

and communication to  
the Engineer in Chief East  
Coast Railway.

W. R.

*Print 8000*

26.11.90 - 1879 R  
26.11.90 - 1880

A

In 1889 Rd 27 June 90.

*24/12/90*

To The Comdant for R.R.  
- Revenue Dept.  
- Collector of Vizianagaram

C/O 1/3/2 90

Govt. of Madras.  
PUBLIC WORKS.

*Print 8000*  
27/11/90

Recd. Encl.

G.O. 27.11. 1890 No. 1889 R.

East Coast Railway

=  
Correspondence  
regarding the  
proposed alignment  
of the - between  
Vizianagaram & Vizianagaram  
concerning to the  
C. E. Ry for  
concern to the  
Encl C, E. C. Ry

*90 100*

*100*



40  
27TH NOVEMBER 1890, No. 1887 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.  
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

1. The Consulting Engineer for Railways, dated Madras, 20th November 1890, No. 828.  
From the Consulting Engineer for Railways, to the Agent and Manager, Madras Railway Company, dated Madras, 17th February 1890, No. 154.

2. I conclude from the last paragraph of your letter under reply that there is no intention of applying to the Board for any extension of the appointment of Chief Travelling Inspector to which the Board at the time took grave exception; in which case Mr. O'Sherman will only be entitled from the 6th October 1890 to a moiety of the pay of the Cashier, viz., Rs. 250.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 4th March 1890, No. 6779/241.

[Your No. 154, dated 17th February ultimo.]

Adverting to the last paragraph of your letter assuming that there is no intention of applying to the Board for an extension of the appointment of Chief Travelling Inspector, and that after the 6th October 1890 Mr. O'Sherman will only be entitled to a moiety of the pay of the Cashier, viz., Rs. 250, I have the honor to point out that after the date mentioned Mr. O'Sherman would apparently cease to hold any pukka appointment under the Company, under which circumstances no rule for acting allowance could be held to apply in his case. I propose therefore, when the time comes, to address you further as to what arrangements and what pay should be provided for the appointment of Acting Cashier between the dates of October 1890 and the expiry of the Cashier's furlough September 1891.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 18th October 1890, No. 4182/1082.

[Your No. 933, dated 14th October 1890.]

I have the honor to enclose for your information extract of a letter to the Board of Directors, dated 30th July 1890, on the subject of Mr. O'Sherman's pay. I am expecting a reply by every mail to confirm the proposition made, and request that you will be so good as to sanction the continuance of Mr. O'Sherman's present pay, viz., Rs. 438 per mensem, at any rate until the Board's reply has been received.

ENCLOSURE.

EXTRACT of letter No. 1943, dated 30th July 1890, from the Agent and Manager, to the Secretary, Madras Railway Company.

*Postponement of appointment of Mr. F. O'Sherman as Chief Travelling Inspector of Accounts.*

16. In letter No. 810, dated 22nd February 1889, the Board approved of the appointment of Mr. F. O'Sherman as Chief Travelling Inspector of Accounts for a period of twelve months,



after the expiration of which time, a report was to be furnished showing how the proposed arrangement worked. Mr. O'Sherman's appointment as Chief Travelling Inspector commenced on the 7th October 1889. In consequence however of his being obliged to act for the Cashier, and other reasons fully detailed in a letter enclosed from the Acting Chief Auditor, he has in fact been engaged in his substantive appointment only for about six weeks out of the twelve months trial sanctioned and it is not practicable at present therefore to furnish the report asked for by the Board.

17. The Consulting Engineer in his letter No. 154 of the 17th February 1890, para. 2, writes that he concludes there is no intention of applying to the Board for any extension of the appointment of Chief Travelling Inspector, and that in that case from the 6th October next Mr. O'Sherman will in his capacity of Acting Cashier only be entitled to draw one moiety of the pay of the Cashier, viz., Rs. 250. Rupees 250 a month is manifestly a too low rate of pay for the appointment of Cashier, and with the approval of the Board of Directors I propose to ask the sanction of Government to the disbursement of pay to Mr. O'Sherman at the rate he now draws, viz., Rs. 438 per mensem, during the continuance of Mr. Edwards' furlough, that is up to the 16th September 1891, and that from that date Mr. O'Sherman should revert to his own appointment of Chief Travelling Inspector for a period of twelve months, after the expiration of which time the continuance of the appointment may be reconsidered.

From the Consulting Engineer for Railways, to the Agent and Manager, Madras Railway Company, dated 29th October 1890, No. 972.

With reference to your No. 4182/1082, dated 18th October, I have the honor to state that I am of opinion that the Travelling Audit staff on the Madras Railway is already in excess of what is necessary, and I therefore regret that I am unable to sanction the continuance of the appointment or to recommend it for the sanction of Government. Mr. Sherman's tenure of the appointment must therefore be held to have finally terminated on the 6th October 1890, the date to which it has been sanctioned by the Government of India and the Board of Directors.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 1st November 1890, No. 4182/1131.

With reference to your No. 972 of the 29th October ultimo, I have the honor to point out that my letter No. 4182/1082 of 18th October ultimo was written on the subject of the continuance of Mr. O'Sherman's present pay as Acting Cashier of the Company. I have now to request that you will kindly reconsider the question and be so good as to sanction the continuance of the disbursement of pay to Mr. O'Sherman at the rate he now draws, viz., Rs. 438 per mensem.

From the Consulting Engineer for Railways, to the Agent and Manager, Madras Railway Company, dated Madras, 3rd November 1890, No. 996.

In reply to your letter No. 4182/1131, dated 1st November 1890, I have the honor to refer you to my No. 972, dated 29th ultimo, and to state that I regret that I am unable to comply with the request now made by you to sanction the continuance of the disbursement of pay to Mr. O'Sherman at the rate he now draws, viz., Rs. 438 per mensem, as the appointment of Chief Travelling Inspector terminated on 6th October 1890 and will not I believe be sanctioned again by Government.

2. After the 6th October 1890 no pay can be disbursed to Mr. O'Sherman beyond the moiety of salary as Acting Cashier provided he is appointed to carry out those duties for which the sanction of Government should be applied for.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 13th November 1890, No. 4182/1166.

I have the honor to communicate the reply from the Board of Directors to my proposal, a copy of which was forwarded to you with this office letter No. 4182/1082,

dated 10th October 1890, on the subject of the appointment and pay of Mr. Sherman, Acting Cashier, and to request that the sanction of Government may be communicated to me to the continuance of pay to Mr. Sherman at the rate he now draws, viz., Rs. 438 per month, until the return of the Cashier from furlough on the 16th September 1891.

2. The sanction of the Government of India was accorded to the appointment of Mr. Sherman as Chief Travelling Inspector for a period of 12 months, but as I have already explained to you Mr. Sherman was prevented from doing duty as Chief Travelling Inspector within the date covered by the sanction, and I am therefore to request that the date of that sanction may be extended, so that the appointment of Chief Travelling Inspector may still be tried for the period of 12 months sanctioned, after September 1891, when Mr. Sherman will be able to take up the duty.

