M.R.O. 1—77,006—8-6-37.

(1) Number of pages 142

(2) Date of repair 16-3-44

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 1208-09 Press
~~Mis.~~
123-125

Dated 7. 5. 1870.

Not to be folded or roughly handled

No. 123. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 7th April 1870, No. 151 :—

I HAVE the honour to state that upon receipt of G. O., No. 181, of 15th January 1870, forwarding Circular No. 40, of 6th December 1869, from the Government of India, the Agents of the Railway Companies were addressed upon the question of the possibility of making any reductions in the expenses of the several Railways.

2. Every Office establishment has been personally examined by me or my Deputy, and after investigating the amount of work done by almost every individual employé in the service of the different Companies, I have to report that, with the exception of the Permanent-way establishment of the Great Southern of India Railway, I see no possibility of reduction without affecting the efficiency of departments.

3. I have long known that every effort is made by the heads of departments on the Madras Railway to keep their office establishments as low as possible, and I have been confirmed in this opinion by the Examiner of Railway Accounts, who is from the nature of his duties well able to judge of the requirements of the different offices. The late enquiry has tended still more to convince me of this. In one office only I found it necessary to suggest a slight reduction which I hear has already been effected.

4. I beg to forward a letter* from the Agent and Manager of the Madras Railway Company, from which you will observe that any alteration of the existing train system is considered to be detrimental to the interests of the Company and the public.

* No. 176, dated 31st March 1870.

5. On the Great Southern of India Railway the working staff and Office establishments are, as a rule, on the lowest possible scale; in fact I have on more than one occasion suggested to the Agent that he has reduced the working staff too low.

6. With regard to the Agent's establishment on this line, I found that the clerks employed in the traffic audit were included in it. I have now proposed their being put under the superintendence of the Chief Auditor.

7. As to the possible abolition of any trains now running, I beg to draw your attention to the accompanying letter† from the Agent, in which he clearly shows that no change can be made without a loss of revenue to the Company. I quite concur with the Agent's views, and I also agree with him that none of the small stations should be abandoned.

† No. 3,412, dated 21st March 1870.

8. The only establishment on the Great Southern of India Railway in which I see that any reduction can be made is in that of the Resident Engineer on Permanent-way. The cost of it now amounts to Rupees 2,260 per mensem inclusive of a temporary Assistant on Rupees 100 per mensem, gatemen, and platelayers. In addition to this a further sum of Rupees 394 has been charged monthly against the Resident Engineer's establishment for Medical and Telegraphic staff; the former will be reduced and placed under the Consulting Physician.

9. When reviewing the Resident Engineer's establishment it is necessary to bear in mind the fact that it was lately the Office of the Company's Chief Engineer, and that until recently extensive construction works have been carried on; even now the expenditure on Capital Account is not at an end.

10. The establishment cannot, therefore, fairly be looked upon as that of a Resident Engineer in charge of 168 miles of open line. The time however has arrived when a considerable reduction can be made.

11. The question of altering the existing system of supervision was discussed with the Agent some time ago, and he has expressed his willingness to employ four Inspectors on salaries varying from Rupees 200 to Rupees 120 per mensem, in place of the three now drawing Rupees 716-6-0. This will effect a monthly saving of Rupees 96-6-0, and it is believed will secure greater efficiency.

12. The Agent and Resident Engineer have also requested to reduce the establishment at once by Rupees 730 per mensem. This can be effected by dismissing a number of employés whose services can now be dispensed with, and by transferring the Medical subordinates to the Consulting Physician.

13. In addition to these reductions I consider that a further saving of Rupees 293-8-0 per mensem can be made by reducing the number of office clerks, draughtsmen, peons, and lascars. The Agent has been addressed on this subject, and will, I have little doubt, concur with me in the necessity of the measure.

