No 1362

South Indian Railway,
AGENT'S OFFICE,

TRICHINOPOLY, 23rd October 1889.

From
The AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

I beg to inform you that I have this day telegraphed to you as under:-

"By noon post today I have sent you lett
"and tracing on Waterways Districts 3 an
"4 V.D. Statement follows by tonights pos

I attach the Statement referred to.

I am
Sir
Your most obedt Servan
William A Betts
Agent

Enclo:1

G.S.A

REGISTER
№ 1187.
FILE
№

Ent
Ow 10177
89

From
THE AGENT,
South Indian Railway,
Trichinopol

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras

Dated 23rd } October 188
Received 25th }
No. 1362
Enclosure. /

E.R.

Form No. 1.

PUBLIC WORKS DEPARTMENT.

~~Re the [illegible]~~
~~[illegible]~~
from the

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 25th October 1889.

Quick

(3) Letter from the Agent, South Indian Railway No. 1362 dated 23rd October 1889 with enclosures.

(1) Letter from — do — do — No. 1236 dated 26th September 1889 with enclosure.
(2) Letter from — do — do — No. 1298 dated 10th October 1889

No. 426

198 Print

SUBMITTED ________ to ________ Government. in continuation of this Office endorsement No. 360 dated 23rd September 1889.

2. The Chief Engineer's proposals for waterways in Districts III and IV are forwarded for the sanction of the Government of India in continuation of Proceedings of Government No. 1043 R dated 27th September 1889.

3. It will be observed that of the waterways recently sanctioned in Divisions I and II, all the former will fall debitable to the lump sum

Lum provision of 4 lakhs, and that all the latter were specifically provided for in the Revised Estimate.- In District III Bridge No. 166 falls against the 4 lakhs and in District IV all alterations were duly provided for in detail in the Revised Estimate.-

4.- I have inspected with the Chief Engineer the locality affected by the waterways dealt with in these papers.- It is absolutely necessary that the waterway should be liberally estimated and calculated both with moderate depth and with low velocity, or in the event of tanks breaching the village of Vasur would be dangerously inundated.- I approved generally of the provision proposed and to save delay authorised the construction of the bridges.- It only remains now therefore to obtain the formal approval of the Government of India to the provision of waterway that has been made, ~~in accordance with~~ as proposed in para 5 of my endorsement No: 337 A dated 7th September 1889, embodied in Proceedings of Government No: 986 R dated 11th September 1889 submitting the revised estimate for sanction.-

C.S. Smith Colonel R.E.
Consulting Engineer for Railways

Form No. 8.

B. No. 1200 R d/ 2nd Novr/89.

21 P

O.S. 1.11.9 / Sec 31 Oct

Ordered to be forwarded

for the approval of the Government of India in continuation of Pros: No. 1043-44 R, dated 27th September 1889.

Ac. No. 1201 R d/ 2d ~~Octr~~ Novr/89.

Forwarded.

O.S.1.
25.10.9

D 2/11

R.

No 986.7 R d/ 10.9.89
" 1099 R d/ 12.10 89

Mw. 30.x.89 / R 1.x.89

4/11

From PWC No. 10177

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 426

Dated 25th
Received 29th } October 1889.

No. OF ENCLOSURES. 7 (+ plan)

Subject.

Submitting, for the sanction of the Govt: of India, the proposals, made by the Chief Engineer, S. I. Ry:, for water-ways in Districts III + IV of the V. G. Ry:

B.

No. 1200 - 1201 R d/ 2nd Novr/89

R.

Read also the following papers

No. 35 R. C.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

22 P

To

The Joint Secretary to the Government of Madras, (Railway Branch) Public Works Department.

Calcutta, the 10th January 1890.

Sir,

I am directed to acknowledge the receipt of your No. 1201 R. dated 2nd November 1889, and in reply to communicate the approval of the Government of India to the proposals therein contained for the provision of additional waterways in Districts III and IV of the Villupuram-Guntakal State Railway.

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

M Blackburn
Major, R.E.,

O.S. 16.1.90

Documents accompanying

No. 1200-1R of 2-11-89
" 1099 R - 12-10-89
" 1043-4R - 27-9-89

PWC No 445

Rg 16.1.90

---

12 SP

SS/ 24.10.9

South Indian Railway
Villupuram Guntakal Railway
Alterations in Waterways
Districts 3 & 4
from Chains 1760 to 3390 chains

District III

The formula used for calculating flood discharges from Catchment basins is unless otherwise specified **D** = 825 M $\frac{3}{4}$.

Included in revised Estimate under the sum of Rs 400,000

1. Minor Bridge No. 165 at chain 2229. The area drained is about 1.8 sq miles and extends northward from the south of the Tiruvannamalai station ground Chain 2134 to chain 2240. The flood discharge by formula is 1278 cub ft per second. The provision in the original estimate is 5 small works aggregating 81 sq feet which with a velocity of 8 ft per second gives 648 C.f.S leaving 630 c.f.s (1278 - 648) for which the addition of one 25 feet span plus a 6 ft altered to a 10 ft span gives 29 lin feet and 29 Lin feet × 4 ft deep × 6 velocity = 696 c.f.s.

Included in revised estimate.

2. Major Bridge No. 170 @ 2269 chains -
The Catchment area here is 8 sq miles which gives a discharge of 3912 C.f.s and a bridge of Four 20 Spans is proposed in lieu of the 6 ft opening in the original estimate

80 × 5½ deep × 8 Velocity = ~~4000~~ 3520 c.f.s
other small-waterways on this area - 368
3888 c.f.s

Included in revised estimate

3. Major Bridge No. 186 @ chain 2376.50 2nd Crossing of the Tiruingi River -

The original estimate provides for the drainage of a Catchment area of 62 sq miles It is found however that the area is only 27 sq miles which by formula discharges 9760 C.f.s

It

It is proposed therefore to reduce the origina provision from a bridge of one 60 and six 40 feet spans to one, one 60 and four 40 feet spans. This 220 lin feet with a velocit of 8 feet per second and an average depth of 5 feet gives 10120 C.f.S

4. The Iruvingi River is first croſsed by the Villupuram Guntakal Railway in Dist 2 at 1687 Chains by a bridge of one 120 feet an eight 40 feet spans aggregating 440 lin feet. The catchment drained has an area of 170 Sq miles which by the formula discharges 38723 C.f.S and 440' × 10' × velocity 8.8 = 38723

District IV

5. Immediately to the North of the River Cheyar from Chain 3080 to chain 3330 the Railway is croſsed from West to East by the drainage from a group of catchment areas.

	C.f.S
1st by spill from the Cheyar estimated at	1920
2d Drainage from Vasur Tank area 11 Sq miles discharge	4983
3d Drainage from Polur Tank area 35 Sq miles	11872
4° Drainage for Peruagaram area 16 Sq miles	6600
Making a total of cub feet per second	25375

6. To carry off this the following bridges have been given and formal sanction to these construction is requested. The season was so far advanced when these investigations were completed

14 S P

Completed that there was no alternative but to build at once or postpone them until next year

	Chains	Lin ft	
At chains	1·40	= 40	Polur area
	3·40	= 120	Polur area
	6·25	= 150	Polur area
	10·25	= 250	Periagaram a

?

An aggregate of 560 Lineal feet which with velocity 8 feet per second and 5$\frac{3}{4}$ feet depth gives 25760.

7. Checking this by a review of the drainage areas in detail the following is the result. The 3 areas Vasur, Polur and Periagaram are conterminous and it is shewn by the taluq map a tracing of which accompanies this note that some water is led by channels from one catchment area into another, so that in addition to the direct rainfall collected in each area there is this surplus flowing from one area into the other to be dealt with.