3. Whatever decision may be arrived at as to the appointment of Chief Travelling Inspector it is necessary that the duties of Cashier should be properly provided for at the present time. To reduce Mr. Sherman's pay by one half now would be to visit him with a very great and unmerited hardship for which no good reason is apparent to me, and I trust you will now see no objection to the request made for the continuance of his salary at the present rate until the 16th September 1891.

4. Under the ruling conveyed in your letter No. 996, dated 3rd November instant, Mr. Sherman has been already mulcted in half his pay for last month. This cannot but have a prejudicial effect in the performance of his duty, and I shall be obliged if you will kindly favor me with a very early reply.

#### ENCLOSURE.

EXTRACT from a letter from the Secretary, Madras Railway Company, dated London, the 17th October 1890, No. 840.

#### As to Chief Travelling Inspector.

Para. 8. With reference to Mr. F. O. Sherman's appointment for twelve months as Chief Travelling Inspector, which commenced on the 7th October 1889, and to the Board's request that at the expiration of the term a report might be furnished showing how the arrangement had worked, you point out that in consequence of his being obliged to act for the Cashier, and for other reasons, he has been engaged in his substantive appointment for about six weeks only, and that it is therefore not practicable to furnish at present the report asked for. You further call attention to the Consulting Engineer's letter of the 17th February last, in which he infers that there is no intention of applying to the Board for any extension of the appointment of Chief Travelling Inspector, and that in that case, from the 6th instant, Mr. Sherman will in his capacity of Acting Cashier only be entitled to draw one moiety of the pay of the Cashier, viz., Rs. 250 per mensem. The Board fully concur with you in thinking this too low a rate of pay for the duties performed, and they approve of your proposal to ask the sanction of Government to the disbursement of pay to Mr. Sherman at the rate he now draws, viz., Rs. 438 per mensem, during the continuance of the Cashier's furlough, that is to the 16th September 1891, and that from that date Mr. Sherman should revert to his own appointment of Chief Travelling Inspector for a period of twelve months, after the expiration of which time the question of continuing the appointment may be reconsidered. You refer to this subject in paras. 16 and 17 of No. 1943.

From the Consulting Engineer for Railways, to the Agent and Manager, Madras Railway Company, dated Madras, 14th November 1890, No. 1042.

I have the honor to acknowledge the receipt of your No. 4182/1166, dated 13th November, and to state as follows.

2. In Government of India No. 155 G., dated 21st January 1890, communicated to you under this office endorsement No. 91, dated 31st January 1890, sanction was given to Mr. Sherman's appointment as Chief Travelling Auditor on a salary of Rs. 300 per month with a personal allowance of Rs. 75 per month for 12 months only, which was also sanctioned by the Board of Directors in their No. 810, dated 22nd February 1890, as a tentative measure. Mr. O'Sherman joined his appointment on the 5th October 1889.



In your No. 6779/165, dated 11th February, you reported that Mr. O'Sherman had been appointed to act as Cashier and requested that sanction might be given to disburse pay to him at the rate of Rs.  $\frac{500 + 375}{2}$  = Rs. 437-8-0 per mensem, and your proposal was sanctioned in this office No. 154, dated 17th February 1890, and it was then pointed out that after the 6th October 1890 Mr. O'Sherman would only be entitled to the moiety of the pay of the Cashier.

Between 17th February and the 6th October there was ample time to refer the case to the Directors in order that their views might be known and the order of Government obtained.

3. I am of opinion that the appointment of Chief Travelling Auditor is superfluous, and I therefore regret that I am unable to recommend its continuance to Government. I further cannot see what claim Mr. O'Sherman has on the Company for pay to the exact amount of Rs. 437-8-0 per mensem after his appointment as Chief Travelling Auditor ceased to exist. Taking everything into consideration, however, I am willing to recommend to Government that the pay of Mr. O'Sherman whilst acting as Cashier should be Rs. 300 with a personal allowance of Rs. 75 or the same as he received whilst acting as Chief Travelling Auditor. This would, however, give Mr. O'Sherman no claim to any appointment on the return of the Cashier.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 18th November 1890, No. 4182/1192.

I am in receipt of your letter No. 1042, dated 14th November 1890, and in reply I have the honor to request that sanction may be conveyed to me for the disbursement to Mr. Sherman, Acting Cashier, of the amount of salary approved for him during the time he continues to act for the Cashier. I have also to request the favor of a definite reply to the proposal approved by the Board with respect to the pay and position of Mr. Sherman.

#### REPORT by the Government Examiner on the Travelling Audit Staff on the Madras Railway.

The total present cost of this branch of the Audit office is Rs. 1,160 per mensem, or Rs. 13,920 per annum, and is as follows:—

|                      |     | Salary. | Allowance. |                     |
|----------------------|-----|---------|------------|---------------------|
|                      |     | RS.     | RS.        |                     |
| 1 Travelling Auditor | ... | 200     | 50         |                     |
| 1 Do.                | ... | 150     | 50         |                     |
| 1 Do.                | ... | 150     | 50         |                     |
| 1 Do.                | ... | 120     | 50         |                     |
| 1 Do.                | ... | 120     | 50         |                     |
| 1 Do.                | ... | 100     | 50         |                     |
| 6                    |     |         |            |                     |
| 1 Clerk              | ... | 840     | 300        | = 1,140             |
|                      |     | 20      |            |                     |
| Total                | ... | 860     | 300        | = 1,160 per mensem. |

2. In addition to this staff there was sanctioned by India, on the strong representation of the Company, a Chief Travelling Auditor on a salary of Rs. 300 per mensem, the present incumbent being allowed a personal allowance of Rs. 75 per mensem, or a total salary of Rs. 375 per mensem.

His appointment was only sanctioned tentatively by the Board for one year, and this period lapses on the 5th October 1890.

3. This officer, after holding the post for a very short period, was appointed to officiate as Cashier and Paymaster during the absence on furlough of Mr. Edwards, Cashier and Paymaster, which appointment he at present holds.

4. He ranks as an officer of the Company and works under the orders of the Chief Auditor.

5. As this appointment of Chief Travelling Auditor was strongly pressed by the Company I think it is right to include his salary in the strength and cost of the Travelling Audit section for the purposes of this report, more especially as I believe it is the intention to ask for the continuance of his services after he ceases to act as Cashier and Paymaster.

6. Including then this appointment, there are 7 instead of 6 as noted above at a monthly cost of Rs. 1,535, or Rs. 18,420 per annum, instead of the amount shown in para. 1.

7. I will at once record my opinion here that such an appointment as Chief Travelling Auditor is unnecessary, and the appointment might be abolished.

8. If this be approved, there is a saving of Rs. 4,500 per annum, thus:—

|                                             | RS.              |
|---------------------------------------------|------------------|
| Present pay of Chief Travelling Auditor ... | 375 × 12 = 4,500 |
| Proposed pay ...                            | ...              |
| Saving ...                                  | 4,500            |

9. In support of my opinion that the appointment is quite unnecessary I may refer to the fact that when the Chief Auditor reported the Chief Travelling Auditor would act as Cashier and Paymaster for fifteen months, he stated that the duties of this officer could be distributed amongst the other Travelling Auditors. If this could be safely done for fifteen months, surely it might be done for ever. Had it been a question of two or three months only it might have been different.

10. The total length of the Madras Railway is 826\* miles and the number of stations 138.† The line is divided into five divisions, each in charge of a Travelling Auditor, which leaves one spare for relief duty, exclusive of the Chief Travelling Auditor.