14. On the subject of any possible reductions in the working staff of the Indian Tramway Company I had the honour to address Government on the 1st March,* and I then stated that still further reduction might be effected shortly. Since that date a saving of Rupees 43 per mensem has been carried out, and I now propose that the working staff should be remodelled and paid on the following scale :—

* No. 88.—*Vide* G. O., No. 864, dated 28th March 1870.

Assistant Manager	Rupees	130
Traffic Inspector	,,	80—100
Permanent-way Inspector	,,	60—80
	,,	270—310

In addition to this there will be a small monthly charge against Revenue for a proportion of the Resident Engineer's salary, as it will be necessary for him to inspect the line and stock periodically, there being no one in the Company's employ capable of judging of the necessity of repairs to engines, etc., but Mr. Holloway.

15. If any difficulty is found in procuring capable and trustworthy Natives as Inspectors of Traffic and Permanent-way, the present European Inspector on Rupees 230 must be retained to do the work of both.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 31st March 1870, No. 176.

Adverting to your letter No. 23, of the 18th January last, I have the honour to remind you, in reference to paragraphs 1, 2, and 3, that I had the pleasure of investigating with you the strength

of the several establishments of this Company at Madras, the Salt Cotaurs, and Perambore, and I think I am right in saying that, with one exception, namely, the stores, you satisfied yourself that the work of all the offices is conducted with a due regard to economy.

2. With regard to the Stores Department, notices have since the investigation been served upon three clerks, that their services will not be required at the expiration of a month from the date of notice.

3. In reference to paragraph 4, I have the honour to inform you that I have received from the Traffic Manager a Report* in relation to the suggestions contained in paragraph 4 of the Circular† from the Government of India as to the arrangements of the Traffic Department on this Railway, and with that Report before me I have given the subject my earnest consideration.

* No. C-30-50, 14th February.
† No. 40, 6th December 1869.

4. A reference to the Company's Time Tables will show that the number of our trains varies on different parts of the line, and they are, I think, in the words of the Circular, "adjusted to the "real wants of the traffic in an intelligent and flexible manner." It is quite possible that in the present exceptionally bad times all our trains do not fill, but the *suppression* of any one of them would probably be attended with a loss of revenue greater than the saving we could hope to effect in expenditure, although a considerable reduction in our working expenses would be made if the goods trains on the North-West Line were run by day instead of, as at present, by night.

5. All our trains, with the exception of two, are mixed, carrying passengers and goods, and the opinion of the Traffic Manager, in which I concur, is that not one could be dispensed with without causing great inconvenience, in some instances to the travelling community, and in others, it is presumed, to the Government, who have recently ordered the running of night trains on the North-West Line for the transport of the Overland mails.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 21st March 1870, No. 3,412.

The Deputy Consulting Engineer for Railways undertook to represent to you the result of the recent review and scrutiny of expenditure on this Railway, so far as establishments are concerned; and, as arranged with him, I therefore report only on the points referred to in the fourth paragraph of Government of India Circular, No. 40, dated the 6th December last.

2. Firstly, with regard to the suppression of trains. We have but two up and two down trains daily, running regularly, and these are insufficient to work off the goods traffic. Special trains have therefore frequently to be started to clear the stations. Owing to the nature of the gradients on the western section, the maximum load on that part of the line is restricted to twenty vehicles for goods engines and twelve vehicles for passenger engines. The trains cannot be reduced in number so long as the traffic now offering itself has to be worked.

3. Secondly, as to a reduction in the number of vehicles, and in the number of stations. The waggon stock is now too small, and, as it becomes older, trucks are withdrawn to the shops (to be repaired, etc.,) for longer periods than heretofore was the case, their service is thereby lost to the Traffic Department. In order to work the traffic satisfactorily an increase of rolling stock is necessary, and iron-work has just been received from England for this purpose. As to stations: The cost of working nine of the smallest stations on the line does not exceed Rupees 705 per mensem; the receipts at these places during November, December, and January last averaged about Rupees 3,117 per mensem. In each case the tickets issued to the two nearest stations only paid for the working expenses of the station. Many of these stations will prove more remunerative when roads are given to enable the people to cart their produce to and from the Railway.

