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MADRAS RECORD OFFICE

Government of Madras

Public Works. DEPARTMENT

G.O. No.	2191-82	Press
B.P. No.		Mis.
Dated	28-7-195	6875

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
23th July 1875.*

No. 783. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Lieutenant-Colonel J. MULLINS, R.E., Officiating Secretary to Government, Public Works Department, dated Madras, 15th July 1875, No. 398:—

In acknowledging the receipt of the Proceedings of Government, under date the 14th ultimo, No. 1,668, I have the honor to submit, for consideration, a letter* from

* No. 692, 1st July 1875.
the Agent of the Madras Railway, with enclosure from the Traffic Manager, explaining the reasons why the course suggested by the Government of India in their letter, dated the 31st May 1875, No. 1,369 R., cannot be carried into effect.

2. I beg to draw attention to the fact noticed by the Traffic Manager that, in 1869, the superior officers in his department numbered seven, namely, one Deputy and six Assistants. I do not consider that, under the circumstances, that number was too great; but in November 1870, when one of the Assistants retired, Mr. Church from motives of economy endeavoured to work his department with five Assistants only. The subsequent Orders of the Government of India, contained in paragraph 15 of their letter, dated the 6th April 1872, No. 499 A. R., fixed the smaller number as the permanent strength of the department, and at that figure it now stands.

3. I am bound to state my opinion that at present the Traffic Department is under-officered. In 1869, with 677 miles open for traffic, there were one Deputy and six Assistants, and these were not too many. At present, with 858 miles open, there are one Deputy and five Assistants. In the former year there was one Assistant to every 113 miles of open line; now there is one to every 171 miles. The strength of the department is at present so low, that, in the event of a casualty, considerable difficulty would be experienced in carrying on the work. The Commission, which was lately assembled to inquire into the causes of the falling off in the traffic, gave this subject their full consideration, and arrived at the conclusion that the divisional staff of the Traffic Department stood in need of augmentation. I trust, therefore, that the Government of India will be pleased, upon reconsideration, to sanction the appointment of the additional officer applied for.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 1st July 1875, No. 692.

With reference to your letter of the 24th ultimo, No. 711, I have the honor to forward, herewith, a copy of the Traffic Manager's reply* to the observations of the Government of India with regard to his application for an additional Assistant.

* No. C 656 A and M, 1,324, 29th June 1875.

2. Mr. Church shows that, if the application is sanctioned, it will only bring the strength of his staff up to what it was in the year 1869, and that, if it is not sanctioned, it will not be possible to grant to officers of his department the leave to which they are entitled under the rules. It is true, as you point out in the 3rd paragraph of your letter, that the Company's leave regulations distinctly lay down that furlough and privilege leave will be granted only when such can be given

*Proceedings of the Madras Government, Public Works Department,
24th July 1875.*

without detriment to the service, but it cannot easily be inferred from this that the normal strength of any department should be such as always to provide leave being taken by its officers.

3. The Government of India state that they are not disposed to sanction the new appointment while the traffic of the line shows an signs of improvement, and, with reference to that observation, I beg to point out that our gross receipts up to the 12th March, notwithstanding the difficulties we had to contend with in the early part of the half year, show an increase over the corresponding period of 1874, of Rs. 1,20,000. I do not take that as a reason for refusing a reconsideration of the subject, but I do so on the ground that, upon the strength and efficiency of the divisional staff of the Traffic Department, the proper development of traffic is a great measure depends. Mr. Church points out in his letter that, from a sense of economy, we have since the year 1873 been working short-handed, and you are aware that one of the chief recommendations made by the Commission that was appointed by the Government of India to inquire into the falling off in the traffic was - that the divisional staff be largely augmented.

4. I trust that in sending this question forward for reconsideration, His Excellency the Governor in Council will be pleased to recommend my application for sanction by the Government of India, and, as the matter has now been in abeyance for a considerable time, I hope for an early reply.

From H. E. CHURCH, Esq., Traffic Manager, to R. H. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 20th June 1875, No. 1,153.

Converting Mr. Church's letter, No. 711, dated 24th instant, according to Order of Government, No. 1,623, dated 14th March.