The 1st division extends for 40 miles and 18 stations, Madras being sub-divided into five for the purposes of inspection, viz., Coaching, Parcels, Telegraph, Mount Road office and Salt Cottars (Goods).

The 2nd division consists of 184 miles and 27 stations.

The 3rd division consists of 204 miles and 29 stations, Guntakal Junction station in this division being counted as two, viz., Coaching and Goods.

The 4th division consists of 230 miles and 33 stations, Bangalore being counted as three, including Cantonment, Bangalore Goods and Bangalore City.

The 5th division consists of 168 miles and 31 stations.

11. It is understood that, as far as possible, every large station is to be inspected once in six weeks and the smaller stations once in three months or oftener if time permits.

12. As regards the last four divisions, I am of opinion that if the Travelling Auditors do their work efficiently, and I have no reason to doubt this, they have enough to do and I could not propose any reduction here.

13. On the average each of these four Travelling Auditors has about 200 miles and 30 stations.

14. For these four divisions these four Auditors are required and this leaves two to be now dealt with.

15. The 1st division is only 40 miles and 18 stations. This division, however, has two very large stations to be dealt with, viz., Madras Central Station and Salt Cottars. The Travelling Auditor in charge of this division is stationed at head-quarters and, in addition to his being in charge of his division, he deals with all the station reports submitted by the other Travelling Auditors on the line.

\* This is the length obtained by adding mileage of the districts together. The actual length is 840 miles.  
† Including sub-divisions of two or three of the larger stations.



There are on an average from 50 to 60 reports received in a month. This work should, I consider, be done by the Traffic Audit section and not by the Travelling Auditor.

16. In addition to this work he has also to clear the half-yearly balances at stations, that is, at the end of each half-year special steps are taken to clear out every item from stations that are susceptible of adjustment. This work occupies about a fortnight of each year. This is surely the most important part of the proper.

He also accompanies Pay Clerks when available over his division when payments are made.

17. There is now the sixth Travelling Auditor who is also at head-quarters assisting the one referred to above. He is considered a relieving hand. I gather that for fully six months in the year, if not longer, there are thus two men at head-quarters, and the relieving hand must have a very easy time of it.

18. This relieving hand I am inclined to consider quite unnecessary, and a reduction might consequently be made of one Travelling Auditor.

19. If the Auditor in charge of the 1st division be relieved as I have suggested above of his clerical work in the Traffic Audit office he would possibly be available himself occasionally for relief as his division is short, but even if this were not feasible, relief might, I think, be provided if occasion arose, by sending out some one from the Traffic Audit office.

20. If his office work is taken from him the services of a clerk on Rs. 20 are also available for transfer or reduction.

21. I consider therefore that a reduction in this branch is feasible to the extent of Rs. 6,540 per annum.

22. Attached is a statement, appendix T-A. (3) showing the present staff including a Chief Travelling Auditor and the staff I consider sufficient for the line.

## APPENDIX T-A. (3).

TRAVELLING AUDIT SECTION, MADRAS RAILWAY.

*Proposals for reduction of Establishment.*

| Designation.              | PRESENT ESTABLISHMENT.         |                  |                 | PROPOSED ESTABLISHMENT. |                               |                  |                 |          |
|---------------------------|--------------------------------|------------------|-----------------|-------------------------|-------------------------------|------------------|-----------------|----------|
|                           | Salaries including allowance.* | Cost per mensem. | Cost per annum. | Designation.            | Salaries including allowance. | Cost per mensem. | Cost per annum. | Savings. |
| Chief Travelling Auditor. | RS. 375                        | RS.              | RS.             |                         | RS.                           | RS.              | RS.             | RS.      |
| 1 Travelling Auditor ..   | 250                            | 375              | 4,500           | 1 Travelling Auditor .. | 250                           | ..               | ..              | 4,500    |
| 1 " " ..                  | 200                            |                  |                 | 1 " " ..                | 200                           |                  |                 |          |
| 1 " " ..                  | 200                            |                  |                 | 1 " " ..                | 200                           |                  |                 |          |
| 1 " " ..                  | 170                            |                  |                 | 1 " " ..                | 170                           |                  |                 |          |
| 1 " " ..                  | 170                            |                  |                 | 1 " " ..                | 170                           |                  |                 |          |
| 1 " " ..                  | 150                            |                  |                 | 1 " " ..                | 170                           |                  |                 |          |
|                           |                                |                  |                 |                         |                               | 900              | 11,880          | 2,040    |
| 1 Clerk ..                | 20                             | 1,140            | 13,680          |                         |                               |                  |                 |          |
|                           |                                | 20               | 240             |                         |                               |                  |                 |          |
| Total ..                  | ..                             | 1,535            | 18,420          | Total ..                | ..                            | 900              | 11,880          | 6,540    |

\* Each Travelling Auditor draws Rs. 50 per mensem fixed allowance and this is included here.

MADRAS,  
3rd October 1890.

(Signed) F. MORRISON,  
Examiner of Railway Accounts, Madras.

Submitted to Government.

Submitted to Government.

2. In the beginning of 1889 the post of Deputy Cashier on the Madras Railway was abolished and Mr. O'Sherman who had held the appointment for some years was thrown out of employment. His salary was then Rs. 364 per month, and the following is the history of his services up till the time his appointment as Deputy Cashier was abolished :—

RS. A. P.

|                                                                 | RS. | A. | P. |
|-----------------------------------------------------------------|-----|----|----|
| Appointed Second Assistant to Chief Auditor, 10th April 1867... | 250 | 0  | 0  |
| Promoted, 10th April 1876 ... ..                                | 300 | 0  | 0  |
| Appointed Deputy Cashier, 15th December 1884 ... ..             | 363 | 10 | 2  |

3. A new post of Chief Travelling Auditor was recommended by the Agent and Manager, Madras Railway, in his No. 4182/210, dated 16th March 1889, and was reluctantly sanctioned as a tentative measure for a period of twelve months by the Board of Directors in paras. 15, 16 and 17 of their No. 810, dated 22nd February 1889, subject to the confirmation of Government. The Consulting Engineer in his endorsement forwarding the above correspondence recommended that the appointment should be sanctioned (see G.O., No. 356 R., dated 29th March 1889). The appointment of Mr. O'Sherman as Chief Travelling Auditor on a salary of Rs. 300 per month with a personal allowance of Rs. 75 per month was finally sanctioned by the Government of India for a period of twelve months in their No. 155 G., dated 21st January 1890, and Mr. O'Sherman joined his new appointment on the 6th October 1889.

4. About five months after Mr. O'Sherman joined his new appointment, the Cashier went on furlough and the former was appointed to act for him on a salary of Rs.  $\frac{500 + 375}{2} = 437-8-0$  per mensem. The appointment of Chief Travelling Auditor remained in abeyance and the sanction for it given by the Board of Directors and the Government lapsed on the 6th October 1890.