4. Thirdly, as to the loading of goods waggons. This is a point which is closely watched, and as the goods traffic increases, the average load per vehicle will also advance. As the use of waggon stock will form the subject of a separate report, I will not further allude to it here.

Proceedings of the Madras Government, Public Works Department, 7th May 1870.

5. I wish to state that it is my desire to work the line under my charge as economically as possible, and that I have not hitherto pursued a different course so far as the Revenue Departments are concerned is, I think, evidenced by the communications which have from time to time reached me from your office on the subject of our working arrangements.

6. The Engineering Department has been gradually reduced from month to month as the works of construction have been brought nearer to a close, and now that the western section has been opened for more than two years, I consider the maintenance staff can safely be reduced.

No. 124. ORDER THEREON, 7th May 1870, No. 1,208.

RAILWAY, No. 21.

ORDERED that these papers be forwarded to the Government of India:—

(Here enter No. 1,209, dated 7th May 1870.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *7th May* 1870.

No. 1,209.

No. 125.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 22.

SIR,—With reference to the Circular of the Government of India under date the 6th December 1869, No. 40, in which the attention of Local Governments is specially drawn to the necessity of the various charges of each line of Railway being subjected to a careful review and scrutiny in order to such reductions being carried out as may be found practicable, I am directed to forward the accompanying letter from the Consulting Engineer, explaining the result of the investigations which have been personally instituted, either by himself or his Deputy, with a view to giving effect to the views of the Right Honourable the Governor-General in Council.

2. As the management and working of the Railways in this Presidency have ever been conducted with a very careful regard to economy, little room for reduction of establishments or of working expenses is found to exist, and it will be observed that, with the fullest desire to carry out such modifications as may lead to savings, neither the Consulting Engineer nor the Agents of the Railways have, on the closest scrutiny, been able to make any material reductions. On the Madras Railway a slight decrease has been effected in the cost of the office establishment of the Store Department, and on the Great Southern of India Railway the establishment of the Resident Engineer on permanent-way has been reduced to the extent of Rupees 1,120 per mensem by dispensing with the services of certain employés and re-classifying the number and salaries of the Inspectors on that line. On the Railway between Arconum and Conjeveram, the working expenses of which have formed the subject of the correspondence as per margin, it has only been found practicable to make a small reduction of Rupees 43, but, by transferring the Resident Engineer to the survey operations about to be undertaken by the Carnatic Railway Company for the extension to Cuddalore, the open line will be relieved of the charge of that officer's salary.

To Government of India, No. 3,379, dated 20th October 1869.
From do., No. 1,973-R., dated 31st December 1869.

3. In the opinion of the Railway authorities and of the Consulting Engineer, the arrangements of the Traffic Department on the Railways in this Presidency are so closely adjusted to the requirements of the traffic that such changes as the Government of India indicate, with a view to economy, cannot be made without causing considerable inconvenience to the public and a loss of revenue to the Companies.

I have the honour to be,
Sir,
Your most obedient servant,

Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

No. 3412 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, March 21. 1870.

From

THE AGENT,

Great Southern of India Railway,

To The Consulting Engineer
for Railways
Madras.

SIR,

The Deputy Consulting Engineer for Railways undertook to represent to you the result of the recent review and scrutiny of expenditure on this Railway so far as establishments are concerned; and as arranged with him I therefore report only on the points referred to in the fourth paragraph of Government of India Circular No. 40 dated the 6th December last.

Firstly with regard to the ~~suppression~~ supervision of trains. We have but two up and two down trains daily running regularly, and these are insufficient to work off the Goods traffic. Special trains have therefore frequently to be started to clear

the

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No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, _____ 18

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From

THE AGENT,

Great Southern of India Railway,

To

Sir,

the stations. Owing to the nature of the gradients on the western section the maximum load on that part of the line is restricted to 20 vehicles for Goods Engines and 12 vehicles for passenger Engines. The trains cannot be reduced in number so long as the traffic now offering itself has to be worked.