Our inability to carry out the arrangement referred to in paragraph 2 of the letter from the Government of India, dated 11th May, No. 1,153 is that, unlike other Railways, we have no grade between the rank of Assistant Traffic Manager and Station Master. On other lines the Divisional Manager is assisted by one or more District Superintendents, but on this line the whole of the work is performed by the Divisional Manager (styled Assistant Traffic Manager), and in his absence the work can only be satisfactorily performed by an officer of equal rank. The appointment of District Superintendents, subject only to the Assistant Traffic Manager, would no doubt generally enable us to meet an emergency as a leave of absence and sickness, but the arrangement would be very much more costly than one extra Assistant Traffic Manager in addition to the regular minimum number, and I am prepared to admit that this extra cost could not be justified under the present circumstances of the traffic.

2. With reference to paragraph 3 of the letter from the Government of India, it seems to me that it would be scarcely equitable, except in very extreme cases, to impose upon the Deputy Traffic Manager any part of the duties of a Divisional Officer, in addition to his own duties, but in assuming charge of two out of the four divisions of the line, it would be impossible for him to perform his own duties at all, as he would be compelled to be absent from his headquarters during the time, and there would be no one to take his place and carry on his work at head quarters.

3. I would beg to remind you that, at the time of my application of the 2nd March 1869, for two Assistants, viz. one for Ghooty and one for relieving, there were five permanent Assistant Traffic Managers, and on the arrival of the two Assistants sanctioned in G. O. No. 872, dated 15th March 1869, our staff consisted of seven Assistants. One of these was promoted to the rank of Deputy Traffic Manager, and the remaining six were distributed as follows:-

South-West Line (in charge of divisions)	3
North-West Line	2
Relieving	1

4. From motives of economy, the line has since been divided into four divisions and one subdivision (Bangalore Branch). On the other hand it has been considered necessary to place

*Proceedings of the Madras Government, Public Works Department,
28th July 1875.*

the Madras Goods Station in charge of a Covenanted Officer, as the growing importance of that station showed the necessity for a responsible officer being always on the spot.

5. It will, therefore, be seen that, at the present time, we have five appointments (exclusive of the Deputy Traffic Manager) for Covenanted Assistants; and, as we have only five officers to perform the work, our staff is numerically weaker, with 858 miles open for traffic, than it was in March 1869, when the Government were pleased to recognize the necessity for "one extra Assistant in addition to the regular minimum number," although the line at that time was only open 677 miles, and further extensions beyond Ghooty were not anticipated for some time.

6. In order to keep up the staff to the full complement sanctioned by Government in 1869, application should have been made for another Assistant in 1873, when it was determined to place the Madras Goods Station in charge of a Covenanted Officer; but, as one half of the then present officers had only recently joined, and could not look for any prolonged leave for some time, it appeared to me desirable to postpone the application until the necessity presented itself, and this measure has saved the Company £1,000.

7. It will not be possible, without impairing the efficiency of the service, to give officers of this department the leave which the Board have considerably held out to them as a reward for good and faithful service, unless an extra Assistant is sanctioned for relieving purposes; and, as our inability to grant leave, when it is due, would tend to make the service unpopular, and the officers less zealous in the discharge of their duties, I hope the Government will be pleased to reconsider the question.

No. 784. ORDER THEREON, 28th July 1875, No. 2,191.

RAILWAY, No. 77.

ORDERED to be forwarded for the favorable consideration of the Government of India.

(Here enter No. 2,192, dated 28th July 1875.)
(True Extract.)

Major, R.E.,

Offy. Joint Secretary to Government.

To the Consulting Engineer for Railways.

Encl. A. Grubert.
Eight Copies

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, July 28th, 1875.

No. 785.

No. 2,192.

FROM

MAJOR J. O. HASTED, R.E.,
*Officiating Joint Secretary to the Government of Madras,
Public Works Department,*

TO

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

RAILWAY, No. 78.

SIR,—Adverting to your letter, No. 1,369 B., dated 31st May 1875, I am directed to forward the accompanying correspondence explaining why it is impracticable to carry out the arrangements suggested by the Government of India. I am to say that the Honorable the Governor in Council concurs in the reasons which have been adduced to show the necessity of the appointment of an additional Assistant Traffic Manager for the Madras Railway, and I am accordingly to resubmit the case for the favorable consideration of the Government of India.

I have the honor to be,

Sir,

Your most obedient servant,

Major, R.E.,

Offg. Joint Secretary to Government.

Exd. A. Grubert.

Spare Copies

Gobt. of Madras.
PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMENT
OF INDIA

Dated July 21st.

From

To L

From

G. O., 21st July 1875, No 2182.

JULY.

No. 785

Resubmitted correspondence explaining the necessity of the application for an additional Assistant Traffic Manager, Madras Railway, for favorable consideration.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No 39 Madras 15 July 1875

From

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

Consulting Engineer for Railways,

To

Lt. Col. J. Mullins R.E.