8. The first two drainages Vasur and Polur discharge, Vasur for the most part directly onto the line and a small portion indirectly through Polur; and Polur partially on to the Railway line South of Polur village between Chains 3130 to 3190. The remaining portion of Polur passes over into, and, together with the whole of, Periagaram, crosses the Railway North of Polur Village between chains 3190 and 3330

?!!

9. The Polur catchment discharges from its lower portion through a tank which is hemmed in by high rocky Hills, and between these hills by a substantial well stone revetted

embankment

embankment which it is alleged has never been known to breach. This embankment is furnished with two Calingulas or escape weirs with free outfalls and effective lengths of 252 and 60 feet respectively, the maximum depth of water being 4 feet. The discharge from three Calingulas aggregates 9000 cft per second.

The total area of this Polur catchment is 35 Sq miles which gives a discharge of 11872 Cub feet per second, deducting 9000 C.f.S the overflow from the Calingula there is a surplus of 2872 C.f.S which it may be assumed flows over into the next or Periagaram catchment. The latter with an area of 16 miles gives a discharge of 6600 C.f.S and adding the 2872 C.f.S assumed to surplus into it from the Polur area a total of 9472 C.f.S has to be provided for North of Polur. This together with the drainage South of Polur village is thus arranged for.

South of Polur.		C.f.S
Spill for Cheyar estimated at		1920
Vasur 11 Sq miles are	-	4983
Polur portion draining through Calingulas of Tank		9000
	Total	15903 C.f.S

To meet which 310 lineal feet of water-way are given, and 310 ft × velocity 8 ft per second and an average depth of 6.4 feet = 15903 -

North

Em 4
W 10177
85

North of Polur

	C.f.s
Polur portion surplusing into Periagaram area	2872
Periagaram Catchment 16 sq miles	6600
Total	9472

Provision for which is made by 250 lin. feet × 8 velocity × 4·7 average depth = 9472

Compd

The bridges provided for the Drainage South of Polur Village will work together, that is if any be overpressed the water will flow on to and be taken by the others. The highest of the series of openings, the 6.25 ft spans, is founded on rock close to the natural surface of the channel and it will act as an efficient escape weir in times of heavy flood.

In like manner the bridges north of Polur Village will act together in regulating the flood discharge from the Periagaram Catchment basin.

Trichinopoly
23rd October 1885

David Logan
Chief Engineer

William Betts
Agent.

Em 3
PW 10177
89

No 1298

South Indian Railway,
AGENT'S OFFICE,

TRICHINOPOLY, 10th October 1889.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

In continuation of my letter No 1236 of
the 26th ultimo I have to forward the following
Copy of a report received from the Chief Engineer:-
"With reference to additional water-
"ways included in Statement for Districts 1 to 4
"forwarded to you with my No 1002 & 1058 of
"9th and 20th ultimo I have the honor to note that o
"District 1. That the whole of the extra waterway
"now required are debitable to the lump sum
"of Rs. 4,00,000 entered in estimate":
"District 2. In this case, all the waterways were
"fixed prior to the submission of the Estimate and
"are included in the revised estimate."
"District 3. Bridge No 165 is debitable to the lump
"sum of Rs. 4,00,000. The other alterations are include
"in revised Estimate."
"District 4. The alterations here have been include
"in the revised Estimate."
"I trust that the information now sent wil
"enable sanction to be given."
Will you please let me know if further informat
is required.

I am, Sir,
Your most obedient Servant
William Betts
Agent.

Enc
No 10177
89

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated 4th Oct 1889
Received 12/10/89 No. 1290.
Enclosure.

Re. Additional [illegible]
-way.

20th January 1890, No. 104 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Consulting Engineer for Railways, dated Madras, 17th January 1890, No. 43.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 5th June 1889, No. 637.

I have the honor to forward, for the attention of Government, copies of letters Nos. T. 3757 and C/44899-B/13178, dated 11th and 13th of May, respectively, from the Divisional Traffic Officer, Pódanúr, and from the Traffic Manager, regarding the building of houses in the immediate vicinity of Ferók station, South-west line.

2. I also forward a plan which has been furnished by the Chief Engineer showing the buildings which have been so erected.

3. It will be observed that the land upon which the houses have been built will, in all probability, be required for railway purposes, and the Chief Engineer suggests that the practice obtaining in other parts of the Presidency should also be applied to Malabar, viz., of no houses being permitted to be built within half a mile of the railway until the company's requirements have been ascertained.

Enclosures.

From the Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated Madras, 13th May 1889, No. C/44899-B/13178.

Ferók station.

I beg to send you copy of a letter which has reached me from the Traffic Officer in charge of the Western division reporting that houses are being built in the immediate vicinity of Ferók station on ground which will probably be required by the company.

2. I believe there is a Government order prohibiting the erection of native houses within a certain distance from railway stations, and you may possibly wish to address the Collector of Malabar on the subject of the house Mr. Byron refers to.

From the Assistant Traffic Manager, Madras Railway Company, to the Traffic Manager, Madras Railway Company, dated Pódanúr, 11th May 1889, No. T. 3757.

Ferók station.

I wish to bring to your notice that a house or store (of stone) has lately been built at Ferók within a few feet of the railway fencing on the west side opposite the end [illegible] the platform.

2. There is a very probable necessity of our requiring at some time another line out of the through siding. This would necessitate the purchase and remove of this house.

3. Immediately behind the stationmaster's house and along the railway fence and road approaching the station several houses have been built up. These may become a source of much inconvenience and, from a sanitary point, are very undesirable.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 7th September 1889, No. 1005.

In compliance with the request contained in your letter No. 554, of 1st July last, I have the honor to retransmit, herewith, the plan of Ferók with lines marked on it showing extensions to the yard which will probably hereafter be required.

2. The question was considered at the recent half-yearly inspection, and a copy of the note taken by me on the occasion is enclosed for your information.

ENCLOSURE.

EXTRACT from the Inspection notes of Agent and Manager, July 1889.
SOUTH-WEST LINE.

Ferók.

Our land on east side of station compound to be marked out to full limit. This includes the public road.

2. Velayadham Nair told me that the small house lately built opposite the north end of the platform belongs to a jenmi named Kurup who only owns about half an acre of land at this place.

3. Colonel Jopp specially noted the land recently applied for. Most of this is waste.

From the Collector of Malabar, to the Consulting Engineer for Railways, dated Calicut, 14th January 1890, No. 120 P.

Referring to your letter No. 2178, of the 10th ultimo, I have the honor to forward, herewith, a draft notification under Act X of 1870, relative to the acquisition of the land near the railway station at Ferók, and to request that Government may be moved to direct its publication in the *Fort St. George Gazette.*

Submitted to Government in view to the publication of the notification in the next issue of the *Fort St. George Gazette.*

2. The land is applied for in order to obtain possession of certain buildings which have recently sprung up in proximity to Ferók station, much to the inconvenience of the Madras Railway; and also to prevent further encroachments in this direction.

3. The proposal is further justified by the fact that this area will probably be required for the extension of sidings at this station to meet the increasing traffic.

ORDER—dated 20th January 1890, No. 104 R., Public Works.

Ordered that the notification be published in the *Fort St. George Gazette.*

(True Extract.)

Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways, with one tracing.
" Revenue Department.
" Collector of Malabar.

Exd. P. L. Pereira.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated January, 20th.

Recd. *Encl.*

G.O., 20th Jan. 1890, No. 104 R.

JANUARY.

Acquisition of Land near the Railway Station at Ferok

Ordered that the notification for the — be published in the *Fort St. George Gazette.*

[illegible]

(No. I.) 5,000—14-11-85.