5. The subsequent history of the case is fully given in the letters submitted.

6. It will be seen from the report of the Government Examiner on the Travelling Audit staff of the Madras Railway that he considers the post of Chief Travelling Auditor superfluous and that the present Travelling Audit staff is in excess of requirements. It will also be noticed that the Board in their No. 810, dated 22nd February, para. 16, state—

“The Board continue to be of opinion that too great a multiplication of checks is undesirable and that as before stated an occasional visit of a responsible man of the department would be more effective than deputing the duties to a Chief Travelling Auditor.”

I cordially agree with the above opinion expressed by the Board and I also think with the Government Examiner that the appointment of Chief Travelling Auditor is superfluous and I therefore informed the Agent and Manager that I regretted that I was unable to support his recommendation for the continuance of the appointment for another year as a tentative measure.

7. The appointment of Chief Travelling Auditor having ceased to exist on the 6th October 1890, Mr. O'Sherman from that date will receive only a moiety of the pay of the Cashier or Rs. 250 per month, and I informed the Agent and Manager that I was prepared to recommend that, whilst acting for the Cashier on furlough, Mr. O'Sherman should be paid the same salary as he received as Chief Travelling Auditor, viz., Rs. 300 per month, with a personal allowance of Rs. 75 in addition. The salary of Rs. 300 per month is mentioned because I am of opinion that there should be no difficulty in getting an efficient Cashier who will give adequate security on a salary of Rs. 300 per month when a permanent vacancy occurs.

8. I trust that the Government will approve of the action that I have taken in this matter and will agree with me that the appointment of Chief Travelling Auditor is superfluous and should be abolished and that they will accord sanction to a salary of Rs. 300 per month with a personal allowance of Rs. 75 per month being paid to Mr. O'Sherman during the time he continues to officiate for the Cashier on furlough. If the Madras Railway wish to retain the services of Mr. O'Sherman after the return



27TH NOVEMBER 1890, No. 1887 R., PUBLIC WORKS.

of the Cashier from leave, the Agent and Manager should make proposals for his employment in one of the sanctioned appointments in the Audit Department.

ORDER—dated 27th November 1890, No. 1887 R., Public Works.

Ordered to be forwarded for the orders of the Government of India.

(Here enter No. 1888 R., dated 27th November 1890.)

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,  
Offg. Joint Secy. to Govt., P.W.D.,  
Railway Branch.

To the Consulting Engineer for Railways.  
" Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 27th November 1890, No. 1888 R., Public Works.

Forwarded.

(By Order.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,  
Offg. Joint Secy. to Govt., P.W.D.,  
Railway Branch.



RAILWAY.

Gobt. of {1890} Madras.

PUBLIC WORKS.

Dated November, 37th.

Recd.

Encl.

G.O., 27th Nov. 1890, Nos. 1887,  
1888 R.

NOVEMBER.

Mr. F. O'Sherman

Forwarding for orders correspondence relative to the abolition of the appointment of Chief Auditor on the Madras Railway and proposal to sanction to a salary of Rs. 300 per month with a personal allowance of Rs. 75 being paid to Mr. F. O'Sherman during the time he officiates for the Cashier on furlough.

Form No. 40.)

No. 154

No. 3754202/90  
Copy to Examiner of Railway Accounts.

Vide

No 6779 of 4-3-90  
14/4/90

To

THE AGENT, and Manager  
Madras RAILWAY.

SIR,

In reply to your letter, No. 6779  
165

dated 11<sup>th</sup> February 1890 I have the

honor to communicate the sanction

of Government to the dis-  
bursement of Rs. 437-8-0 acting  
pay made up of half the  
sum of the pay of the Cashier  
and of the Chief Travelling  
Inspector including allowance  
as follows:—

$$\frac{Rs. 500 + 375}{2} = Rs. 437-8-0$$
 up  
to the 6<sup>th</sup> October 1890, on which  
date the sanction for the  
appointment of Chief Tra-  
velling Inspector will lapse.

2. I conclude from the last  
paragraph of your letter  
under reply that there is  
no intention of applying to  
the Board for any extension  
of appointment of Chief  
Travelling Inspector to which  
the Board at the time took  
grave exception;— in which



Case Mr. O'Sherman will only  
be entitled from the 6<sup>th</sup> Oct  
1890 to a moiety of the pay  
of the Cashier viz Rs. 250.

$\frac{Rs.}{17.2.0}$

7252

P/10  $\frac{812}{11150/90}$

(No. 1.)

No. 6779  
241

5,000-14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 4<sup>th</sup> March 1890

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

SIR,

Your No 154 dated 17<sup>th</sup> Feb<sup>y</sup> ultimo

Adverting to the last para of your  
letter assuming that there is no intention  
of applying to the Board for an extension  
of the appointment of Chief Travelling  
Inspector and that after the 6<sup>th</sup> Oct<sup>r</sup>  
1890 Mr. O'Sherman will only be entitled  
to a moiety of the pay of the Cashier  
viz Rs. 250, I have the honour to  
point out that after the date mentioned  
Mr. O'Sherman would apparently  
cease to hold any pukka appointment  
under the Company, under which



REGISTER  
No. 309  
FILE  
No.

MADRAS RAILWAY.

From  
The Agent and Manager.  
To  
The Consulting Engineer  
for Railways.

Dated  
4th March 1890

No. 1173  
241.

*Copy forwarded to  
Mr. O'Sherman  
for his signature*

No. 1114 Dated 3. June 1890.

Copy forwarded to CR for  
information in continuation  
of this office No. 375 of 20/2/90

3/6

Vide letter to Am No 933 of 14/10/90

(No. 11.)  
No. 4182  
1082

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 18th October 1890

From

The Agent and Manager.

Mr. R. L.

To

The Consulting Engineer for Railways.

Madras

SIR,

Your No. 933 dated 14th October 1890

I have the honour to enclose for your information extract of a letter to the Board of Directors dated 30th July 90 on the subject of Mr O'Sherman's pay. I am expecting a reply by every mail to confirm the proposition made and request that you will be so good as to sanction the continuance of Mr. O'Sherman's present pay, namely Rs 438 per mensem at any rate until the Board's reply has been received.

I have the honour to be

Sir

Your most obedient servant

*[Signature]*

Agent and Manager





801

From

MADRAS RAILWAY.

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 18 October 1890

Recd. 21<sup>st</sup>

No. 51182

1089

Enclosing extracts  
from a letter addressed  
to the Board re:  
Mr. O'Sherman's  
pay

S. P. 5

Extract of letter No. 1943 dated 30<sup>th</sup> July 1890  
from Agent & Manager to the Secretary  
Madras Railway Company

Postpone-  
ment of appoint-  
ment of Mr. F.  
O'Sherman as  
Chief Travelling  
Inspector of  
Accounts.

16. In letter No. 810 dated 22nd February 1889 the Board approved of the appointment of Mr. F. O'Sherman as Chief Travelling Inspector of Accounts for a period of twelve months, after the expiration of which time, a report was to be furnished showing how the proposed arrangement worked. Mr. O'Sherman's appointment as Chief Travelling Inspector commenced on the 7th October 1889. In consequence however of his being obliged to act for the Cashier and other reasons fully detailed in a letter enclosed from the Ag. Chief Auditor, he has in fact been engaged in his substantive appointment only for about six weeks out of the twelve months trial sanctioned and it is not practicable at present therefore to furnish the report asked for by the Board.