Secondly as to a reduction in the number of vehicles, and in the number of Stations. The wagon stock is now too small, and as it becomes older, trucks are withdrawn to the shops (to be repaired &c) for longer periods than heretofore was the case, their service is thereby lost to the Traffic Department. In order to work the traffic satisfactorily, an increase of rolling stock is necessary,

and

500 12

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, March 21st 1870

From

THE AGENT,

Great Southern of India Railway,

To

SIR, and iron-work has just been received from England for this purpose. As to stations. The cost of working one of the smallest stations on the line does not exceed Rupees 705, per mensem - the receipts at these places during November, December and January last averaged about Rupees 3,117 per mensem. In each case the tickets issued to the two nearest stations only, paid for the working expenses of the stations. Many of these stations will prove more remunerative, when roads are given to enable the people to cart their produce to and from the Railway.

Thirdly as to the loading of goods Wagons. This is a point which is closely watched, and as the goods traffic

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13

No. GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, _____ 18

From

THE AGENT,

Great Southern of India Railway,

To

SIR,

traffic increases, the average load per vehicle will also advance. As the use of wagon stock will form the subject of a separate report I will not further allude to it here

I wish to state that it is my desire to work the line under my charge as economically as possible— and that I have not hitherto pursued a different course, so far as the Revenue Departments are concerned, is I think evidenced by the communications which have from time to time reached me from Your Office on the subject of our working arrangements.

The Engineering Department has been gradually reduced from month to month as the works of construction have been brought nearer to a close

and

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, _____ 18

From

THE AGENT,

Great Southern of India Railway,

To

SIR,

And now that the western section has been opened for more than two years, I consider the Maintenance staff can safely be reduced

I have the honor Dear Sir
Your most Obt. Servt.
Illegible
Agent

No. 176

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 31st March 1870.

From

Robert B. Elwin Esqre

Agent and Manager. M. R. Co.

To

Major J. Hell. Shaw Stewart, R.E.

Consulting Engineer for Railways.

Sir,

Adverting to your letter No. 23 of the 18th January last, I have the honor to remind you in reference to paragraphs 1, 2 & 3 that I had the pleasure of investigating with you the strength of the several Establishments of this Company at Madras the Salt Cotaurs and Perambore, and I think I am right in saying that, with one exception namely the Stores, you satisfied yourself that the work of all the offices is conducted with a due regard to economy.

2. With regard to the Stores Department notices have since the investigation been served upon 3 Clerks that their services will not be required at the expiration of a month from the date of notice.

3. In reference to paragraph 4, I have the honor to inform you that I have received from the Traffic Manager a Report in relation to the suggestions contained in paragraph 4 of the Circular from the Government of India as to the arrangements

No. ①/30/50 14th Feby

No. 40 - 6th Dec/69

No. 34/12

From Agent E.I.R. Co.

To W. Cass. Engineer for Railways Madras

Rec'd 21st March 1870

Ans. 24.

R. Read & the accounts & return & forward to Superintendent

Rep. Mar 30 to No 125.

of the Traffic Department on this Railway, and with that Report before me I have given the subject my earnest consideration.

4. A reference to the Company's Time Tables will show that the number of our Trains varies on different parts of the line, and they are I think in the words of the Circular, "adjusted to the real wants of the "Traffic in an intelligent and flexible "manner". It is quite possible that in the present exceptionally bad times all our trains do not fill, but the suppression of any one of them would probably be attended with a loss of Revenue greater than the saving we could hope to effect in expenditure, although a considerable reduction in our working expenses would be made if the Goods Trains on the North West Line were run by day instead of as at present by night.

6. All our Trains with the exception of two are mixed, carrying passengers and goods, and the opinion of the Traffic Manager, in which I concur, is that not one could be dispensed with without causing great inconvenience, in some instances to the travelling Community, and in others, it is presumed, to the Government, who have recently ordered the running of eight Trains on the North West Line for the transport of the Overland Mails.