No. 637. Vide letter to Collr. Malabar No. 1022 d 12/6/9.

1/P

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 5 June 1889.

From

The *Agent and Manager.* of the M. R. Co.

To

The *Consulting Engineer for Railways.*

SIR,

I have the honour to forward for the attention of Government copies of letters No. T3757 and C/$\frac{44897^{B}}{13178}$ dated 11th and 13th of May respectively from the Divisional Traffic Officer Podanur and from the Traffic Manager regarding the building of houses in the immediate vicinity of Ferok Station South West Line.

I also forward a plan which has been furnished by the Chief Engineer showing the buildings which have been so erected.

It will be observed that the land upon which the houses have been built will in all probability be required for Railway purposes and the Chief Engineer suggests that the practice obtaining in other parts of the Presidency should also be applied to Malabar viz. of no houses being permitted to be built within half a mile of the Railway until the Company's requirements have been ascertained.

I have the honour to be,
Sir
Your most obedient Servt.

JW Mead
for Agent & Manager.

REGISTER
No. 547
FILE
No.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 5th June 1889

Recd. 6th June 1889

No. 63

Regarding the building of houses in the vicinity of Erode Stn. S.W. Line

E5
PW 11609/89

Enclosure 3 SP

D 3757

Podanur 11th May 1889.

From
Asst. Traffic Manager
Podanur.

To
The Traffic Manager
Madras.

My dear Sir,

Erode Station

I wish to bring to your notice that a house or store (of stone) has lately been built at Erode within a few feet of the Railway fencing on the west side opposite the end of the platform.

There is a very probable necessity of our requiring at some time another line out of the through siding. This would necessitate the purchase and remove of this house.

Immediately behind the station master's house and along the Railway fence and road approaching the station several houses have been built up. These may become a source of much inconvenience and from a sanitary point are very undesirable.

(True Copy)

Yours faithfully
Sd/ G. R. Byron
Asst. Traffic Manager

S. H. Read
for Agent & Manager.

REGISTER
No 549.
FILE
No

E.7
RW 11609/89

4 LB

Print

Madras Railway Company,
C/44899 B./13178 Traffic Manager's Office
Madras, 13 May 1889.

The Agent & Manager,
Royapuram.

Dear Sir,

Ferok Station.

I beg to send you copy of a letter which has reached me from the Traffic Officer in charge of the Western Division reporting that houses are being built in the immediate vicinity of Ferok station on ground which will probably be required by the Company.

I believe there is a Government Order prohibiting the erection of native houses within a certain distance from Railway stations and you may possibly wish to address the Collector of Malabar on the subject of the house Mr Byron refers to.

Yours, &c
(Sigd) Louis S. Moss
Traffic Manager.

(True copy)

Agent & Manager.

REGISTER
No 547
FILE
No

E.6
RW11609/89

(No. II.)
No. 1005.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 7th September 1889

From

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

To

The *Consulting Engineer for Railways.*

SIR,

In compliance with the request contained in your letter No. 554 of 1st July last, I have the honour to retransmit herewith the plan of Ferok with lines marked on it showing extensions to the yard which will probably hereafter be required.

The question was considered at the recent half yearly Inspection and a copy of the note taken by me on the occasion is enclosed for your information.

I have the honour to be
Sir
Your most obedient Servt.
Francis W. Hanna
Agent & Manager

3

REGISTER
No. ~~915~~ 1922
FILE
No.

Ex 2

E2
No 11609/89

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 7th Sept 1889

Recd.

No. 1005

Returning plan of Ferok with the reqd lines marked in it

Submit for the sanction of Government.

C.L.S.
27.11.9

Enclosure

620

Extract from the Inspection notes of Agent and Manager. July 1889.

South West Line

Ferok

1. Our land on east side of station compound to be marked out to full limit. This includes the public road
2. Velayadham Nair told me that the small house lately built opposite the North end of the platform belongs to a Jenmi named Kurup who only owns about half an acre of land at this place
3. Colonel Jopp specially noted the land recently applied for. Most of this is waste

(True Extract)

Francis W. Hamer

Agent & Manager.

3

922

7 P 58

GOVERNMENT OF MADRAS

No. 120/P

Malabar Collector's Office
Calicut 14th January 1889

From,
H. M. Winterbotham Esquire,
Collector of Malabar,

To,
The Consulting Engineer
for Railways,
Madras.

Sir,

Referring to your letter No. 2178 of the 10th ultimo, I have the honor to forward herewith a draft notification under Act X of 1870 relative to the acquisition of the land near the Railway station at Ferok, and to request that Government may be moved to direct its publication in the Fort Saint George Gazette.

I have the honor to be,
Sir,
Your most obedient Servant,

H. M. Winterbotham
Collector

REGISTER
No. 8
No. 124.

P.W. Encl
518/90

From,

the Collector
of Malabar

To,
the Consulting
Engineer for Railways
Madras

Dd Jan 14.90.

18
16.1.90

Forwards a draft notification relative to the acquisition of land near the Railway station at Ferok

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Form No. 1.

PUBLIC WORKS DEPARTMENT.

~~Office of~~ Consulting Engineer for Railways,
Madras, 17th January 1890.

Letter from the Agent and Manager, Madras Railway, No. 637, dated 5th June 1889 with enclosures

Do. Do. No. 1005 dated 7th September — do

Letter from the Collector of Malabar No. 120/P, dated 14th January 1890, with enclosure.

No. 43.

Submitted to Government in view to the publication of the notification in the next issue of the Fort Saint George Gazette.

2. The land is applied for in order to obtain possession of certain buildings which h[illegible] sprung up in proximity to Ferok station, much to the inconvenience of the Madras Railway; and also to prevent further encroachme[illegible]this direction.

R. 18-1-90

3. The proposal is further justified by the fact that this area will probably be required for the extension of sidings at this station to meet the increasing traffic.

Sidney Smith

Major R.E.,

for Consg: Engr. for Rys.

A No. 104 R of 20th Jany/90.

Form No. 3.

CJ 24.1

Jelo 19/1

Ordered that the notification be published in the Fort St. George Gazette.

C.L.S.
18.1.90

Col
20/1
R.

To
The Rev Secretary
for favour of
Counter initials

D
26/1

To

The Con: Engr for Rys: with 1 tracing
" Rev: Depart
" Collector of Malabar
Notification &

Dm 18/1,
20/1/90

P.W. C No 518

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 43

Dated 17th }
Received 18 } Jany. 1890.

No. of Enclosures. ~~two~~ eight
× 1 plan.

Subject.

Submitting for publication in the Fort St George Gazette a draft notification for acquiring certain lands at Ferok under Act X of 1870.

A

No. 104 R of 20th Jany/90.

R

518.

Govt. of {18 } Madras.

PUBLIC WORKS.

Dated [illegible] [illegible]

Recd. Encl.

G.O., 20th Jany 1890 No. 104R.

Acquisition of land near the Ry station at Erode.

Ordered that the notfn for the — be pubd in the Fort St George Gazette

110/6

21/1 21/1

Enc
No 10177
89

Enclosures

11

South Indian Railway.
Villupuram Dharmavaram Section
Drainage Areas for which waterways are altered.