Colonel C. W. WALKER, R.E.,

Offg. Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

In acknowledging the receipt of the Proceedings of Government under date the 14th ultimo, No 1668, I have the honor to submit for consideration a letter from the Agent of the Madras Railway, with enclosure from the Traffic Manager, explaining the reasons why the course suggested by the Government of India in their letter dated the 31st May 1875 No 1369 R, cannot be carried into effect.

2

I beg to draw attention to the fact noticed by the Traffic Manager

No 612

1 Aug. 75

Manager that, in 1869, the superior -
officer and his Department numbered
seven, namely one Deputy, and six
Assistants. I do not consider that, -
under the circumstances, that number
was too great; but in November 1870,
when one of the Assistants retired, Mr.
Church gave notice of economy and
decreased to six his Department with
five Assistants only. The subsequent
orders of the Government of India, con-
tained in paragraph 15 of their letter
dated the 6 April 1872, No 99 AR,
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at that figure it now stands.

(By of 4
23 April 72
No 1003

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my opinion that at present the Traffic
Department is under-officered. In 1869
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to every 113 miles of open line; now there
is one to every 171 miles. The strength
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that, in the event of a casualty, consider-
able difficulty would be experienced in
carrying on the work. The Commission
which was lately assembled to inquire
into the causes of the falling off in
the traffic gave this subject their full
consideration, and arrived at the con-
clusion that the Divisional staff of
the Traffic Department stood in
need of augmentation. I trust -
therefore

121
In strength and privilege there will be no
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without detriment to the service, but
it cannot surely be inferred from this
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3. The Government of India
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the new appointment while the traffic
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and with reference to that observation
I beg to point out that our gross
Receipts up to the 12th ult., notwithstanding
the difficulties we had to contend
with in the last part of the half year,
show an increase over the corresponding
period of 1874 of Rs. 1,90,677.
I do not take that as a reason for
requiring a reconsideration of the subject,
but I do so on the ground that upon
the strength and efficiency of the
Divisional staff of the Traffic Department
the proper development of traffic in a
great measure depends. Mr. Hurah
points out in his letter that from
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The year 1872. been working short-handed, and you are aware that one of the chief recommendations made by the Commission that was appointed by the Government of India to inquire into the falling off in the Traffic, was "that the Divisional Staff be largely augmented."

11. I trust that in sending this question forward for reconsideration His Excellency the Governor in Council will be pleased to recommend my application for sanction by the Government of India, and as the matter has now been in abeyance for a considerable time, I hope for an early reply.

I have the honor to be
Sir
Very much obliged
Yrs. &c.
W. J. L. W. L.
Agent and Manager.

MADRAS RAILWAY

From

The Agent and Manager

To

The Consulting Engineer

of the Railway

Per

187

Per

187

25th Dec 1872

Recd

Public Works Dept

No 2191

Proceedings of the Madras Government
Under date the 28th July 1875
Read the following

From
The Engrs Engrs for } (P.C. No 398 of 15th July 1875)
Railways }

Ordered to be for-
warded for the favorable
consideration of the Govt
of India.

(P.C. No 2192 dated 28th July 1875)
To The Secy to the Govt of India
Public Works Dept

Sir
Adverting to your
letter No 1369 B dated
31st May 1875, I am
directed

36/2
Engrs Engrs for Pys.
1150000
17-8-75

[Handwritten signature]

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

1st July 1875
No. 692

Proceeding only of the
M.R. from the M.R.
to be kept in order
to enable the above
to give the list of
with regard to the
application for an
additional investment.

[Handwritten signature]

21 July 1875

directed to forward the
accompanying correspon-
dence explaining why
it is impracticable to
carry out the arrangements
suggested by the Govt of
India. I am to say
that the Honble the
Governor in Council
concurs generally in
the reasons which have
been adduced to show
the necessity of the
appointment of an
additional Assistant
Traffic Manager for
the Madras Railway,
and I am accordingly
to submit the case
for the favorable
consideration of the
Govt

Govt of India.

Joh

26
2

b s c of No. 2192 +
6 of previous No.
Propd - 17-8-75

20/10/18
Gt. of (1875) Madras
PUBLIC WORKS.

To
The Engineer
Secy to P.W.D.

Dated

By

Recd.

Encl.

G. O. 28th July 1875, No. 2172

783-784
785

Additional Chief Engineer
Manager, Mr. R. Vassing
has in correspondence
claiming the necessity of
application for an —