

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1374	(Ry)	Press
B.P. No.			Mis.
Dated	2-6		1876

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
2nd June 1876.*

Read the following papers :—

No. 36. Endorsement of the Consulting Engineer for Railways, dated Madras, 2nd May 1876, No. 220.

From W. S. BETTS, Esq., Agent, South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 28th April 1876, No. 1,574.

I HAVE to intimate to you that Mr. Logan, this Company's Chief Engineer, has been granted one year's furlough leave, and that he handed over charge of his department yesterday evening to Mr. R. White, the Deputy Chief Engineer, who has been appointed Acting Chief Engineer.

2. Arrangements will be made to appoint First-class Assistant Engineer Mr. F. F. Smith, as Acting Deputy Chief Engineer, upon his return from privilege leave on the 15th proximo.

3. I presume I shall be correct in disbursing to these officers, so long as they hold these acting appointments, half their own pay and half of the pay of the post which they will hold.

SUBMITTED for the information and approval of Government.

2. The arrangements proposed for conducting the duties of Chief Engineer and Deputy Chief Engineer during Mr. Logan's absence on furlough are unobjectionable.

3. The manner in which it is proposed to regulate the salaries of the acting appointments is in accordance with rule.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

No. 37. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 18th May 1876, No. 246.

WITH reference to paragraph 2 of the Proceedings of Government, No. 1,154, dated 9th May 1876, I have the honor to observe that a report of Mr. Logan's departure to Europe was sent to Government with this office endorsement No. 220, dated 2nd idem.

2. The annexed extract from a letter,* addressed to the Board of Directors by the Agent, will show that Mr. Logan's temporary absence from India was rendered necessary by the state of his health; also that the post of Chief Engineer has been filled in a satisfactory manner :—

* No. 69, dated 3rd February 1876.

"I have also received from Mr. Logan an application for a year's furlough in favour of himself. Copy of his letter herewith. As he does not wish to leave India before April, there would be sufficient time before them for you to communicate to me the orders of the Board hereon, if you will do so by telegraph it will no doubt be appreciated by him. Even if Mr. Logan could not obtain furlough leave, I believe we should not be able to secure his services throughout another hot season; a medical certificate would compel me to relieve him from the charge of the Engineering Department. Under these circumstances, and having full confidence on Mr. White's ability, satisfactorily to conduct the duties of the post, I recommend that the furlough leave applied for be granted."

*Proceedings of the Madras Government, Public Works Department,
2nd June 1876.*

No. 38. ORDER THEREON, 2nd June 1876, No. 1,374.

RAILWAY, No. 5.

It is much to be regretted that the Directors should have found it necessary to grant twelve months' leave of absence to

the Chief Engineer. The Government have no doubt that the effects of climate and especially the extra work thrown upon Mr. Logan during three months of last year, when he was called upon to undertake the duties of the Agency as well as the Engineering during Mr. Betts' absence, had rendered it desirable that he should avoid passing the hot months of this season in India. But the absence of the Chief Engineer for the long period of twelve months is, in the present state of the works, a very serious matter.

2. It appears that Mr. Logan handed over charge to Mr. R. White, Deputy Chief Engineer, on the 27th April; that the Company have appointed Mr. White Acting Chief Engineer, and propose to appoint Mr. F. F. Smith Acting Deputy Chief Engineer on his return from privilege leave.

3. These arrangements are not satisfactory to the Governor in Council.

4. The state of progress of the line has been very unsatisfactory, and the condition of the works is such as to render the presence and close supervision of the Chief Engineer essentially necessary. Important and extensive bridges are in progress, the depth to which the foundation cylinders of some are to be sunk is not yet decided, nor the exact nature of the sub-strata ascertained.

5. The girders of the bridge recently tested over the Adyar were found deficient in rigidity, needing from their nature very careful attention, both in the design and workmanship of the additional bracing which has to be introduced.