Position				Discharge						Lineal feet.				
On Mile.	at Chainage.	No of Bridges on progress Section	Area Square Miles	By Dickens' 825 M.¾ Cft per Second				Velocity per Second assumed	Depth of discharge permissible.	of Water way requir-ed.	Provided again. Length	Bridges now proposed.	Minor or Major Bridges.	Description of drainage.
1.	2	3.	4.	5	6	7	8	9.	10	11.	12	13.	14.	15
4	5	6	7	6	5	5	5	6	6	7	6	6	6	10½
									District No 3.					
	2218	164.	See Note	accompanying							1/3. —	1/10.	Minor.	
43	2229.	165.	1·8.	1278.	8			8.	5½.	See Note	1/6. —	1/25.	See Note –	
43	2269·70	170.	8·0	3912.				8.	5.		1/6. —	4/20	Major.	
46	2276·50.	186.	27·0.	9760				8.	5.6.	220.	1/60 & 6/40 –	1/60 & 4/40.	Major.	2d Suringi Crossing.
									District No 4.					
59.	3014.	226.	11.	*6903.						40.	1/60.	1/40.	Major.	
60	3128·49.	230.								120.	1/40.	3/40	Major	
61.	3174·30	238.	35.	11872.						150.	1/20.			
											1/20.	6/25.	Major	
62.	3222.	246.									1/20.	2/25.	Minor.	
62	3236·67	248.	62.		25375.	See Note.		8.	5¾.	560.	2/3.	1/25.	Minor.	
62.	3247.	250.		6600.						250	1/20,	5/25.	Major.	
	3253·80	253.	16·00								1/20	"		
	3258·30.	253.									1/20	"		
63.	3304·82.	258.									1/10.	2/25	Minor.	

*includes Estimated 1920 Cft from Cheyar.

William S. Betts.
Agent

David Logan
Chief Engineer

REGISTER
No. 106[illegible]
FILE
No. 1

Eub

PW10177

S.S.
5/10/9. D1

From

THE AGENT,
South Indian Railway,
Trichinopoly.

To

THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated 26th Sept 1899
Received 27th
Roads No. 1236.
ENCLOSURE. 2

These and the last
application [illegible]
[illegible] state [illegible]
them in the [illegible]
recently submitted to Govt
it is intended to charge [illegible]
work – There is [illegible]
14 Pakka [illegible]
them to be charged [illegible]
the same information is required
for [illegible]
for 2051 & 2 recently [illegible]
[illegible]
The enclosures
returned
for revision
Please [illegible]
above [illegible]
A L

A. addressed D.O. [illegible] 5/10

papers

[illegible] 27/9

Sir,

A letter [illegible] was submitted to Govt in Govt. No. 360 of 23-9-9 re: [illegible] on V. P. [illegible]

[illegible] 27/9

ER

[illegible] 27/9

Endorsement heading here

No 1236

South Indian Railway,
AGENT'S OFFICE,

TRICHINOPOLY, 26th Septr 1889.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

100

Sir,

*To Govt: in Endt. No 360 23-9-9

In Continuation of my letter No 1159* of the 10th Instant I forward herewith a tabular Statement showing, for Districts Nos 3 and 4 of the Villupuram Dharmavaram Railway, drainage areas for which Waterways are altered. I also forward a note by the Chief Engineer on these alterations of Waterway.

In Submitting these to me Mr Logan wrote as follows:–

"I draw attention to the "Waterway provided for Bridge No 238. This "was agreed on with the Consulting Engineer as "a Bridge of 5 Spans but it has since been "brought to my notice that an addition of one "more Span prevents the necessity for two irriga-"tion Culverts and the Bridge has therefore been "increased."

I am
Sir
Your most obedt Servant
William S. Betts
Agent

Enclosures 2

Special

B.
No 1099 R of 12th Oct/89.

R

H. m. 9-x-89 R 10.x

14

13

No. 1097R

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 12th Oct /89.

READ again the following

Progs: of the Madras Govt: P. W. Deptt. } G.O. No. 1043 R of 27 Septr/89

Read also the following.

Telegram from the Govt. of India P.W.D. } G.O. No. C 178 of 8th Octr/89

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 360 of 23rd Septr. 1889.

Vert 10/10

Htl 10 Oct.

D R

9/10.

To

The Consg Engr for Rys ✓
" Exr G. R. Accts ✓

Despd
12-x-89

B Form No. 3.

No. 1043R of 27 Septr. '89.

Htl 25th Ordered to be ... to the Govt.

1043-4R of 27-9-89
986R " 11-9-89
697R " 21-6-89
1068R " 11-12-88
575-6R " 18-5-89
222-3R " 2-3-89
522R " 13-7-87
749R " 4-7-89
770R " 10-7-89
1190R " 14-12-85

H. M. 9-x-89 R 10/-

From P.W.C. No 8948

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

360

P.W. C No 9440
September 89

Submitting, for the approval of the Govt. of India, a memorandum from the Chief Engr. S. I. Ry., showing the basis on which the waterway calculations for S. I. Ry. were based.

Recd: 9-10-89

No. 1043-4R 27 Septr.

B

No. 1099 R

Public Works Department,

Railway Branch.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

F C2 8 P

Class. [illegible] INDIAN TELEGRAPH. Local No. 3042

To (Station) [illegible]

From (Station)

Words.	Day.	Hour.	Minute.
26/4	8	18	16

Official Instruction.

To (Person) [illegible]

From (Person)

Vilupuram [illegible] Section [illegible] of India [illegible] requisite materials being procured

Given to [illegible] No.

[illegible] 2/10 [illegible]

Recd. from L. N.
at Hrs. Mts., By

Sent to L. N.
at Hrs. Mts., By

Date

MADRAS 9-10-89

Telegraph Master.

Despd.
12-X-89

B Form No. 8

No. 1043 R d/ 27th Septr. 89.

wd 25th Ordered to be forwarded to the Govt. of India in continuation of Procgs. No. 986-87 R d/ 11th Septr. 1889. with request that sanction may be communicated by wire.

Tel. No 1044 R of 27th Septr. 89

Forwarded.

D 27/9

D.R.
23/9

Hw 24-10-89.

R 257/-

From [illegible] No. 8948

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 360

Dated 23rd
Received 24 } September 1889.

No. of Enclosures. 3

Subject.

Submitting, for the approval of the Govt. of India, a memorandum from the Chief Engr.; S. I. Ry., showing the basis on which the waterway calculations for V. D. Ry. are proposed.

B

No. 1043-4 R. 27th Septr. 89.

in the event of a catas-trophe the bridges may stand although the banks may fail.

Col. R.E.
for Cons. Engr. for Rys
R.

ignify their approval by ore.

3. The proposals are ased on Dicken's formula ith a coefficient of 825 nd looking to the com-paratively liberal provision which it is believed is hereby made and there-fore to the less frequency f the occasions on which he works will be severely ried, a velocity of 8 feet er second, though the ~~necessary~~ works has been ssumed wherever pos-sible and will be pro-vided for by stone floor-ings and protecting pitch-ing.

r though?

4. The principle follow-ed in localities liable to breaching banks has been to so protect and streng-then the bridges that

III Read the following papers:—

G.O. of 2nd November 1889, No 1280 R. Pub. Wks
G.O. of 27th September 1889, No 1043 R. Pub. Works.
From the

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 23rd September 1889.

Letter from the Agent, South Indian Railway, No: 1159, dated 10th September 1889, with enclosure.

No. 360

58

SUBMITTED to Government. for the approval of the Government of India, with reference to Consulting Engineer's endorsement No: 337A dated 7th September 1889 forwarding the revised estimate for Villupuram Pakala section.

2. The Chief Engineer has been authorised to make arrangements for the supply of the requisite materials and it is suggested that the Government of India be asked to

signify

[illegible] Read with the following papers:-

458

at this place.

The Drainage area of the Devanur Tank is 1.04 Sq miles the overflow from this tank crosses the Railway at 1147 where a 8 ft span is provided, again crosses the line at 1137 and is with the Drainage of the other portion of the area finally passed under this Railway by the Bridge under reference.