17. The Consulting Engineer in his letter No. 154 of the 17th February 1890 para. 2 writes that he concludes there is no intention of applying to the Board for any extension of the appointment of Chief Travelling Inspector, and that in that case from the 6th October next Mr. O'Sherman will in his capacity of acting Cashier only be entitled to draw one moiety of the pay of the Cashier viz., Rs. 250. Rs. 250 a month is manifestly a too low rate of pay for the appointment of Cashier and with the approval of the Board of Directors, I propose to ask the sanction of Government to the disbursement of pay to Mr. O'Sherman at the rate he now draws viz. Rs. 438 per mensem, during the continuance of Mr. Edwards' furlough, that is up to the 16th September 1891, and that from that date Mr. O'Sherman should revert to his own appointment of Chief Travelling Inspector for a period of twelve months after the expiration of which time the continuance of the appointment may be reconsidered.



COPY of a communication to the Agent and

Manager, Madras Railway

the Consulting Engineer for Railways, Madras,

No. 972, dated 29<sup>th</sup> October 1890.

With reference to your No.  $\frac{4182}{1082}$ , dated 18<sup>th</sup> October, I have the honour to state that I am of opinion that the Travelling Audit staff on the Madras Railway is already in excess of what is necessary and I therefore regret that I am unable to sanction the continuance of the appointments or to recommend it for the sanction of Government. Mr. Sherman's tenure of the appointment must therefore be held to have finally terminated on the 6<sup>th</sup> October 1890 the date to which it has been sanctioned by the Government of India and the Board of Directors.

Sincerely  
Major R.  
For Offs. Consng. Engr. for Rys.



Refer to my last letter and  
say that I request that  
beable to consider with the  
request now made by this  
Account as Mr. O'Sherman's appointment  
terminates on 6th October last  
which will not I believe be  
SIR, Secretariat as an  
after 2/11/90 beyond the  
2/11/90

(N.T.)  
No. 4182  
1131

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 18th October 1890

Agent and Manager.

The Consulting Engineer for Railways.

With reference to your No 972  
of the 29th October ultimo, I have the honor  
to point out that my letter No 4182 of 18th  
October ultimo was written on the subject  
of the continuance of Mr. O'Sherman's present  
pay as Acting Cashier of the Company. I have  
now to request that you will kindly reconsider  
the question and be so good as to sanction  
the continuance of the disbursement of pay  
to Mr. O'Sherman at the rate he now draws  
viz. Rs 438 per mensem.

I have the honour to be  
Sir

Your most obedient servant

Joss C. Chisholm.

for Agent & Manager

5,000-14-11-85.



REGISTER  
No. 309  
FILE  
No.

MADRAS RAILWAY.

From  
The Agent and Manager.  
To  
The Consulting Engineer  
for Railways.

Dated  
4th March 1890

No. 1173  
241.

*Copy forwarded to  
Mr. O'Sherman  
for his signature*

No. 1114 Dated 3. June 1890.

Copy forwarded to CR for  
information in continuation  
of this office No. 375 of 20th/90

3/6

*vide letter to Am No 933 of 14/10/90*

(No. 11.)  
No. 4182  
1082

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 18th October 1890

From

The Agent and Manager.

*Mr. R. L.*

To

The Consulting Engineer for Railways.

*Madras*

SIR,

Your No. 933 dated 14th October/90

I have the honour to enclose for your information extract of a letter to the Board of Directors dated 30th July '90 on the subject of Mr O'Sherman's pay. I am expecting a reply by every mail to confirm the proposition made and ~~to~~ request that you will be so good as to sanction the continuance of Mr. O'Sherman's present pay, namely Rs 438 per mensem at any rate until the Board's reply has been received.

I have the honour to be

Sir

Your most obedient servant

*W. H. Mitchell*

*Agent and Manager*



Copy of a communication to the Agent and

Manager Madras Railway

From the Consulting Engineer for Railways, Madras,

No. 996., dated 3<sup>rd</sup> November 1890.

In reply to your letter No.  $\frac{4182}{1131}$  dated 1<sup>st</sup> November 1890 I have the honour to refer you to my No. 972 dated 29<sup>th</sup> ultimo and to state that I regret that I am unable to comply with the request now made by you to sanction the continuance of the disbursement of pay to Mr. W. Sherman at the rate he now draws, viz Rs. 438 per mensem as the appointment of Chief Travelling Inspector terminated on 6<sup>th</sup> October 1890 and will not I believe be sanctioned again by Government.

2. After the 6<sup>th</sup> October 1890 no pay can be disbursed to Mr. W. Sherman beyond the moiety of salary as acting Cashier provided he is appointed to carry out those duties for which the sanction of Government should be applied for.

(True Copy)

Edmund Smith Esq. R.E.

|           |
|-----------|
| REGISTER. |
| No. 1323  |
| FILE      |

From  
MADRAS RAILWAY.

The Agent and Manager.

To

The Consulting Engineer  
for Railways.

Dated 1<sup>st</sup> November 1890

Recd. 2<sup>nd</sup> Nov 1890

No.  $\frac{4182}{1131}$

Requesting the  
continuance of  
the disbursement  
of pay to Mr.  
W. Sherman at  
Rs. 438 per mensem  
as at present.

Replied No. 996 d. 3/11/90



(No. 1.)  
No. 4182  
1166

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 13 November 1890

Return  
the  
16/11/90

From

The *g* Agent and Manager.  
M.R.C.

To

The Consulting Engineer for Railways.

SIR,

Pto  
11/150/90

I have the honor to communicate the reply from the Board of Directors to my proposal a copy of which was forwarded to you with this office letter 4182 1082 dated 10<sup>th</sup> October 1890 on the subject of the appointment and pay of Mr Sherman acting Cashier and to request that the sanction of Government may be communicated to me so the continuance of pay to Mr Sherman at the rate he now draws viz. Rs 438/- per month until



the return of the Cashier from furlough on the 16<sup>th</sup> September 1891.

2. The sanction of the Government of India was accorded to the appointment of Mr. Sherman as Chief Travelling Inspector for a period of 12 months, but as I have already explained to you Mr. Sherman was prevented from doing duty as Chief Travelling Inspector within the date covered by the sanction and I am therefore to request that the date of that sanction may be extended, so that the appointment of Chief Travelling Inspector may still be tried for the period of 12 months sanctioned, after September 1891 when Mr. Sherman will be able to take up the duty.



3. Whatever decision may be arrived at as to the appointment of Chief Travelling Inspector it is necessary that the duties of Cashier should be properly provided for at the present time. To reduce Mr. Sherman's pay by one half now would be to visit him with a very great and unmerited hardship for which no good reason is apparent to me and I trust you will now see no objection to the request made for the continuance of his salary at the present rate until the 16<sup>th</sup> September, 1890.

of 12. Under the ruling conveyed September 27<sup>th</sup> letter N<sup>o</sup> 996 dated will be able to instruct Mr. Sherman

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.



has been already mulcted in  
half his pay for last month.  
This cannot but have a preju-  
dicial effect in the performance  
of his duty and I shall be  
obliged if you will kindly favour  
me with a very early reply.

I have the honour to be  
Sir,

Your Most Obedt Servt

W. H. Mitchell

Ag Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.





From  
MADRAS RAILWAY.  
The Agent and Manager.