6. The dates last fixed for opening the line are such that each successive section is to be opened (except that between Porto Novo and Mayaveram) in the absence of the Chief Engineer. The work having in 1875 been found to be "more than could possibly have been undertaken by one Chief Engineer, without at least a Deputy of experience to aid him in the work of supervision," the Company appointed a Deputy Chief Engineer; but now again, in the unsatisfactory state of progress of the works, propose to leave the staff for twelve months at the strength which was before found unequal to it.

7. The payment of the salaries as proposed is sanctioned while the acting duties are undertaken by the officers named, and the Company will be addressed, through the Secretary of State for India, upon the subject with the view to the staff being maintained at the strength which was before found necessary.

(True Extract.)

Colonel,

Offg. Under Secy. to Govt., P.W.D.

To Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare Copies

Railway Department.

Cons. Engineer's office

Madras 25th May 1876

No. 255

Note by the Consulting
Engineer for Railways in reply to
Memorandum No 858 dated the 23rd
instant, and in continuation of Note
No 246A dated the 20th instant.

With reference to
paragraph 2 of the draft G. O.
forwarded with Memorandum No. 836,
I beg to observe that, in the under men-
tioned bridges, the depth to which the
foundation cylinders are to be sunk
has not yet been finally determined.

Palav bridge

Thondyar

Vieravandy

Parav

Guddelum

Paravanar

Vellar

Koleroon

Until the exact nature of the strata underlying the river-bed in each instance is known, it is not possible to determine the depth to which the foundations are to be carried. This information is being gradually obtained; and I hope that a decision will soon be come to in

to in the cases of the Vieravandy, Parav, and Guddelum bridges.

With reference to paragraph 3 of draft G. O., the girders of the bridge lately erected over the Adyar were found to be somewhat deficient in rigidity, and it was determined to strengthen them with additional bracing. The testing to which this bridge was subjected on the 24th March was not altogether satisfactory. The intended arrangements were not completed in time, and the sets of testing apparatus were not sufficient in number to insure the testing of every girder. The

The girders of this bridge will be subjected to further testing before the line is opened to the public.

With reference to paragraph 4 of the draft G. O., the furlough granted to Mr. Logan will expire in April 1877. Before that time it is hoped that each section of the Northern Extension, except that between Porto Novo and Myaveram, a distance of 30 miles, will be opened. It is however doubtful whether the section between Tindivanam and Porto Novo, a distance of 70 miles, can be opened before

before the 1st July 1877. Vide my letter No 232 A, dated 9th May 1876.

Wm. Thwait
Lt. Col. R.E.

Cons. Engineer for Railway.

Received of the
Cons. Engineer for
Railway
the sum of Rs. 100/-
on account of the
salary of Mr. Logan
for the month of
April 1877.
Wm. Thwait
Lt. Col. R.E.
Cons. Engineer for Railway.

L. & 1876 Department

80.3999

No 7 Encls. recd by South Indian
No. 1574 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,
NEGAPATAM, 28 April 1876.

From

THE AGENT, South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways,
Madras.

SIR,

I have to intimate to you that M^r Logan,
this Company's Chief Engineer, has been granted six
years furlough leave, and that he handed over charge of his
Department yesterday evening, to M^r R. White, the
Deputy Chief Engineer who has been appointed Acting Chief
Engineer.

Arrangements will be made to appoint First Class
Assistant Engineer M^r F. J. Smith as Acting Deputy
Chief Engineer upon his return from privilege leave on the 15th
Proxo.

I presume I shall be correct in disbursing to these
Officers, so long as they hold these acting appointments half
their own pay and half of the pay of the post which they will
hold.

I have the honor to be
Sir,
Yours most Obedt Servant
Williams B. L.
Agent

Civ 27/5. O.L. 58. May.

Submitting
a note by the Consulting
Engineer for Railways
in reply to Memo-
andum No 838 dated
the 23 inst.

No. 2035

Dated 25th May 1876
Received by 28 June 1876

Railway Department
showing the same Engineer
for Railways
to the Deputy Commissioner
Public Works Dept.
Government
Colaba

NR

Engineer's Office,
May 1876.

No. 220

SUBMITTED *for the information and approval* OF GOVERNMENT.