Bridge No. 101. The area was carefully examined on the ground by the Deputy Chief Engineer. The drainage is collected by a large Tank crossed by the Railway, the escape of which is ½ a mile above the Line and 82 feet long with a depth of 1 to 4 feet in high Floods but in 1885 the Flood depth over Escape was stated to be 8 feet when the approaches and abutments were swept away.

Bridge No. 104 Is on the overflow channel of Anditya Nellore Tank.

Bridge No. 121 Is the discharge Channel of the Arampallam Tank which is a little way above the Line the detail of its Escapes are not yet available.

Bridge No. 130 Provides for drainage discharged through the Chellamkuppen Tank above the Railway, the discharge of its escape weir is noted in the Statement.

Davidson

Chief Engineer

William S Betts
agent

Dickens Formula has been adapted for areas between 1 and 50 Sq miles but for the discharges of this amount it is proposed to assume a velocity of 8 feet per second, which is about 25 per cent higher than the usual velocity of these streams and which as all the Bridges will be floored will it is believed be safe for the few occasions when it is likely to occur.

The following Notes give some details regarding the drainages.

Bridges Nos. 54 and 55 Convey the drainage of about 5 Sq miles into a tank situated just below the Railway. The discharges of whose Calingulas are entered in the Statement. In 1884 this tank breached in two places one about 90 feet and the other 50 feet long.

Bridge No. 66 has to provide for the overflow of the Chellamur Tank which is above the line. It has no Calingula but has a spill channel provided the discharge from which is entered in Column 6 of the Statement. This tank was breached for about 50 feet in length recently. The foundation here are alluvial for some depth and will have to be floated on thick bed of Concrete.

Bridge No. 71. The Kadalur Tank is close to and above the Railway this bridge provides for its overflow. The Tank has one Calingula & 2 Escape Channels and was breached by floods in two places One 110 feet long and the other fifty feet long.

Bridge No. 84. This bridge provides for the overflow of the Devanur Tank and other Drainage which crosses the line

at

388

REGISTER
No 1009
FILE
No

53
No 8948/85

Note to accompany proposed alterations of Waterways on Districts Nos 1 and 2. V.D.S.Ry.

The Waterways on Districts Nos 1 and 2 have been recently investigated with the view of checking the provision of Bridges shown on Sections & it has been found that several alterations were necessary, 4 Waterways having to be [illegible] from Minor to Major Bridges and 5 [illegible] Bridges having to be considerably increased [illegible] in Spans of less than [illegible] proposed here.

The tabular statement attached gives [illegible] the Waterways have been [illegible] the Construction of the [illegible] required. The [illegible] are intended for information but [illegible] that few [illegible] is [illegible] later changes.

The [illegible] of these two districts is [illegible] of banks in [illegible] with only insufficient [illegible] channels so that a large [illegible] have burst within the [illegible] in consequence of which [illegible] of discharge from the Escape [illegible] tanks [illegible] to the Railway [illegible].

In determining the Waterway to be given it is therefore necessary to rely mostly on the drainage Area. In this part of the country Dickens' Formula with co-efficient [illegible] would, it is believed, as a rule, give a discharge in excess of usual but as has been proved on the South Indian Railway has occasionally been observed.

Dickens

REGISTER No. 1009
FILE No.

3/ M/8940/89

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated 10th September 1849
Received 14th
12th
No. 1159
Enclosure. 2

papers

Sir,
Papers are at Ooty.
13/9

Send up when they arrive from Ooty.

Sir, submitted 19/9

[illegible] up Mr. Forsyth's report on this portion of the line. We have not seen any.
12/9

Submitted. 19/9

There are no means of checking this area.
To E.R. for information
19/9

Endorsement ready [illegible]

Print

No 1159

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 10th September 1889.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Referring to your letter No 782 of the 30th August, 89, I beg to forward herewith for your information and that of the Government of India, a memorandum from the Chief Engineer showing the basis on which the Waterway Calculations have been made, and I shall be glad to receive sanction to the proposals made in the Tabular Statement attached thereto, which embody all the important alterations on Districts Nos 1 and 2 of the Villupuram Dharmavaram Railway. Similar statements are in preparation for the succeeding Districts.

An Indent for the iron work required will be submitted for sanction.

I am
Sir
Your most obedt. Servant
Walter J. Hooper
for Agent.

E.H.

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated January, 21st.

Recd. *Encl.*

G.O., 21st Jan. 1890, No. 117 R.

JANUARY.

Waterways in Districts III and IV of the Villupuram-Guntakal State Railways.

Approval of the Government of India to the proposals for providing additional —, communicated to the Consulting Engineer for Railways.

Endorsement ready [illegible]

Print

No 1159

South Indian Railway,
AGENT'S OFFICE,

TRICHINOPOLY, 10th September 1889.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Referring to your letter No 782 of the 30th August, 89, I beg to forward herewith for your information and that of the Government of India, a memorandum from the Chief Engineer showing the basis on which the Waterway Calculations have been made, and I shall be glad to receive sanction to the proposals made in the Tabular Statement attached thereto, which embody all the important alterations on Districts Nos 1 and 2 of the Villupuram Dharmavaram Railway. Similar Statements are in preparation for the Succeeding Districts.

An Indent for the iron work required will be submitted for Sanction.

I am
Sir,
Your most obedt. Servant
Walter J. Hooper
for Agent

21st January 1890, No. 117 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., dated 2nd November 1889, No. 1200 R., Public Works.
G.O., dated 12th October 1889, No. 1099 R., Public Works.
G.O., dated 27th September 1889, No. 1043 R., Public Works.

From the Consulting Engineer for Railways, dated Madras, 23rd September 1889, No. 360.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 10th September 1889, No. 1159.

Referring to your letter No. 782 of the 30th August 1889, I beg to forward, herewith, for your information and that of the Government of India, a memorandum from the Chief Engineer showing the basis on which the waterway calculations have been made, and I shall be glad to receive sanction to the proposals made in the tabular statement attached thereto, which embody all the important alterations on districts Nos. 1 and 2 of the Villupuram-Dharmavaram Railway. Similar statements are in preparation for the succeeding districts.

2. An indent for the iron work required will be submitted for sanction.

ENCLOSURE.

SOUTH INDIAN RAILWAY—VILLUPURAM-DHARMAVARAM SECTION.

DRAINAGE areas for which insufficient waterway has been provided.

POSITION.			DISCHARGE.									
			Dickens'.	Rynes'.								
Mile.	Number of bridges on progress sections.	Area (square miles).	825 M. $\frac{3}{4}$ cubic feet per second.	$675 \sqrt[3]{M^2}$ cubic feet per second.	Discharge of calingulas Neville's formula $\frac{2}{7}$ D = 1 × h √H.	Velocity per second assumed.	Depth of discharge permissible.	Lineal feet of waterway required.	Provision made in Mr. Geoghean's section.	Bridges now proposed.	Minor or major bridges.	Description of drainage.
1	2	3	4	5	6	7	8	9	10	11	12	13
14	54	5·00	2,760	1,971	1,220	8	5	69	1/20	2/20	Minor.	Ayandur tank.
14	55								1/20	2/20	Minor.	
18	66	4·75	2,654	1,917	1,125	8	5	66⅓	1/10	3/25	Major.	Chellanur tank.
19	71	7·25	3,650	2,524	3,415	8	5	91	1/10	4/25	Major.	Kadanur tank.
DISTRICT II.												
21	84	3·63	2,272	1,586	..	8	6	47⅓	1/20	2/25	Minor.	Drainage.
25	101	39·0	12,878	7,763	..	8	8	201⅕	2/6	5/40	Major.	Krishnavaram valley.
25	104	·72	645	520	..	8	4	20⅙	1/6	1/20	Minor.	Aditiya-Nellur tank.
29	121	21·	8,093	5,237	..	8	8	127	2/20	6/20	Major.	Arampallam tank.
34	139	1·55	1,146	912	1,248	8	5	28½	3/4	2/15	Minor.	Chellan Kuppen tank.

