term of three years, which will not expire until November 1873. I hold it of great importance, that, when the operations on the line between Madras and Coimbatore come into active progress, the general control and responsibility should be in the hands of the Officer who is

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8. The salaries at present drawn by Messrs Logan and Dibblee are not unfitting to the positions which I have recommended that they should occupy. Mr Logan receives £2,000 per annum, which is the same as is drawn by the Chief Engineer of the Madras Railway. Mr Dibblee also receives almost exactly the same rate of salary as is drawn by the Deputy Chief Engineer of the Madras Railway.

As regards the location

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of the headquarters of the various departments, I am of opinion that, for the present, the Agents Office, the Traffic Office, and the Audit and Accounts Office, should be moved from Negapatam and Trichinopoly; that, for the present, the Chief Engineer's Office should also remain at Trichinopoly, where it now is; and that the Locomotive Workshops and the General Stores should remain permanently established at Negapatam, as at present. There can be no doubt that, upon the completion of the line between Madras and Tanjore, it will be desirable to transfer to Madras the head quarters of the four first-named departments; and upon some grounds it would be convenient that the transfer should be made immediately upon amalgamation. So long,

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I have the honour to be

Sir

Yours most obedient servant.

Wm. Stewart Esq. C.E., &c.,

Genl. Eng. for Railways

Madras
6 February
1873

No. 10. W. D.
 Pro. of the Madras Government.
 Read the following:-
 From the Engineer for Railways } P.O. No. 87 of 1873: Feb. 1873

In the Memorandum
 of the terms of amal-
 gamation between
 the Great Southern
 and Carnatic
 Railway Companies
~~In the enclosure~~

which accompanied the
 Despatch from the Right
 Honorable the Secretary
 of State for India to
 His Excellency the
 Right Honorable the
 Governor General of India
 in Council, communica-
 ted to this Government,
 it is stated that the
 Indian

W.E.

Recd. 27 January 1873
 19 Dec 72 - unrecd

Mr. 1873 Michael
 P. 1873 Michael
 RAILWAY DEPARTMENT.

From 1873
 The Consulting Engineer
 for Railways,
 To
 The Secretary to Government,
 P. W. Department,
 Fort Saint George.

Dated 6th Feb 1873
 Recd. 7th Feb 1873

No. 87.

No. 20 of 21. Feb 73
 Mr. Engineer for Railways
 as per order as to the
 strength and arrange-
 ment of the joint
 between the Great Southern
 and Carnatic Railways
 Companies as per
 enclosed.

No 136
 1019 Feb 1873 P. 22nd

Indian Establishment
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views of the Local Govern-
ment had been ascer-
tained.

The Consulting
Engineer for Railways
was accordingly directed
to submit his opinion
on the subject. His Ex-
cellency the Governor in
Council concurs in the
views expressed by the
Consulting Engineer
except as regards the
essential location of the
Head Quarters of the
Company which in His
Excellency's opinion is open
to question; and a point
the

It is assumed

the consideration of
which may be fitly
postponed, ~~assuming~~
that the Consulting
Engineer is right in
concluding that the
Staff can ^{at present} ~~necessarily~~
be accommodated in
rented buildings at
Trichinopoly.

These proceedings
with the Consulting
Engineer's letter will
be submitted to the
Secretary of State through
the Government of
India with reference
to the despatch from the
Right Honorable the
Secretary of State for
India

India to His Excellency
The Right Honorable
The Governor in Council
Fort St George dated 12
November 1872.

Feb 15. G.M.

290
To Govt. Engineer
Desp 28/3/73.

Packet No. 121 of

Copy of the above
forwarded to the Govt
of India.

Desp 28/3/73. Ltr 35 of 1873.

12136-138.

to 12 Feb 1873. A. 22nd

Forward Copy of
Pro. on letter from the Prof.
Eng. Submitting his views
as to the strength and ar.
rangement of the joint Indian
Establishment for the
Tamil Railway Com.
panies when amalgamated.

India to His Excellency

C/1804

Govt. of 1873 Madras.

PUBLIC WORKS.

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

Index

Recd.

Recd.

G. O. Secy. No. 20-721.

Vol. 106-13/1888

Establishment. Paper

Refers to letter from the
Engineer submitting his
views as to the strength
arrangement of the joint
Indian Establishment for
the G. S. of India
and the Pyramid
an amalgamated