2. The arrangements proposed for conducting the duties of Chief Engineer and Deputy Chief Engineer during Mr. Logan's absence on furlough are unobjectionable.

3. The manner in which it is proposed to regulate the salaries of the Acting appointments is in accordance with rule.

Wilmington

L. C. C. R. E.

Cons. Inquiries for Railways
The Secretary to Government
Public Works Department
Fort St. George.

P. N. 3199/76

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fo. 27 April 75. No 1158

P. W. 1876 Department

82-3199-

7
Extract from letter from
the Agent South Indian Railway
to the Managing Director in
London dated Negapatam 3rd
February 1876, No 69.

I have also received from
Mr. Logan an application for a
year's furlough in favour of
himself. Copy of his letter here-
with. As he does not wish to
leave India before April there
will be sufficient time before
then for you to communicate to
me the orders of the Board hereon,
if you will do so by telegraph
it will no doubt be appreciated
by

No 36
Civ 27/5/76 P.W. 2/6/76
Civ 9.5.76 P.W. 10/5/76
Substituting letter
from Agent S. & M. stating
the arrangements proposed
to be made to conduct
the duties of Mr. Logan
during the
absence of Mr. Logan on
furlough.

ENCLOSURE

No. 220

Dated 2nd May 1876
Received 3rd May 1876

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

by him. Even if Mr Logan could not obtain furlough leave, I believe we should not be able to secure his services throughout another hot season, a medical certificate would compel me to relieve him from the charge of the Engineering Department. Under these circumstances and having full confidence in Mr White's ability satisfactorily to conduct the duties of the post I recommend that the furlough leave applied for be granted.

Extract from letter from the Managing Director, South Indian Railway, to the Agent dated London 10th March 1876

No 48.

While the Board regret that the Company should temporarily be deprived of Mr Logan's valuable services they yet cheerfully grant his application for a year's furlough. A telegram to the following effect was despatched to you yesterday:

Logan has abruptness" or Logan has obtained leave of absence for one year.

(True Extracts)

Wm. Mount
H. R. C.

Son. Eng. for Railway.

S. 4. 3998/76

No 246A. Note by the Consulting
Engineer for Railways upon Memo.
Resolutions No 834, dated 18th May 1876.

*Printed with
Pro: of Govt:
13th Sept: 76
No 2637

The Agent of the South
Indian Railway Company is impo-
sed, under No 1 of the Leave Regula-
tions, to grant "furlough for a period
not exceeding one year to any European
officer of the Company, who can be con-
veniently spared, after seven years' actual
service in India." Under No 4 of the
Leave Regulations, the Agent may at
any time during service grant an
"Officer of the Company leave of absence
for any period not exceeding twelve
months

months, on the production of a
sick certificate &c. &c.

2. It appears that the
Consulting Engineer has no authority
to interfere with the power conferred
upon the Company's Agent, or
unless, in his opinion, they are un-
properly or injudiciously exercised,
or unless the arrangements proposed
for the performance of the duties of
an absent officer are considered by
him to be unsatisfactory.

3. Mr Logan's actual
service in India has been more than
seven years; but without doubt the
absence of the Chief Engineer during
the

the progress of the important works
now under construction must necessarily
be attended with serious inconvenience.
and I presume that it was on this
account that the Agent, instead of
dealing himself with Mr Logan's ap-
plication for a year's furlough, for-
warded it to his Directors for their
consideration. Extracts from the
Agent's letter, and from the Board's
reply, are enclosed. It was explained
to the Board by the Agent that the
state of Mr Logan's health would not
allow him to remain in India for
another hot season; and that, if there
were any difficulty about his obtaining
furlough

furlough, the production of a certificate would make a visit to England indispensable. A copy of the Agents' letter reached me upon the 6th February; but before that date I was well aware that the effects of this climate, added to the serious anxieties and responsibilities inseparable from the position of an officer charged with the construction of 400 miles of railway, and especially during the three months of last year when, in addition to his own duties, he had charge of the Company's Agency while Mr. Petto was absent in England, — had so

undetermined

Proof for.
 13 Sept: 75
 No 2654
 16 Oct: 75
 No 2969
 6 Dec: 75
 No 3446

Oct: 12th 75
 is a very different matter

The undersigned may say for the duty in that sense satisfactory in that it is not satisfactory inasmuch as the material say in the necessary way in 1975: and he was left away — the staff left a number which has been from the undersigned

undetermined Mr. Logan's health as to render it most undesirable that he should remain in India during another hot season.