TRICHINOPOLY,
9th September 1889.

(Signed) W. S. BETTS,
Agent.

(Signed) W. K. STENT,
for Chief Engineer.

Note to accompany proposed alterations of waterways on districts Nos. 1 and 2, Villupuram-Dharmavaram State Railway.

The waterways on districts Nos. 1 and 2 have been recently investigated with the view of checking the provision of bridges shown on section. It was then found that several alterations were necessary, four waterways having to be enlarged from minor to major bridges and five minor bridges having to be considerably increased. Alterations in spans of less than 20 feet are not noticed here.

2. The tabular statement attached gives data on which the waterways have been fixed. Sanction to the construction of the four major bridges is requested. The minor bridges are included for information, but it is believed that formal sanction is not required for these changes.

3. The drainage in these two districts is mostly collected in a series of tanks in many cases without or with only insufficient escape weirs or channels, so that a large number of the tanks have burst within the last few years, in consequence of which the calculations of discharge from the escape channels of tanks even close to the railway are not reliable.

4. For determining the waterway to be given, it is, therefore, necessary to rely mostly on the drainage area. For this part of the country, Dickens' formula with co-efficient of 825 would, it is believed, as a rule, give a discharge in excess of usual, but, as has been proved on the South Indian Railway, has occasionally been observed Dickens' formula has been adopted for areas between 1 and 50 square miles, but, as the discharges of this amount will be seldom, it is proposed to assume a velocity of eight feet per second, which is about 25 per cent. higher than the usual velocity of these streams and which, as all the bridges will be floored, will, it is believed, be safe for the few occasions when it is likely to occur.

5. The following notes give some details regarding the drainages :—

Bridges Nos. 54 and 55 convey the drainage of about 5 square miles into a tank situated just below the railway; the discharges of whose calingulas are entered in the statement. In 1884 this tank breached in two places, one about 95 feet and the other 50 feet long.

Bridge No. 66 has to provide for the overflow of the Chellanur tank, which is above the line. It has no calingula but has a spill channel round the west end, the calculated discharge from which is entered in column 6 of the statement. This tank was breached for about 50 feet in length recently. The foundation here is alluvial for some depth and will have to be floated on a thick bed of concrete.

Bridge No. 71.—The Kadanur tank is close to and above the railway; this bridge provides for its overflow. The tank has one calingula and 2 escape channels and was breached by floods in two places, one 110 feet long and the other 50 feet long.

Bridge No 84.—This bridge provides for the overflow of the Devanur tank and other drainage which crosses the line at this place. The drainage area of the Devanur tank is 1·04 square miles; the overflow from this tank crosses the railway at 1,147, where a 8-feet span is provided; again crosses the line at 1,137 and is with the drainage of the other portion of the area finally passed under this railway by the bridge under reference.

Bridge No. 101.—The area was carefully examined on the ground by the Deputy Chief Engineer. The drainage is collected by a large tank crossed by the railway, the escape of which is ½ a mile above the line and 82 feet long with a depth of 1 to 4 feet in high floods; but in 1885 the flood depth over escape was stated to be 8 feet when the approaches and abutments were swept away.

Bridge No. 104 is the overflow channel of Aditiya-Nellur tank.

Bridge No. 121 is the discharge channel of the Arampallam tank, which is a little way above the line; the details of its escapes are not yet available.

Bridge No. 139 provides for drainage discharged through the Chellan Kuppen tank above the railway; the discharge of its escape weir is noted in the statement.

(Signed) W. S. BETTS,
Agent.

(Signed) D. LOGAN,
Chief Engineer.

Submitted to Government for the approval of the Government of India, with reference to Consulting Engineer's endorsement No. 337 A., dated 7th September 1889, forwarding the revised estimate for Villupuram-Pakal section.

2. The Chief Engineer has been authorised to make arrangements for the supply of the requisite materials and it is suggested that the Government of India be asked to signify their approval by wire.

3. The proposals are based on Dickens' formula with a co-efficient of 825, and looking to the comparatively liberal provision, which, it is believed, is thereby made and therefore to the less frequency of the occasions on which the works will be severely tried, a velocity of 8 feet per second through the masonry work has been assumed wherever possible and will be provided for by stone floorings and protective pitching.

4. The principle followed in localities liable to breaching tanks has been to so protect and strengthen the bridges that, in the event of a catastrophe, the bridges may stand although the banks may fail.

Order—dated 27th September 1889, No. 1043 R., Public Works.

Ordered to be forwarded to the Government of India in continuation of Proceedings, Nos. 986-87 R., dated 11th September 1889, with request that sanction may be communicated by wire.

(Here enter No. 1044 R., dated 27th September 1889.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Endorsement—dated 27th September 1889, No. 1044 R., Public Works.

Forwarded.

(By Order.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Telegram from the Secretary to the Government of India, Public Works Department, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 8th October 1889, No. C-178.

Your 1044 R., 27th September. Waterway for Villupuram-Dharmavaram section. Government of India sanctions requisite materials being procured.

Order—dated 12th October 1889, No. 1099 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 360, dated 23rd September 1889.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

From the Consulting Engineer for Railways, dated Madras, 25th October 1889, No. 426.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 26th September 1889, No. 1236.

In continuation of my letter No. 1159 of the 10th instant, I forward, herewith, a tabular statement showing for districts Nos. 3 and 4 of the Villupuram-Dharmavaram Railway drainage areas for which waterways are altered. I also forward a note by the Chief Engineer on these alterations of waterway.

In submitting these to me Mr. Logan wrote as follows :—

> "I draw attention to the waterway provided for bridge No. 238. This was agreed on with the Consulting Engineer as a bridge of 5 spans, but it has since been brought to my notice that an addition of one more span prevents the necessity for two irrigation culverts and the bridge has therefore been increased."

ENCLOSURE.

SOUTH INDIAN RAILWAY—VILLUPURAM-DHARMAVARAM SECTION.

DRAINAGE areas for which waterways are altered.

POSITION			Area (square miles).	DISCHARGE.				Velocity per second assumed.	Depth of discharge permissible.	LINEAL FEET		Bridges now proposed.	Minor or major bridges.	Description of drainage.
On mile.	At chainage.	Number of bridges on progress section.		By Dickens' 825 M. ¾ cubic feet per second.						Of waterway required.	Provided by Mr. Geoghean.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
								DISTRICT No. 3.						
..	2,218	164	See note accompanying.		..	..	..	..	..		1/3	1/10	Minor.	
			1·8	1,278	..	..	..	8	5½	See note.	1/6	1/25	See note.	
43	2,229	165												
43	2,269·70	170	8·0	3,912	..	..	..	8	5		1/6	4/20	Major.	
46	2,376·50	186	27·0	9,760	..	..	..	8	5·6	220	1/60 & 6/40	1/60 & 4/40	Major.	2nd Turingi crossing.
								DISTRICT No. 4.						
59	3,014	226	11	* 6,903						40	1/60	1/40	Major.	
60	3,128·49	230	35	..						120	1/40	3/40	Major.	
61	3,174·30	238		11,872						150	1/20	6/25	Major.	
62	3,222	246		..							1/20			
62	3,236·67	248	62	..	25,375	See note.	..	8	5¾	.. 560	1/20	2/25	Minor.	
62	3,247	250		6,600						..	2/3	1/25	Minor.	
..	3,253·80	253	16·00	..						250	1/20	5/25	Major.	
..	3,258·30	253		..						..	1/20	..	..	
63	3,304·82	258		..						..	1/20	..	..	
										..	1/10	2/25	Minor.	