I have the honor to be
Sir
Your most obedient Servant

Railway Department

Cons: Engrs Office

No. 151.

From

Major J. A. McShane Stewart R.E.
Cons: Engr. for Railways

To

Colonel C. A. Orr R.E.
Secretary to Government
Public Works Department
Fort Saint George.

Sir,

I have the honour to state that upon receipt of G.O. No. 181, of 15th January 1870, forwarding Circular No. 40 of 6th December 1869 from the Government of India, the Agents of the Railway Companies were addressed upon the question of the possibility of making any reduction

20047

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer
for Railways

Dated 31 January 1870

Recd. 1 February 1870.

No. 176.

Referring to Govt Engineer's Letter No 23, in reference to the possibility of effecting any reduction of expenditure

Engr. Temple 2 Feb.

Reductions in the expenses of the several Railways.

2 Every office establishment has been personally examined by me or my Deputy, and after investigating the amount of work done by almost every individual employé in the service of the different Companies I have to report that, with the exception of the Permanent Way establishment of the Great Southern of India Railway, I see no possibility of Reduction without affecting the efficiency of Departments.

3 I have long known that

that every effort is made by the Heads of Departments on the Madras Railway to keep their office establishments as low as possible, and I have been confirmed in this opinion by the Examiner of Railway Accounts who is from the nature of his duties well able to judge of the Requirements of the different Offices. The late enquiry has tended still more to convince me of this. In one office only I found it necessary to suggest a slight Reduction which I hear has already been effected.

4 I beg to forward a letter* from the Agent and Manager of the Madras Railway Company, from which you will observe that any alteration of the existing train system is considered to be detrimental to the interests of the Company and the public.

On the Great Southern of India Railway the working staff and office establishments are as a rule on the lowest possible scale; in fact I have on more than one occasion suggested to the Agent that he has reduced the working staff too low.

* No 176 of 31st March/70

6 With regard to the Agents' establishment on this line, I found that the clerks employed in the traffic audit were included in it. I have now proposed their being put under the superintendance of the Chief Auditor.

7 As to the possible abolition of any trains now running, I beg to draw your attention to the accompanying letter* from the Agent, in which he clearly shows that no change can be made without a loss of Revenue to the Company. I quite concur with the Agents views

* No 3412 of 21 March/70.

receive, and I also agree with him that none of the small stations should be abandoned.

8 The only establishment on the Great Southern of India Railway in which I see that any reduction can be made is in that of the Resident Engineer on Permanent Ways. The cost of it now amounts to Rs: 2,260 per mensem inclusive of a temporary Assistant at Rs: 100 per mensem, Salemen and platelayers. In addition to this a further sum of Rs: 394 has been charged monthly against the Resident Engineers establishment for Medical and Telegraphic

Telegraphic staff; the former will be reduced and placed under the Consulting Physician.

9 When reviewing the Resident Engineers establishment it is necessary to bear in mind the fact that it was lately the office of the Company's Chief Engineer, and that until recently extensive construction works have been carried on; even now the expenditure on Capital account is not at an end.

10 The establishment can= =not therefore fairly be looked upon as that of a Resident Engineer

Engineer in charge of 168 miles of open line. The time however has arrived when a considerable Reduction can be made.

11 The question of altering the existing system of supervision was discussed with the Agent some time ago, and he has expressed his willingness to employ four Inspectors on salaries varying from Rs: 200 to Rs: 120 per mensem in place of the three now drawing Rs: 716-6-. This will effect a monthly saving of Rs: 96-6, and it is believed will secure greater efficiency

12 The Agent and Resident Engineer have also requested to Reduce the establishment at once by Rs: 730 per mensem. This can be effected by dismissing a number of employés whose services can now be dispensed with, and by transferring the Medical subordinates to the Consulting Physician.