The arrangements proposed during Mr. Logan's absence were that Mr. White, the Deputy Chief Engineer, should be appointed to act as Chief Engineer, and that Mr. Smith, Assistant Engineer of the first class, should act as Deputy Chief Engineer. I have full confidence in Mr. White's ability to perform the onerous duties of Chief Engineer; and in every way the proposed arrangements are free from objection

objection.
It may be observed
that the letter from the Board of
Directors, in which Mr. Logan's ap-
plication for a year's furlough was
granted, was received in this office
from Government upon the 14th
April 1846; and it was understood
that the Government were then
aware that the furlough had been
applied for, and granted; but, in-
dependently of this consideration, I
should not feel myself entitled to
interfere in any way between the
Directors and their officers in such
matters.

No. 83
10th March 46

Madras
20th May 3
1846

Mr. Logan

matters, so long as the conditions
specified above, in paragraph 2,
were not infringed.

Memorandum
Lt. Col. R. E.

Cons. Engineer for Railways

Mr. Logan's application for a year's furlough was granted by the Board of Directors on the 14th April 1846. It was understood that the Government were then aware that the furlough had been applied for, and granted; but, independently of this consideration, I should not feel myself entitled to interfere in any way between the Directors and their officers in such matters.

L. H. 1876 Department

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 18th May 1876.

No. 246

13

From

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

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to paragraph 2 of the Proceedings of Government N^o 1154 dated 9th May 1876, I have the honour to observe that a report of Mr. Logan's departure to Europe was sent to Government with this Office in endorsement N^o 220 dated 2nd inst.

2.

The annexed extract from a letter addressed to the Board of Directors by the Agent

Hand
The Chief Eng^r of India

Dated 20th May } 1876.
Received 5th June }

Encl^r: 246 st.

Submitting note by
the Cons^r Engineer for Railways
on the subject of granting
yearly salaries to the Chief Eng^r of India
Railways.

Agent will show that Mr. Logan's temporary absence from India was rendered necessary by the state of his health; also that the post of Chief Engineer has been filled in a satisfactory manner:—

"I have also received from Mr. Logan an application for a year's furlough in favour of himself. Copy of his letter herewith. As he does not wish to leave India before April there would be sufficient time before then for you to communicate to me the orders of the Board hereon, if you will do so by telegraph it will no doubt be appreciated
"by

14 4
"by him. Even if Mr. Logan could not obtain furlough leave, I believe we should not be able to secure his services throughout another hot season, a medical certificate would compel me to relieve him from the charge of the Engineering department. Under these circumstances, and having full confidence in Mr. White's ability, satisfactorily to conduct the duties of the post, I recommend that the furlough leave applied for be granted."

I have the honour to be

Sir

Your most obedient servant

W. M. M. M.

Lieut. Col. R. E.

Comm. Engineer for Railways

Log: May 16 No 1155

1876 Deph.
No: 3624
Memo 834

Memorandum No 834

15

Extracts from a draft G.O. about
to issue on the Consulting Engineer's
letter No 220 dated 2nd May
1876.

1. This is the first information
given to the Government of the
intention of Mr. Logan Chief
Engineer of South Indian Railway
to go home for 12 months.

2. Important and extensive
Bridges are in progress. the
depth to which the foundation
cylinders of masonry to be sunk
is not yet decided nor the exact
nature of the substratum known.

3. The girders of the Bridges
recently tested over the Adyar
were found deficient in rigidity,
needing from their nature, very
careful attention both in design
and workmanship.

