M.R.O. 1—10,006—28-2-50.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public works. DEPARTMENT

G.O. No.	1580	Press
~~B.P. No.~~		~~Mis.~~
279-280		
Dated	15-6-1874	~~195-~~

Not to be folded or roughly handled

No. 279. Read the following letter from Captain R. F. TAYLOR, Executive Engineer in charge, Kurnool District, to Colonel G. W. WALKER, R.E., Chief Engineer, Public Works Department, dated Kurnool, 27th April 1874, No. 13 :—

I HAVE the honour to request the sanction of Government in regard to travelling allowance for December* 1873 and January† 1874, passed conditionally to Captain Taylor, Executive Engineer in charge of No. 1 or Kurnool Range. That Officer, in company with the late W. Fraser, Esq., C.E., District Engineer, Kurnool, examined the Rampur valley in the month of November with a view to connecting the existing road from Peapally to Rampur with the new line from Nundicanama to Garladinne. Mr. Fraser having satisfied himself that it would be a waste of both time and money to entrust the survey to Mr. Carroll, the Taluq Overseer, directed Captain Taylor to carry out survey operations himself, and as a portion of the proposed line near the village of Rampur had to surmount a height of 238 feet, a good ghat trace was rendered absolutely necessary ; eight or nine favourable lines were selected and these were in the first place traced by Captain Taylor, and then converted into bridlepaths; the entire work had to be done under his immediate superintendence, for the simple reason that none of the Overseers or Maistries had ever seen this description of road laid out, and as the traces varied from 7,000 to 12,000 feet each, and the entire work had to be laid out with a level, there being no serviceable quadrant in the district, the laying out of the work naturally took a long time. The valley of Rampur is extremely feverish, and no one would willingly camp there longer than was necessary, and when there the Range Officer, and two out of the three Maistries accompanying him, suffered very severely from sickness.

* From 16th to 31st.
† On Bill herewith forwarded.

2. According to G. O. No. 2,635 of the 17th October 1871, a longer halt than fifteen days is a bar to the usual travelling allowance ; but in the case under consideration, I would beg to point out that Captain Taylor rents quarters at Kurnool, and his lengthened stay at Rampur was unavoidable, owing to the many and varied duties he had to perform there, *i.e.*, of surveying, levelling, plotting locks, pitting, line tracing, curves, etc., etc., all which he had to do himself.

No. 280. ORDER THEREON, 15th June 1874, No. 1,580.

ESTABLISHMENT, No. 16.

HAVING called for Captain Taylor's Inspection lists for the months of December and January, His Excellency the Governor in Council has satisfied himself that the District Engineer was justified in striking out of his travelling allowance bill for the latter month the claim for eight days full travelling allowance while halting at Rampur in addition to sixteen days' halt at the same place passed for the month of December, and six days at Jaldroog, a place only three miles off. The District Engineer was no doubt justly dissatisfied with the length of time occupied in laying out a trace to surmount a

height of less than 240 feet, which an Executive Engineer might have been expected to lay out in much less time than it actually took Captain Taylor. The Inspection lists for December and January show nearly the whole of those two months as spent on work within twelve miles of Peapally, with very few moves of camp and those for very short distances. It is not thus that the work of a Range can be effectually done, or that a good example is set to Overseers.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Extract.

Her Majesty's Government of India ——— Dr.
To Travelling Allowance of Officers and Subordinates
&c. in No 1 or Kurnool Range Kurnool District for
the Month of January 1874 3-

Name and Rank	Particulars of Charge	No. of days	Do. of Journies by Rail	No. of miles not by Rail	Rate	Amount	Total
Captain W. H. Taylor Executive Engineer	Travelling Allowance. From 1st to 8th	8	"	"	5-0	40-0	
							40-0

Rupees Forty Only ———

I do hereby Certify that the above charges have been correctly made by me under the Travelling allowance Rules in force.

Kurnool Range Office
Kurnool 23rd March 1874

W. F. Tayler Captain
Executive Engineer
In charge of Kurnool
Range

District Engr Office
Camp a.f.
23rd March 1874

W. F. Tayler C.E.
Dy District Engineer of
Kurnool.

Forwarded for the Chief Engineer's Orders

C.E.

Mr Officiating Secretary

Chief Engineer

Mr Secretary to Govt.