* Includes estimated 1,920 cubic feet from Cheyár.

(Signed) W. S. BETTS,
Agent.

(Signed) D. LOGAN,
Chief Engineer.

SOUTH INDIAN RAILWAY—VILLUPURAM-GUNTAKAL RAILWAY.

ALTERATIONS IN WATERWAYS.

Districts 3 *and* 4 *from chains* 1,760 *to* 3,390 *chains.*

District III.

The formula used for calculating flood discharges from catchment basins is unless otherwise specified D = 825 $M^{\frac{3}{4}}$.

Included in revised estimate under the sum of Rs. 4,00,000.

Minor bridge No. 165 *at chain* 2,229.—The area drained is about 1·8 square miles and extends northward from the south of the Tiruvannámalai station ground chain 2,134 to chain 2,240. The flood discharge by formula is 1,278 cubic feet per second. The provision in the original estimate is five small works aggregating 81 square feet, which, with a velocity of 8 feet per second, gives 648 cubic feet per second, leaving 630 cubic feet per second (1,278—648), for which the addition of one 25-feet span *plus* a 6-feet altered to a 10-feet span gives 29 lineal feet and 29 lineal feet × 4 feet deep × 6 velocity = 696 cubic feet per second.

Included in revised estimate.

2. *Major bridge No.* 170 *at* 2,269 *chains.*—The catchment area here is 8 square miles which gives a discharge of 3,912 cubic feet per second and a bridge of four 20 spans is proposed in lieu of the 6-feet opening in the original estimate.

	Cubic feet per second.
80 × 5½ deep × 8 velocity	3,520
Other small waterways on this area	368
	3,888

Included in revised estimate.

3. *Major bridge No.* 186 *at chain* 2,376·50, *second crossing of the Turingi river.*—The original estimate provides for the drainage of a catchment area of 62 square miles. It is found, however, that the area is only 27 square miles which by formula discharges 9,760 cubic feet per second. It is proposed, therefore, to reduce the original provision from a bridge of one 60 and six 40 feet spans to one, one 60 and four 40 feet spans. Thus 220 lineal feet with a velocity of 8 feet per second and an average depth of 5 feet gives 10,120 cubic feet per second.

4. The Turingi river is first crossed by the Villupuram-Guntakal Railway in district 2 at 1,687 chains by a bridge of one 120-feet and eight 40-feet spans aggregating 440 lineal feet. The catchment drained has an area of 170 square miles, which by the formula discharges 38,723 cubic feet per second and 440′ × 10′ × velocity 8·8 = 38,723.

District IV.

5. Immediately to the north of the river Cheyár from chain 308 to chain 3,330 the railway is crossed from west to east by the drainage from a group of catchment areas :—

1st. By spill from the Cheyár, estimated at	1,920
2nd. Drainage from Vasur tank, area 11 square miles, discharge ...	4,983
3rd. Do. from Pólúr tank, area 35 square miles	11,872
4th. Do. for Periagaram, area 16 square miles	6,600
Making a total of cubic feet per second ...	25,375

6. To carry off this the following bridges have been given and formal sanction to their construction is requested. The season was so far advanced when these investigations were completed that there was no alternative but to build at once or postpone them until next year.

	Lineal feet.	
At chains 1-40	40	Pólúr area.
3-40	120	
6-25	150	
10-25	250	Periagaram area.

An aggregate of 560 lineal feet, which with velocity 8 feet per second and 5¾ feet depth gives 25,760.

7. Checking this by a review of the drainage areas in detail the following is the result. The three areas, Vasur, Pólúr and Periagaram are conterminus and it is shown by the taluk map,

a tracing of which accompanies this note that some water is led by channels from one catchment area into another, so that in addition to the direct rainfall collected in each area there is this surplus flowing from one area into the other to be dealt with.

8. The first two drainages Vasur and Pólúr discharge, Vasur for the most part directly on to the line and a small portion indirectly through Pólúr and Pólúr partially on to the railway line south of Pólúr village between chains 3,130 to 3,190. The remaining portion of Pólúr passes over into and, together with the whole of Periagaram, crosses the railway north of Pólúr village between chains 3190 and 3,330.

9. The Pólúr catchment discharges from its lower portion through a tank which is hemmed in by high rocky hills, and between these hills by a substantial well stone revetted embankment which, it is alleged, has never been known to breach. This embankment is furnished with two calingulas or escape weirs with free outfalls and effective lengths of 252 and 60 feet respectively, the maximum depth of water being 4 feet. The discharge from these calingulas aggregates 9,000 cubic feet per second—

The total area of this Pólúr catchment is 35 square miles which gives a discharge of 11,872 cubic feet per second; deducting 9,000 cubic feet per second, the overflow from the calingula, there is a surplus of 2,872 cubic feet per second, which it may be assumed flows over into the next or Periagaram catchment. The latter with an area of 16 miles gives a discharge of 6,600 cubic feet per second and adding the 2,872 cubic feet per second assumed to surplus into it from the Pólúr area a total of 9,472 cubic feet per second has to be provided for north of Pólúr. This together with the drainage south of Pólúr village is thus arranged for—

South of Pólúr.

	Cubic feet per second.
Spill for Cheyár, estimated at	1,920
Vasur, 11 square miles are	4,983
Pólúr portion draining through calingulas of tank	9,000
Total ...	15,903

To meet which 310 lineal feet of waterway are given and 310 feet × velocity 8 feet per second and an average depth of 6·4 feet = 15,903.

North of Pólúr.

	Cubic feet per second.
Pólúr portion surplusing into Periagaram area	2,872
Periagaram catchment, 16 square miles	6,600
Total ...	9,472

Provision for which is made by 250 lineal feet × 8 velocity × 4·7 average depth = 9,472.

The bridges provided for the drainage south of Pólúr village will work together, that is, if any be over-pressed the water will flow on to and be taken by the others. The highest of the series of openings, the 6-25 feet spans, is founded on rock close to the natural surface of the channel and it will act as an efficient escape weir in times of heavy flood.

In like manner the bridges north of Pólúr village will act together in regulating the flood discharge from the Periagaram catchment basin.

TRICHINOPOLY,
23rd October 1889.

(Signed) W. S. BETTS,
Agent.

(Signed) D. LOGAN,
Chief Engineer.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 10th October 1889, No. 1298.

In continuation of my letter No. 1236 of the 26th ultimo, I have to forward the following copy of a report received from the Chief Engineer:—

> "With reference to additional waterways included in statement for districts 1 to 4 forwarded to you with my Nos. 1002 and 1058 of 9th and 20th ultimo, I have the honor to note that on—
>
> "*District* 1.—That the whole of the extra waterways now required are debitable to the lump sum of Rs 4,00,000 entered in estimate.
>
> "*District* 2.—In this case all the waterways were fixed prior to the submission of the estimate and are included in the revised estimate.
>
> "*District* 3.—Bridge No. 165 is debitable to the lump sum of Rs. 4,00,000. The other alterations are included in revised estimate.

> "*District* 4.—The alterations here have been included in the revised estimate.
>
> "I trust that the information now sent will enable sanction to be given"

Will you please let me know if further information is required.

From the Agent, South Indian Railway, dated Trichinopoly, 23rd October 1889, No. 1362.

Submitted to Government in continuation of this office endorsement No. 360, dated 23rd September 1889.