The

No 37

Civ 27/5. Ma 2/6/76
a report of Mr. Logan
departure to Europe
his baggage has also
ready been submitted
with his office and
must be also dated
23rd June -

Dated 18th May 1876
Received 19th May 1876
No. 246.

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

From
The Consulting Engineer
for Railways,
RAILWAY DEPARTMENT.

Informing that

4. The dates last fixed for opening the line are such that each successive section is to be opened (except that - *anyway*) in the absence of the Chief Engineer.

The above extracts of a draft G.O. about to issue on the Consulting Engineer's letter No. 220 dated 2nd May are forwarded to Colonel Shaw Stewart for verification in the 1st instance the Government being about to record for the information of the Secretary of State and the Board of Directors their disapproval of the Chief Engineer's proceeding.

(By order)
(Sd) G. W. Walker Major Genl. R.
Secretary to Govt. P.W.D.
Otaacumuk
18th May 1876

Purpose substituted draft 16

Read letter from Consulting Engineer Madras Railways dated 2nd May 1876 No. 220. M. No. 18.

This is much to be regretted that the Directors should have found it necessary to grant 12 months leave of absence to the C.E. - The fact being no doubt that the climate is especially the extra work thrown upon Mr Logan during 3 months of last year when he was called upon to undertake the duties of the agency as well as the engineering during the absence of the Chief Engineer. It is desirable that his services during the hot months of this season in India - that the absence of the C. Eng. for the last period of 12 months is not a present state of the works a very serious matter - *to the government for 12 months*

This was taken from Gen. W. draft
It also appears that the C. E. of M. W.
recd a copy of Agents letter
suggesting perlong for Logan
6. February - but which was not
assumed
Sept. 1875
The D. H. is *W. W. W.*
Modified

M as modified 29/5

He returned 1/6

It appears that Mr Logan handed over charge to Mr R White D C E on the 27 April. That the Company have appointed Mr White Acting Chief Engineer and propose to appoint Mr F F Smith Acting Deputy C E on his return from *Private leave* *from Furlough*

These arrangements are not satisfactory to the Govt Council.

The state of progress of the line has been very unsatisfactory and the conditions of the work such as

as to render the presence
and close supervision of
the Chief Engineer essentially
necessary - Important and
Extensive Bridges are in
progress. The depth to which
the foundations cylinders
of some ^{are to sink} is not yet decided.
nor the exact nature of the
substratum ^{as ascertained} ~~known~~.

The girders of the Bridge
recently tested over the Adyar
were found deficient in
rigidity, needing from their
nature very careful atten-
tion both in ^{the} design and
workmanship of the additional
tracing ~~required which has been introduced~~.
The dates last fixed for
opening the line are such
that each successive Sec-
tion is to be opened (except
that between Porto Novo and Nagore)
in the absence of the Chief
Engineer. The work hav-
ing in 1875 been found to be

more

more than could possibly
have been undertaken by
one Chief Engineer without
at least a deputy of expe-
rience to aid him in the
work of supervision - The
Company appointed a
Deputy Chief Engineer, but
now again, in the unsta-
ble state of progress of
the work, leave the staff -
for 12 months
at the strength which was
before found unequal to the

~~The Governor in Council
would have expected that
the Chief Engineer would
for his own credit have
desired to complete the
work~~

The payment of the sala-
ries as proposed is sanc-
tioned while ^{the} Acting duties
are undertaken by the Offi-
cers named and the Com-
pany will be addressed
through the Secretary of State
for

No. 2746/75. 17/1/58
- 9 May 76. 1158

India upon the subject
the view to ~~the~~ ~~Chief~~
~~Engineer being named~~
~~at least out so that~~
~~being maintained at the~~
~~staff may not be~~
~~in efficiency strength~~ ~~which~~
~~was before found necessary~~

90-2 June 76 11374

En. 3. 46 1158 9/6/76
Th. 44 May

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the

READ the following:—

From
The Consulting Engineer
for Railways } (H.C. No. 220 of 2nd May 76)

The arrangements
made are approved.
2. It is observed that
this is the first im-
-mersion that has been
made to the Govern-
-ment of Mr Logan's
intention to go home.
Considering that a
Deputy Chief Engineer
had been added to the
strength of the establish-
ment at the instigation
of Govt in G.O. No. 1168
of 27th April 75 and that
extreme dissatisfaction
had been expressed
at the slow progress
of the line under con-
struction, it is Grace
tho.

