No. 1194G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

Simla, September 6, 1883.

Amalgamation of the Consulting and Deputy Consulting Engineers of Madras and Bombay with the establishment of the Railway Branch under the Government of India.

Read again—

Letter No. 2308, dated 14th September 1881, from the Government of Bombay.
P. W. D. letter No. 830R.E., dated 20th October 1881, to the Government of Bombay.
P. W. D. letter No. 833R.E., dated 20th October 1881, to the Government of Madras.
Letter No. 2763, dated 5th November 1881, from the Government of Bombay.
Letter No. 747R., dated 15th November 1881, from the Government of Madras.

OBSERVATIONS.—In the papers now read again, proposals were discussed for the amalgamation of the officers of the Consulting Engineer's Departments of Madras and Bombay with the Railway Branch of the Government of India. It was recorded, in the event of such amalgamation being carried out, that no officer would be withdrawn from or sent to either Local Government without their previous concurrence, and that the arrangement would in no way interfere with the present system of control over the railways under the administrative charge of the Local Governments. The Governments of Madras and Bombay assented to these proposals.

RESOLUTION.—On a review of these proceedings, His Excellency the Governor General in Council is now pleased to direct that the officers of the several Consulting Engineer's Departments in India be brought on the roster of the Railway Branch of the Government of India, Public Works Department.

2. In order to give effect to this decision, the officers of the Madras and Bombay lists named below will be transferred to the Railway list, and they will carry the appointments in the graded list they now hold, from their own list, to the Railway list. As regards promotion, the officers now brought on to the Government of India list will be promoted *pari passu* with officers immediately below them on the Government of India list, and will be treated as supernumeraries in their grade or class for a period not to exceed $2\frac{1}{2}$ years from the 1st January 1884. After the 1st July 1886 those of them who remain will be absorbed into the sanctioned scale as vacancies occur :—

MADRAS.

Colonel J. H. M. Shaw-Stewart, R.E., Chief Engineer, 3rd class, Consulting Engineer.

Lieutenant-Colonel C. J. Smith, R. E., Executive Engineer, 1st grade, Deputy Consulting Engineer.

Captain W. H. Coaker, R. E., Executive Engineer, 2nd grade, Deputy Consulting Engineer.

BOMBAY.

Colonel H. F. Hancock, R.E., Chief Engineer, 2nd class, Consulting Engineer.

Colonel J. Bonus, R.E., Chief Engineer, 3rd class, temporary rank, and Officiating Consulting Engineer.

Major R. T. Frere, R.E., Executive Engineer, 2nd grade, sub *pro tem* Deputy Consulting Engineer.

Captain H. Pilkington, R.E., Executive Engineer, 4th grade.

3. Colonel Shaw-Stewart holds the personal rank of Chief Engineer, class III, his post on the Madras Establishment being that of a Superintending Engineer. He will continue on the same footing on the Railway list; that is to say, until he is eventually absorbed in the Chief Engineer class, the Superintending Engineer's post will be kept vacant.

4. According to the above arrangements, the several scales will be respectively reduced and increased, as shown below :—

	Madras.	Bombay.	Railway.
Chief Engineer, Class II	...	— 1	+ 1
Superintending Engineers	— 1	...	+ 1
Executive Engineer, 1st grade	— 1	...	+ 1
Ditto 2nd grade	...	— 1	+ 1
Ditto 2nd grade, *sub pro tem* ...	— 1	...	+ 1
Ditto 4th grade	...	— 1	+ 1

5. With a view to compensate for the loss of the post of Chief Engineer, Class II, transferred from Bombay to the Government of India list, the second Chief Engineer on the Bombay Establishment will be eligible for promotion to Class II when he is senior to the senior Class III Chief Engineer on the Government of India list; the scale of Chief Engineers on the Government of India list being increased by one Class III, and reduced by one Class II appointment, whenever under this rule the second Chief Engineer, Bombay, holds the rank of Class II. But the rule will not come into effect until the retirement of Colonel Hancock, or until the date on which the class III Chief Engineer now on the Bombay list would, in the ordinary course, have been promoted to class II.

ORDER.—Ordered, that this Resolution be circulated to Local Governments and Administrations and heads of Departments noted on the margin for information, and that it be published in the *Gazette of India*.

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab, in the Public Works Department.
The Chief Commissioners, Central Provinces, British Burma, Assam, and Coorg.
The Resident, Hyderabad.
The Agents to the Governor General for Central India, Rajputana, and Beluchistan.
The Accountant General, Public Works Department.
The Inspector General of Military Works.
The Director General of Railways.
The Consulting Engineers to the Government of India for Guaranteed Railways, Calcutta, Lahore, and Lucknow.

W. Lyon Colonel, R.E.,
Secretary to the Government of India.

To The Secretary to the Govt. of Madras
" " Bombay
P.W. Department

G.O. 747 R dy 15-11-87
746 R dy 15-11-87

P.W. Ch. 8354

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
GENERAL.

11 S.C.

To

No. 1194G.
Dated Simla, September 6, 1883.
Received 27/9/83

Amalgamation of the Consulting and Deputy Consulting Engineers of Madras and Bombay with the establishment of the Railway Branch under the Government of India.

Govt. C. B. Press, Simla—No. 55 P. W. D.—6-9-83—422.

OLS. 21-9

No 2714 w of 27th Sept/83

Read Resolution by the Govt of India - dated 6. September 1883 W. 1194. G.