To  
The Consulting Engineer  
for Railways.

Dated  
13<sup>th</sup> Nov 1889  
Recd)

No. 1118  
1116.

In the subject  
of the appointment  
of Mr. Sherman  
as Chief Cashier

Replied 20/10/89 14-11-89

S.P. 14

Extract from a letter from the Secretary  
Madras Railway Company to 840 dated  
London the 17<sup>th</sup> October 1890.

Para. 8 With reference to Mr. F. O.  
as to Chief Travelling Inspector  
Sherman's appointment for twelve months,  
as Chief Travelling Inspector which commenced  
on the 7<sup>th</sup> October 1889, and to the Board's  
request that at the expiration of the  
term a report might be furnished show-  
ing how the arrangement had worked, you  
point out that in consequence of his  
being obliged to act for the Cashier, and  
for other reasons, he has been engaged  
in his substantive appointment  
for about six weeks only, and that  
it is therefore not practicable to fur-  
nish at present the report asked for.  
You further call attention to the Con-  
sulting Engineer's letter of the 17<sup>th</sup> Decr.  
last, in which he refers that there  
is no intention of applying to the  
Board for any extension of the appoint-  
ment of Chief Travelling Inspector, and  
that in that case, from the 6<sup>th</sup> instant,  
Mr. Sherman will in his capacity  
of Acting Cashier only be entitled to  
draw one moiety of the pay of the Cashier,  
viz Rs 250/- per mensem. The Board fully  
concur with you in thinking this too  
low a rate of pay for the duties performed,  
and they approve of your proposal  
to ask the sanction of Government  
to the disbursement of pay to Mr.  
Sherman at the rate he now draws



Copy of a communication to the Agent and

Manager, Madras Railway

from the Consulting Engineer for Railways, Madras,

No. 1042, dated 14<sup>th</sup> November 1890.

I have the honour to acknowledge the receipt of your No.  $\frac{4182}{1166}$ , dated 13<sup>th</sup> November and to state as follows:-

2. In Government of India No: 155G, dated 21<sup>st</sup> January 1890, communicated to you under this Office endorsement No: 91, dated 31<sup>st</sup> January 1890, sanction was given to Mr. Sherman's appointment as Chief Travelling Auditor on a salary of Rs. 300 per month with a personal allowance of Rs. 75 per month for 12 months only which was also sanctioned by the Board of Directors in their No: 810 dated 22<sup>nd</sup> February 1890 as a tentative measure. Mr. O'Sherman joined his appointments on the 5<sup>th</sup> October 1889.

In your No:  $\frac{6779}{165}$ , dated 11<sup>th</sup> February, you reported that Mr. O'Sherman had been appointed to act as cashier and requested that sanction might be given to disburse pay to him at the rate of Rs.  $\frac{500+375}{2}$  = Rs. 437-8-0 per mensem

and

viz Rs. 438 per mensem, during the continuance of the Cashier's furlough, that is to the 16<sup>th</sup> September, 1891, and that from that date Mr. Sherman should revert to his own appointment of Chief Travelling Inspector for a period of twelve months, after the expiration of which time the question of continuing the appointment may be reconsidered. You refer to this subject in paras: 16 and 17 of No 1943.

1 True Extract,

T. W. Smith

Ag. Agent & Manager

P. 14  
11/150/90

MS



and your proposal was sanctioned in this Office No: 154 dated 17<sup>th</sup> February 1890 and it was then pointed out that after the 6<sup>th</sup> October 1890, Mr O'Sherman would only be entitled to the moiety of the pay of the Cashier.

Between 17<sup>th</sup> February and the 6<sup>th</sup> October there was ample time to refer the case to the Directors in order that their views might be known and the order of Government obtained.

3. I am of opinion that the appointment of Chief Travelling Auditor is superfluous and I therefore regret that I am unable to recommend its continuance to Government. I further cannot see what claim Mr O'Sherman has on the Comptroller for pay to the exact amount of Rs 437-8-0 per mensem after his appointment as Chief Travelling Auditor ceased to exist. Taking everything into consideration however I am willing to recommend to Government that the pay of Mr O'Sherman whilst acting should be Rs 300 with a per

of Rs 75 or the same as he received whilst acting as Chief Travelling Auditor. This would however give Mr O'Sherman no claim to any appointment on the return of the Cashier.

Sd/-  
Major R. E.  
for Offs. Comd. Coy. for Bn.

the rate of Rs



P. 17

5,000-14-11-85.

(No. 1.)

No. 1182  
1192

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 18<sup>th</sup> November 1890

From

*The Ag.* Agent and Manager.

To

*The* Consulting Engineer for Railways.

SIR,

I am in receipt of your letter  
N<sup>o</sup> 1042 dated 11<sup>th</sup> November '90 and in reply  
I have the honour to request that sanction  
may be conveyed to me for the disbursement  
to Mr. Sherman, Acting Cashier, of the amount  
of salary approved for him during the time  
he continues to act for the Cashier. I have  
also to request the favor of a definite reply  
to the proposal approved by the Board with  
respect to the pay and position of Mr. Sherman.

I have the honour to be  
Sir,

Your most obedient servant

*[Signature]*

*Ag. Agent & Manager*

Pw 83  
11150/90



3. Whatever decision may be arrived at as to the appointment of Chief Travelling Inspector it is necessary that the duties of Cashier should be properly provided for at the present time. To reduce Mr. Sherman's pay by one half now would be to visit him with a very great and unmerited hardship for which no good reason is apparent to me and I trust you will now see no objection to the request made for the continuance of his salary at the present rate until the 16<sup>th</sup> September, 1890.

of 12. Under the ruling conveyed September 27<sup>th</sup> letter N<sup>o</sup> 996 dated will be able to instruct Mr. Sherman

## MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer  
for Railways.

Dated

188

Recd.

No.





Pto  $\frac{82}{11150/90}$

To  
From

The Consulting Engineer

for Railways.

MADRAS RAILWAY.

The Agent and Manager.

Dated 18 November 1890

Recd. 19/11/90

No. 51182

1192

Requesting the  
continuance  
of acting allow.  
ances to Mr. J. A.  
Thermain

Make the paper in his absence  
Case - this before that - what his  
appointment was before he became Chief Travelling Auditor

P. 19

Report by the Government Commissioner on the  
MADRAS RAILWAY.

TRAVELLING AUDIT STAFF.

The total present cost of this branch of the Audit office is Rs. 1,160 per mensem, or Rs. 13,920 per annum, and is as follows:—

|                      |     | Salary. |   | Allowance. |                     |
|----------------------|-----|---------|---|------------|---------------------|
|                      |     | RS.     |   | RS.        |                     |
| 1 Travelling Auditor | ... | 200     |   | 50         |                     |
| 1 Do.                | ... | 150     |   | 50         |                     |
| 1 Do.                | ... | 150     |   | 50         |                     |
| 1 Do.                | ... | 120     |   | 50         |                     |
| 1 Do.                | ... | 120     |   | 50         |                     |
| 1 Do.                | ... | 100     |   | 50         |                     |
| 6                    |     | 840     | + | 300        | = 1,140             |
| 1 Clerk              | ... | 20      |   |            |                     |
| Total                | ... | 860     | + | 300        | = 1,160 per mensem. |

2. In addition to this staff there was sanctioned by India, on the strong representation of the Company, a Chief Travelling Auditor on a salary of Rs. 300 per mensem, the present incumbent being allowed a personal allowance of Rs. 75 per mensem, or a total salary of Rs. 375 per mensem.