The Governor in
Council is of opinion
that the opportunity
was wrongly chosen.
An opinion which
will be communi-
cated to the Board of
Directors through the
Secretary of State
for India.

[Faint, mostly illegible handwritten notes in the left margin]

C. E. for Rye.

Letter from the Consulting Eng^r for Railways
No. 246 of 18th May 1876.

Note by — do — do of 20th May 1876.
— 88 — do — do — 25th — — —

FOR ORDERS.

Circulated for
orders with reference to
the proposed draft order
by His Grace the Governor
in Consulting Engineer's
No. 220 dated 2nd May 1876.

Major Genl. R. G.

Secretary to Govt. P. W. D.

FOR ORDERS.

Note by the Consulting
Engineer for Railways, with
copy of Memo 834 forwarded
with Memo 858 dated
22nd May 1876.

Vol. 14 1374 Public Works Department.
PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the 2nd June 1876.

READ the following:—

Letter from

The Consulting Engineer for
Railways

{ H. E. 12^o 220 of 2nd May 1876
" 246 of 18th May "

It is
much to be regretted that
the Directors should have found
it necessary to grant 12 months
leave of absence to the Chief
Engineer. The Government have
no doubt that the effects of climate
and especially the extra work
thrown upon Mr. Logan during
3 months of last year when
he was called upon to undertake

the

(
the duties of the agency as well as
the engineering during Mr. Betts
absence had rendered it desirable
that he should avoid passing the
hot months of this season in India.
But the absence of the Chief Engineer
for the long period of 12 months
is in the present state of the works
a very serious matter.

It appears that Mr. Logan
handed over charge to Mr. R. White
S.G.E. on the 27th April. That
the Company have appointed Mr.
White Acting Chief Engineer and
propose to appoint Mr. F. F. Smith
Acting Deputy Chief Engineer
on his return from Privilege leave.

These arrangements are
not satisfactory to the Governor in
Council.

The state of progress of
the

226
The line has been very unsatis-
factory and the condition of the
works is such as to render the
presence and close supervision of
the Chief Engineer essentially
necessary. Important and ex-
tensive bridges are in progress.
The depth to which the foundation
cylinders of some are to be sunk
is not yet decided, nor the ex-
act nature of the substrata
ascertained.

The girders of the bridge
recently tested over the Adyar
were found deficient in rigidity,
needing from their nature very
careful attention both in the design
and workmanship of the additional
bracing which has to be intro-
duced.

The dates last fixed for
opening

opening the line are such that
Each successive section is to be
opened (except that between
Porto Novo and Mayavaram) in
the absence of the Chief Engineer
The work having in 1875 been
found to be "more than could
possibly have been undertaken by
one Chief Engineer, without
at least a deputy of expe-
rience to aid him in the work
of supervision" - the Company
the appointed Deputy Chief Engineer;
but now again, in the insatiable
factory state of progress of the
works, propose to leave the staff
for 12 months at the strength
which was before found un-
equal to it.

The payment of the
salaries as proposed is sanctioned

23/
while the acting duties are
undertaken by the Officers named
and the Company will be
addressed through the Secretary
of State for India upon
the subject with the view
to the staff being main-
-ed at the strength which
was before found necessary.

C. J. R. D. 10/6/76
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Stdt. of 1870 Madras.

PUBLIC WORKS.

The Comr & Eng for the

Channell
S. - Lane

12-1-1374

12-1-1374

12-1-1374

Furlough granted to Mr.

Logan. Chief Engineer

South Indian Ry.

Passing orders on letter
from the Comr & Eng reporting
on the ——— and the
arrangements made for
conduct of his duties.

12-1-1374