1. Recorded.

2. The following letter will be addressed to the Govt of India.

Ex S. to W. ✓
C. E for Kgs. ✓

Draft 27/9

(M. E. No 2715 w of 27 Sept/83

I am directed to acknowledge the receipt of Resolution of the Govt of India dated 6th September 1883 W. 1194 G, - and with adverstance thereto to draw attention to the very exceptional circumstances under which it is proposed to transfer Lt. Colonel C. J. Smith R.E., from the Madras P. W. List to the Railway List of the Govt of India, with the rank of Executive Engineer 1st Grade.

Lt. Col: Smith has now served for nearly 28 years; and the latter half of his service, since April 1870, has been spent in the Railway Branch,

as Senior Deputy Consulting Engineer to this Govt. During that service, he has been intrusted with important duties in Supervising the Construction of the greater portion of the Railways now open in Southern India; and I am to state that those duties have been uniformly carried out to the satisfaction of this Govt., and that Lt. Col: Smith has in their opinion deservedly earned the reputation of being a thoroughly able & accomplished Engineer.

3. I am to add that Lt. Col: Smith has on four separate occasions acted as Consulting Engineer for Railways, to the entire satisfaction of this Govt.; and that he has been repeatedly offered the position of Supt.g Engineer in the General Branch, but that each such offer was declined by him, in the hope of ultimately succeeding to the post of Consulting Engineer, which it might become vacant.

his refusal to accept those offers had the full cognisance and approval of the Govt.

4. I am directed further to remind the Govt. of India that, so long ago as April 1877, the temporary rank of Supt.g Engineer was conferred upon Lt. Colonel Smith by the Govt. of India, as being then the Senior Deputy Consulting Engineer throughout India; and that, but for a change in organisation, there is no reason to suppose that he would not have been confirmed in that rank.

5. I am to add that, if the post of Consulting Engineer to this Govt. had fallen vacant prior to the issue of the Resolution of the Govt. of India under acknowledgment, Lt. Col: Smith would certainly have been appointed to that post by H.E. the Governor, with the rank of Supt.g Engineer, 1st class; and I am to draw the special attention of the Govt. of India to the fact that an interval of only ten days separated the two

events. If the retirement of General Lankey had taken place ten days earlier, or if the Resolution in question had been issued ten days later, Lt. Col: Smith would have held the rank of Supt.g Engineer 1st class in the P.W. List of this Presidency, and would have been transferred with that rank to the Railway List of the Govt. of India. Similarly, if it had fallen to the Madras Presidency to supply the locum tenens during Colonel Stanton's absence, Lt. Col: Smith would now have been holding the rank of Supt.g Engineer 1st Class, and would have been transferred with that rank to the Railway List.

I am directed to point out that, if Lt. Col: Smith be transferred to the Railway List, as proposed, with the rank of Exec: Engineer 1st grade, and if the ruling in paragraph 2 of the Resolution

under acknowledgment, with respect to the promotion of the transferred officers, be adhered to, he will be made to suffer a permanent and serious degradation in rank, inasmuch as he will be placed below more than thirty officers in the General List of the Govt. of India, who all entered the service after him. Such degradation would, in the opinion of H.E. in Council, be ~~most~~ unjust in the case of an officer whose career has been so distinguished, and whose professional reputation stands so high; but H.E. feels confident that the circumstances have only to be brought to notice to insure ~~the removal of this~~ ~~threatened injustice~~

I am to state that it was in consequence of Lt. Col: Smith's proved ability and experience in Railway work, that H.E. the Governor, with the full concurrence of his

Council, asked that the post of Consulting Engineer and Joint Secretary to this Govt. might be conferred upon him; and I am now directed to express the confident hope entertained by this Govt. that, with this explanation before them, the Govt. of India will be pleased to confer upon Lt. Col: Smith the rank of Supt. Engineer 1st class, which rank, but for the merest of accidents, that officer would be now enjoying.

As bearing directly on this point, I am to remind the Govt. of India that, in virtue of the Resolution under acknowledgement, the Madras P. W. List has been reduced by one appointment in the grade of Supt. Engineer 1st class, which appointment has been added to the Railway List; and that therefore H.E. the Governor in Council has the less hesitation in

asking that the appointment in question may be conferred upon Lt. Col: Smith.

If however that particular appointment, which has been taken from the Madras List, may have been already conferred upon some other officer, I am to observe that, by conferring upon Lt. Col: Smith the rank of Supt. Engineer 1st class, in compliance with the request of this Govt., no possible injustice to anyone can result; inasmuch as the grade carried ~~by such~~ from the local list to the Railway List, by each transferred officer, is to be supernumerary until the 1st July 1886; and as, by placing Lt. Col: Smith in that position, he would still find himself below two officers in the Railway List, and below five officers in the General List, who entered the P. W. Dept. after him.

In conclusion, I am to draw attention to the fact

that when, in October 1881.
this Govt. were invited to adopt
~~to~~ the proposal for amalgamating
their Consulting Engineer's Dept.
with the Railway List of the
Govt. of India, the argument
cited in its support ~~of the~~
~~proposal~~ was that "the
"officers in the Consulting
"Engineer's Dept. are specially
"selected for the work, and
"should be allowed the same
"flow of promotion as officers
"in the regular list". It
was that argument which
determined this Govt. to
accept the proposal, as
they hoped that the poor
prospects of promotion of
the three officers on their
small Railway List would
thereby be materially improved.
Had they foreseen the possibility
that the proposed amalgamation
would so seriously threaten
Lt. Col. Smith's prospects,
I am to say that they would
have taken care, in
assenting to the measure,

to request that those prospects
should be safe-guarded.

21-9-83.

Recd
27/9

12-10-02 ✓

9-3-04 ✓

12/8/00 ✓

1-12-03 ✓

10-1-04 ✓

20/7/05 ✓

Lt. Col. C. J. Smith

Gen

B Twp: 27N 4W
27N 5W of 27th
Sept 27 83.

38 W
28 S