His appointment was only sanctioned tentatively by the Board for one year, and this period lapses on the 5th October 1890.

3. This officer, after holding the post for a very short period, was appointed to officiate as Cashier and Paymaster during the absence on furlough of Mr. Edwards, Cashier and Paymaster, which appointment he at present holds.

4. He ranks as an officer of the Company and works under the orders of the Chief Auditor.

5. As this appointment of Chief Travelling Auditor was strongly pressed by the Company I think it is right to include his salary in the strength and cost of the Travelling Audit section for the purposes of this report, more especially as I believe it is the intention to ask for the continuance of his services after he ceases to act as Cashier and Paymaster.

6. Including then this appointment, there are 7 instead of 6 as noted above at a monthly cost of Rs. 1,535, or Rs. 18,420 per annum, instead of the amount shown in para. 1.

7. I will at once record my opinion here that such an appointment as Chief Travelling Auditor is unnecessary, and the appointment might be abolished.

8. If this be approved, there is a saving of Rs. 4,500 per annum, thus:—

|                                         |     |     |     |                  |
|-----------------------------------------|-----|-----|-----|------------------|
| Present pay of Chief Travelling Auditor | ... | ... | ... | 375 × 12 = 4,500 |
| Proposed pay                            | ... | ... | ... | ...              |
|                                         |     |     |     | Saving ... 4,500 |

9. In support of my opinion that the appointment is quite unnecessary I may refer to the fact that when the Chief Auditor reported the Chief Travelling Auditor would act as Cashier and Paymaster for fifteen months, he stated that the duties of this officer could be distributed amongst the other Travelling Auditors. If this could be safely done for fifteen months, surely it might be done for ever. Had it been a question of two or three months only it might have been different.



10. The total length of the Madras Railway is 826\* miles and the number of stations 138.† The line is divided into five divisions, each in charge of a Travelling Auditor, which leaves one spare for relief duty, exclusive of the Chief Travelling Auditor.

The 1st division extends for 40 miles and 18 stations, Madras being sub-divided into five for the purposes of inspection, viz., Coaching, Parcels, Telegraph, Mount Road office and Salt Cottours (Goods).

The 2nd division consists of 184 miles and 27 stations.

The 3rd division consists of 204 miles and 29 stations, Guntakal Junction station in this division being counted as two, viz., Coaching and Goods.

The 4th division consists of 230 miles and 33 stations, Bangalore being counted as three, including Cantonment, Bangalore Goods and Bangalore City.

The 5th division consists of 168 miles and 31 stations.

11. It is understood that, as far as possible, every large station is to be inspected once in six weeks and the smaller stations once in three months or oftener if time permits.

12. As regards the last four divisions, I am of opinion that if the Travelling Auditors do their work efficiently, and I have no reason to doubt this, they have enough to do and I could not propose any reduction here.

13. On the average each of these four Travelling Auditors has about 200 miles and 30 stations.

14. For these four divisions these four Auditors are required and this leaves two to be now dealt with.

15. The 1st division is only 40 miles and 18 stations. This division, however, has two very large stations to be dealt with, viz., Madras Central Station and Salt Cottours. The Travelling Auditor in charge of this division is stationed at headquarters and, in addition to his being in charge of his division, he deals with all the station reports submitted by the other Travelling Auditors on the line.

There are on an average from 50 to 60 reports received in a month.

This work should, I consider, be done by the Traffic Audit section and not by the Travelling Auditor.

16. In addition to this work he has also to clear the half-yearly balances at stations, that is, at the end of each half-year special steps are taken to clear out every item from stations that are susceptible of adjustment. This work occupies about a fortnight of each year. This is surely the work of the Traffic Audit section proper.

He also accompanies Pay Clerks when available over his division when payments are made.

17. There is now the sixth Travelling Auditor who is also at headquarters assisting the one referred to above. He is considered a relieving hand. I gather that for fully six months in the year, if not longer, there are thus two men at headquarters, and the relieving hand must have a very easy time of it.

18. This relieving hand I am inclined to consider quite unnecessary, and a reduction might consequently be made of one Travelling Auditor.

19. If the Auditor in charge of the 1st division be relieved as I have suggested above of his clerical work in the Traffic Audit office he would possibly be available himself occasionally for relief as his division is short, but even if this were not feasible, relief might, I think, be provided if occasion arose, by sending out some one from the Traffic Audit office.

20. If his office work is taken from him the services of a clerk on Rs. 20 are also available for transfer or reduction.

21. I consider therefore that a reduction in this branch is feasible to the extent of Rs. 6,540 per annum.

\* This is the length obtained by adding mileage of the districts together. The actual length is 840 miles.  
† Including sub-divisions of two or three of the larger stations.

22. Attached is a statement, appendix T-A. (3) showing the present staff including a Chief Travelling Auditor and the staff I consider sufficient for the line.

### APPENDIX T-A. (3).

#### TRAVELLING AUDIT SECTION, MADRAS RAILWAY.

##### Proposals for reduction of Establishment.

| Designation.              | PRESENT ESTABLISHMENT.         |                  |                 | Designation.            | PROPOSED ESTABLISHMENT.       |                  |                 |          |
|---------------------------|--------------------------------|------------------|-----------------|-------------------------|-------------------------------|------------------|-----------------|----------|
|                           | Salaries including allowance.* | Cost per mensem. | Cost per annum. |                         | Salaries including allowance. | Cost per mensem. | Cost per annum. | Savings. |
| Chief Travelling Auditor. | RS. 375                        | RS. 375          | RS. 4,500       | 1 Travelling Auditor .. | 250                           | ..               | ..              | 4,500    |
| 1 Travelling Auditor ..   | 250                            |                  |                 | 1 " " ..                | 200                           |                  |                 |          |
| 1 " " ..                  | 200                            |                  |                 | 1 " " ..                | 200                           |                  |                 |          |
| 1 " " ..                  | 200                            |                  |                 | 1 " " ..                | 170                           |                  |                 |          |
| 1 " " ..                  | 170                            |                  |                 | 1 " " ..                | 170                           |                  |                 |          |
| 1 " " ..                  | 170                            |                  |                 |                         |                               | 990              | 11,880          | 2,040    |
| 1 " " ..                  | 150                            |                  |                 |                         |                               |                  |                 |          |
|                           |                                | 1,140            | 13,680          |                         |                               |                  |                 |          |
| 1 Clerk ..                | 20                             | 20               | 240             |                         |                               |                  |                 |          |
| Total ..                  | ..                             | 1,535            | 18,420          | Total ..                | ..                            | 990              | 11,880          | 6,540    |

\* Each Travelling Auditor draws Rs. 50 per mensem fixed allowance and this is included here.

MADRAS,  
3rd October 1890.

(Signed) F. MORRISON,  
Examiner of Railway Accounts, Madras.



P. W. Departs.

Office of Cong. Engrs. for Rys.  
Madras, 20<sup>th</sup> November 1890.