13 The additions to these Reductions I consider that a further saving of Rs: 293-8-0 per mensem can be made by Reducing the number of office clerks, draughtsmen, peons, and

Lascars

is found in possessing capable and trustworthy Natives as Inspectors of Traffic and Permanent ways. The present European Inspector on Rs: 250 must be retained to do the work of both.

I have the honour to be,
Sir,
Your Most Obdt Servt.

Mountfort Major R.E.

Cons: Engr: for Railways

Madras
7th April
1870

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Sub-

(1)

Rec'd 18 Dept
Rec'd 1870 Dept

From

The Consulting Engineer for Railways,

To

The Secretary to Govt
P. W. Dept

Papers.

Dated 7th April 1870.
Received 7th April 1870.

No. 157.

Ju No. 2

No. 1208/209 -

Respectfully submitted the reduction of Establishments of the several Railways in the Madras Presidency -

No. 123

Dated 27th April 1870 R-28

P. W. Department.

No. 1208/209

Proceedings of the Madras Govt.

Under date the 7th May 1870.

Read the following.

From. The Consulting Engineer for Railways. } No. 157 dated 7th April 1870.

Ordered that these papers be forwarded to the Govt. of India.

1209

To The Secretary to the Govt. of India.

Sir,

With reference to the circular of the Govt. of India under date the 6th Dec/69. No. 40, in which the attention of local governments is specially drawn to the necessity of the various charges of each line of Railway being sub-

subjected to a careful review and scrutiny in order to such reductions being carried out as may be found practicable, I am directed to forward the accompanying letter from the Consg Engineer, explaining the result of the investigations which have been personally instituted, either by himself or his Deputy, with a view to giving effect to the views of the Right Honble the Governor General in Council.

As the management and working of the Railways in this Presidency have ever been conducted with a very careful regard to economy, little room for reduction of establishments or of working expenses is found to exist, and it will be observed that, with the fullest desire to carry out such modifications as may lead to savings, neither the Consg Engineer nor the Agents of the Railways have, on the closest scrutiny, been able to make any material reductions. On the Madras Railway a slight decrease has been effected in the cost of the Office establishment of the Shore Department,

and

and on the Great Southern of India Railway the establishment of the Resident Engineer on [redacted] permanent way has been reduced to the extent of Rs: 1120 per mensem by dispensing with the services of certain employés and reclassifying the number and salaries of the Inspectors on that line.

On the Railway between Arconum and Conjeveram, the working expenses of which have formed the subject of the correspondence as per margin, it has only been found practicable to make a small reduction of Rs: 43.

To Govt of India - No 3579
Dated 20 Oct 1869
From - Do No 1973 R
Dated 31 Dec/69.

Although

although by transferring the Resident Engineer to the purvey operations about to be undertaken by the Carnatic Railway Company for the extension to Cuddalore, the open line will be relieved of the charge of that Engr's salary.

In the opinion of the Railway authorities and the Consg Engineer the arrangements of the Traffic Dept on the Railways in this Presidency are so closely adjusted to the requirements of the traffic that such changes as the Govt of India indicate

indicate with a view to
economy, cannot be
made without causing
considerable inconvenience
to the public and a loss
of revenue to the Company.

Desp^h 10/5/70 with Copy of
Govt No 1208 of 1870.

C. No 1402

Govt. of {1870} Madras.

PUBLIC WORKS.

To
The Consulting Engineer
for Railways
&
To The Secretary to the Govt
of India

Dated

Recd. 2nd.

G. O. 7 May 1870, No. 1208/120

Nos. 123-124 & 125

(Letters)
Reduction - (Railways)
Papers on the subject
of the reduction of
establishments on
the General Railways
in the Madras
Agency, forwarded
to the Govt. of India
with observations

(Orders)
Reduction - (Railways)
Passing Orders on the
Report from the Consulting
Engineer regarding the
reduction of establishments
on the
General Railways
in the Madras
Presidency -

(Letters)