Public Works Department

Madras

No. 115 June/74
Ex. Bk. No. 277
P.W. 2673/74

District Engineer's Office

No. 13 Thumoor 27th April 1874

From,

The Executive Engineer
In charge

To,

The Chief Engineer
P. W. Madras

Sir,

I have the honor to re-
quest the Sanction of Government
in Regard to Travelling Allowance for
from 16 to 31st December 1873 And January 1874
& Bill herewith forwarded passed Conditionally to Captain Taylor
Executive Engineer in charge of No.
1 or Thumoor Range. That Officer
in Company with the late W. Fraser Esq.
C.E. District Engineer Thumoor examin-
-ed the Rampur Valley in the month
of November with a view to Connecting

the existing road from Peapally to Rampur with the new line from Nundicanama to Garladinne. Mr. Fraser having satisfied himself that it would be a waste of both time and money to entrust the Survey to Mr. Carroll the Taluk Overseer directed Captain Taylor to carry out Survey operations himself. And as a portion of the proposed line near the Village of Rampur had to surmount a height of 238 feet a good Ghat trace was rendered absolutely necessary; 8 or 9 favorable lines were selected and these were in the first place traced by Captain Taylor And then converted into Bridle=paths; the entire work had to be done under his immediate Superintendence for the simple reason that none of the Overseers or Maistries had ever seen this description of road laid out, And as the traces varied from 1,000

to 12,000 feet each, and the entire work had to be laid out with a level, there being no serviceable Quadrant in the District; the laying out of the work naturally took a long time. The valley of Rampur is extremely feverish, and no one would willingly Camp there longer than was necessary. And when the Range Officer And 2 out of the three Maistries accompanying him suffered very severely from sickness.

According to G.O. No. 2635 of the 17th October - 1871 a longer halt than 15 days is a bar to the usual T. A.; but in the case under Consideration I would beg to point out that Captain Taylor went to Quarters at Kumool, And his lengthened stay at Rampur was unavoidable, owing to the many, And varied duties he had to perform there, i.e. of surveying, levelling, plotting, localising

line tracing Curves &c &c all which he had to do himself.

I have the honor to be,

Sir,

Your most Obedient Sv.

P. F. Dey[illegible] Captain
Executive Engineer
In charge

End Gs
#6

P. W. D.

Proceedings of the Madras Government,

Under date the 187 .

Read the following:—

From,

The District Engineer
Kurnool

(M. E. No. 13 dt. 27th April 187[illegible])

Having called for Captain Taylor's Inspection Note for the months of December and January, His Excellency the Governor in Council has satisfied himself that the District Engineer was justified in striking out of his Travelling allowance Bill for the

P. W. D. Secy. No. 2073.
To the District Engr. Kurnool.

Dated 27th April 1874.

Rec'd 2nd May 1874.

No. 13, dated 15th April 1874.

Q. Q. Re Travelling allowance for December 1873. and January 1874.

Request that the allowance may be passed bill under the circumstances explained. —

Dept. to Dept. 6th May 1874.

No. 2173

Dept. to Chief Engineer
Gs

the latter month the claim for 8 days full Travelling allowance while halting at Ramp-pur in addition to 16 days halt at the same place passed for the month of December and 6 days at Jaldrose, a place only 3 miles off. The probability is that the District Engineer was dissatisfied with the length of time occupied in laying out a trace to surmount a height of less than 240 feet, which an Executive Engineer might have been expected to lay out in much less time than it actually took Captain Taylor. The Inspection Lists for December and January shew nearly the whole of those two months as spent on work within 12 miles of Peapully, with very few moves of Camp and those for very short distances. It is not thus that the work of a Range can be effectually done, or that a good example is set to Overseers.

Rodwell Tests

Can the Govt's Rly be Stabled & Rolling Stock "Rolling Stock" ?

Asst. Ch. Engr. Rly Construction

Chief Engineer & Secy

To the D. E. Kurnool

" Controller

" Capuis despatched 22/6/74

W. Rly & Tr. Branch

279-280.

Cir 16th May. Rd 17

2673/

Govt. of 1874 Madras.

PUBLIC WORKS.

☆

To

The Secy
Kurnool

Dated

Recd.

Encl. 1.

G. O. 15th June 1874. No. 1580

Nos. 279-280

Travelling allowances

Passing orders on the subject of the claim of Captain ~~Tal~~ Taylor Executive Engineer Kurnool Range to travelling allowance for certain days in December 1873 & January 1874 —

279-280.

Cir 16th May 1874