1. Letter No: 154, dated 17<sup>th</sup> February 1890  
from the Consulting Engineer for Rail-  
ways, Para. 2.

2. Letter No:  $\frac{6779}{241}$ , dated 4<sup>th</sup> March 1890, from  
the Agent and Manager, Madras Rail-  
way.

3. Letter No:  $\frac{4182}{1082}$ , dated 18<sup>th</sup> October, from  
the Agent and Manager, Madras  
Railway.

4. Letter No: 972 dated 29<sup>th</sup> October, from  
the Consulting Engineer for Railways.

5. Letter No:  $\frac{4182}{1131}$ , dated 1<sup>st</sup> November, from  
the Agent and Manager, Madras Railway.

6. Letter No: 996, dated 3<sup>rd</sup> November, from  
the Consulting Engineer for Railways.

7. Letter No:  $\frac{4182}{1166}$ , dated 13<sup>th</sup> November, from  
the Agent and Manager, Madras Railway,  
and enclosures.

8. Letter No: 1042 dated 14<sup>th</sup> November, from the  
Consulting Engineer for Railways.

9. Letter No:  $\frac{4182}{1192}$  dated 18<sup>th</sup> November, from the  
Agent and Manager, Madras Railway.

Report



Report by the Government's Examiner on  
the Travelling Audit Staff on the  
Madras Railway.

Submitted to Government.

2. In the beginning of  
1889, the post of Deputy Cashier  
on the Madras Railway was  
abolished and Mr. O'Sher,  
man who had held the  
appointment for some years  
was thrown out of employ-  
ment. His salary was  
then Rs 364 per month, and  
the following is the history  
of his services up till the  
time his appointment as  
Deputy Cashier was abolish-  
ed.

Appointed 2 assistants to } R  
Chief Auditor, 10<sup>th</sup> April 1867 } - 250

Promoted 10<sup>th</sup> April 1873 - 300

Appointed Deputy Cashier } 363-10-2  
in, 15<sup>th</sup> December 1884 }

3. A new post of Chief tra-  
velling Auditor was recom-  
mended by the Agent and  
Manager, Madras Railway  
in his No:  $\frac{4182}{210}$ , dated 16<sup>th</sup>  
March 1889 and was tempo-  
rarily sanctioned as a  
tentative measure for a  
period of 12 months by the  
Board of Directors in paras.  
15, 16 and 17 of their No: 810,  
dated 22<sup>nd</sup> February 1889  
subject to the confirmation  
of Government. The Consulting  
Engineer in his endorse-  
ment forwarding the above  
correspondence recommended  
that the appointment should



be sanctioned (Secy. G. No. 356  
B. Dated 29<sup>th</sup> March 1889). The  
appointment of Mr. O'Sher-  
man as Chief Travelling  
Auditor on a salary of  
Rs 300 per month with a  
personal allowance of  
Rs 75 per month was finally  
sanctioned by <sup>the</sup> Government  
of India for a period of  
12 months in their No. 155 B.  
dated 21<sup>st</sup> January 1890 and  
Mr. O'Sherman joined his  
new appointment on the 6<sup>th</sup>  
October 1889.

4. About <sup>5 months</sup> ~~6 weeks~~ after  
Mr. O'Sherman joined his  
new appointment the Basha-  
ir went on furlough and  
the former was appointed  
to act for him on a salary  
of

P 24  
of Rs.  $\frac{500+375}{2} = 437-8-0$  per  
mensure. The appointment  
of Chief Travelling Auditor  
remained in abeyance and  
the sanction for it given  
by the Board of Directors  
and the Government lapsed  
on the 6<sup>th</sup> October 1890.

5. The subsequent history  
of the case is fully given  
in the letters submitted.

6. It will be seen from  
the report of the Government  
Examiner on the Travelling  
Audit Staff of the Madras  
Railway that he considers  
the post of Chief Travelling  
Auditor superfluous and  
that the present Travelling  
Audit Staff is in excess of

requirements



requirements. It will also  
be noticed that the Board  
in their No: 810 dated 22<sup>nd</sup>  
February, para. 16 state

"The Board continue to be"  
"of opinion that too great a"  
"multiplication of checks is"  
"undesirable and that as"  
"before stated on occasions"  
"a visit of a responsible"  
"man of the Department"  
"would be more effective"  
"than deputing the duties"  
"to a Chief Travelling Auditor."

I cordially agree with the  
above opinion expressed by  
the Board and I also  
think with the Government  
Examiner that the appoint-  
ment of Chief Travelling  
Auditor is superfluous and

P 25  
I therefore informed the  
Agent and Manager that  
I regretted that I was un-  
able to support his recom-  
mendation for the conti-  
nuance of the appointment  
for another year as a  
tentative measure.

7. The appointment of Chief  
Travelling Auditor having  
ceased to exist on the 6<sup>th</sup>  
October <sup>1890</sup> Mr O'Sherman from  
that date will receive only  
a moiety of the pay of the  
Cashier or Rs 250 per month  
and I informed the Agent  
and Manager that I was  
prepared to recommend that  
whilst acting for the Cashier  
on furlough, Mr O'Sherman  
should be paid the same

salary



salary as he received as  
Chief Travelling Auditor  
viz: - Rs 300 per month  
with a personal allowance  
of Rs 75 in addition. The  
salary of Rs 300 per month  
is mentioned because I  
am of opinion that there  
should be no difficulty in  
getting an efficient Cash-  
ier who will give ade-  
quate security on a salary  
of Rs 300 per month when  
a permanent vacancy oc-  
curs.

8. I trust that the Govern-  
ment will approve of the  
action that I have taken  
in this matter and will  
agree with me that the

appointment.

appointment of Chief Tra-  
velling Auditor is super-  
fluous and should be  
abolished and that they  
will accord sanction to a  
salary of Rs 300 per month  
with a personal allowance  
of Rs 75 per month being  
paid to Mr O'Sherman as  
during the time he continues  
to officiate for the Cashier  
on furlough. If the Madras  
Railway wish to retain the  
services of Mr O'Sherman  
after the return of the  
Cashier from leave the  
Agent and Manager should  
make proposals for his  
employment in one of  
the sanctioned appointments

in



to the Audit Department.

Spencer Lieut. Col. R. L.  
Offr. Camp. Engr. for Res.

828

20<sup>th</sup>

Example.

Reporting located the

disturbance of the

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858

20<sup>th</sup>

Example.

Reporting located the

disturbance of the

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From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

No.

828

Dated

20<sup>th</sup>

December 1890.

Received

21

No. of ENCLOSURES.

12

Subject.

Requesting sanction to the  
disbursement of salary &  
Dr. otherman at Rs 300/-  
per mensem with a personal  
allowance of Rs 75, during  
the time he continues to  
officiate for the Cashier  
Madras Railway, on furlough.

A No 1887-88 Rd/27<sup>th</sup> Nov 90.

W. R

11/12

The Cons. Engr for Ry.  
E. G. R. J. S. S.

W. 356-57 Rdy 24.3-89.  
" 165 Rdy 30-1-90  
No 1887 Rd/27<sup>th</sup> Nov 90

Orders to be  
forwarded for the orders  
of the Govt. of India.

W. 1888 R 27<sup>th</sup> Nov 90  
Forwarded.

3/10/90

2

28