2. The Chief Engineer's proposals for waterways in districts III and IV are forwarded for the sanction of the Government of India in continuation of Proceedings of Government No. 1043 R., dated 27th September 1889.

3. It will be observed that, of the waterways recently sanctioned in Divisions I and II, all the former will fall debitable to the lump sum provision of 4 lakhs and that all the latter were specifically provided for in the revised estimate. In district III bridge No. 165 falls against the 4 lakhs and in district IV all alterations were duly provided for in detail in the revised estimate.

4. I have inspected with the Chief Engineer the locality affected by the waterways dealt with in these papers. It is absolutely necessary that the waterway should be liberally estimated and calculated both with moderate depth and with low velocity or, in the event of tanks breaching, the village of Vasur would be dangerously inundated. I approved generally of the provision proposed and to save delay authorised the construction of the bridges. It only remains now therefore to obtain the formal approval of the Government of India to the provision of waterway that has been made, as proposed in paragraph 5 of my endorsement No. 337-A., dated 7th September 1889, embodied in Proceedings of Government, No. 986 R., dated 1[illegible]th September 1889, submitting the revised estimate for sanction.

Order—dated 2nd November 1889, No. 1200 R., Public Works.

Ordered to be forwarded for the approval of the Government of India in continuation of Proceedings Nos. 1043-44 R., dated 27th September 1889.

(Here enter No. 1201 R., dated 2nd November 1889.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Endorsement—dated 2nd November 1889, No. 1201 R., Public Works.

Forwarded.

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.
Railway Branch.

Read also the following paper:—

From Major M. C. BRACKENBURY, R.E., Under-Secretary to the Government of India, Public Works Department (Railway—Construction), to the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch), dated Calcutta, 10th January 1890, No. 35 R C.

I am directed to acknowledge the receipt of your No. 1201 R., dated 2nd November 1889, and, in reply, to communicate the approval of the Government of India to the proposals therein contained for the provision of additional waterways in districts III and IV of the Villupuram-Guntakal State Railway.

Order—dated 21st January 1890, No. 117 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 426, dated 25th October 1889.

(True Extract.)

Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated January, 21st.

Recd. *Encl.*

G.O., 21st Jan. 1890, No. 117 R.

JANUARY.

Waterways in Districts III and IV of the Villupuram-Guntakal State Railways.

Approval of the Government of India to the proposals for providing additional —, communicated to the Consulting Engineer for Railways.

365.

Govt. of {18 } Madras.

PUBLIC WORKS.

Dated

Recd. *Encl.*

G.O., 22 Jany 1890 No. 124 R.

Non-Cognisable offences under the Railway Act.

Correspondence fwd by the G of I. regarding the procedure to be adopted by the Govt Ry Police in dealing with —.

Commd to the CE for Rys.

10/3

Rec 24/1 W 24/1

~~[illegible]~~

98

A

No. 124 R of 22d Jany: 1890

13P

Communicated to the Consulting Engineer for Railways for information and to the Judicial Dept.

C.L.T.
18.1.90

R.

CM
22.1.90

These ~~[illegible]~~ Correspondence printed has been in J.D. already & something was done on it. So this had better be comd. also.

8/2

To
The Cons: Engr. for Rys:
– " – Judicial Deptt:

No. 1871. R. 21-1-90.

O.W.C. No 3

Enc. 2

R 14-1-90

A

No. 124 R of 22d Jany 1890

R

22ND JANUARY 1890, No. 124 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Proceedings of the Government of India, Public Works Department (General), dated Calcutta, 30th December 1889, No. 3654 G.

The undermentioned papers are forwarded to the Secretary to the Government of Madras, Public Works Department, for information.

(By Order.)

(Signed) G. H. D. WALKER,
Under-Secretary.

From J. MONTEATH, Esq., Acting Secretary to the Government of Bombay, to the Secretary to the Government of India, Home Department, dated Bombay Castle, 5th October 1889, No. 5299.

I am directed to acknowledge the receipt of your letter No. 564, dated the 12th of August 1889, relative to the procedure to be adopted by the Government Railway Police in dealing with non-cognizable offences under the Railway Act, and, in reply, to forward herewith, for the information of the Government of India, copy of a correspondence as noted in the margin which has taken place with the High Court of Bombay.

Letter to the Registrar, High Court, Appellate Side, Bombay, No. 4598, dated 29th August 1889.
Letter from the Registrar, High Court, Appellate Side, Bombay, No. 1928, dated 13th September 1889.
Letter to the Registrar, High Court, Appellate Side, Bombay, No. 5300, dated 5th October 1889.

From J. MONTEATH, Esq., Acting Secretary to the Government of Bombay, to the Registrar of Her Majesty's High Court of Judicature, Appellate Side, Bombay, dated Bombay Castle, 29th August 1889, No. 4598.

I am directed to forward herewith copy of a letter from the Secretary to the Government of India in the Home Department, No. 564, dated the 12th instant, and of its accompaniments relative to the procedure to be adopted by the Government Railway Police in dealing with non-cognizable offences under the Railway Act, and to request that you will be so good as to move the Honorable the Chief Justice and Judges of Her Majesty's High Court to favor Government with their opinion on the proposals of the Government of India.

From G. JACOB, Esq., Acting Registrar, High Court, Appellate Side, Bombay, to the Secretary to the Government of Bombay, Judicial Department, dated Bombay, 13th September 1889, No. 1928.

In reply to your letter No. 4598 of the 29th ultimo, I am directed to inform you that the Honorable the Chief Justice and Judges are willing to issue instructions to Magistrates directing them to take up railway cases with the least possible delay.

2. With reference to para. 2 of the letter from the Government of India which accompanied your letter under reply, I am to point out that in their Lordship's opinion when the Police arrest under section 48 of the Railway Act there is no objection to applying the provisions of section 170, Criminal Procedure Code, the case being treated as a cognizable case within the definition in section 4, clause (9) of the Code, though the offence itself may not be cognizable.

From J. MONTEATH, Esq., Acting Secretary to the Government of Bombay, to the Registrar of Her Majesty's High Court of Judicature, Appellate Side, Bombay, dated Bombay Castle, 5th October 1889, No. 5300.

I am directed to acknowledge the receipt of your letter No. 1928, dated the 13th ultimo, regarding the procedure to be adopted by the Government Railway Police in dealing with non-cognizable offences under the Railway Act, and to request that you will be so good as to move the Honorable the Chief Justice and Judges of Her Majesty's High Court to issue instructions to Magistrates directing them to take up railway cases with the least possible delay.

2. I am to request also that any instructions in furtherance of the view expressed in para. 2 of your letter under reply that may appear to the Honorable the Chief Justice and Judges to be necessary may be issued.

No. 1525.

Copy forwarded to the Public Works Department for information in continuation of endorsement No. 570, dated the 12th August last.

(By Order.)

SIMLA,
26th October 1889.

(Signed) J. P. HEWETT,
Under-Secy. to the Govt. of India.

Correspondence regarding the procedure to be adopted by the Government Railway Police in dealing with non-cognizable offences under the Railway Act.

From the Consulting Engineer to the Government of India for Railways, Calcutta, to the Secretary to the Government of India, Public Works Department, dated 1st March 1889, No. 385.

In continuation of this office letter No. 2470, dated 30th November 1888, I have the honor to forward herewith, for consideration, copies, as per margin, of correspondence with the Agent, East Indian Railway Company, regarding the procedure to be adopted by the Government Railway Police in dealing with offences under the Railway Act.

No. 665 G., dated 22nd August 1888, and enclosures (to be returned) from Agent, East Indian Railway Company.
No. 1960, dated 3rd September 1888, to Agent, East Indian Railway Company.
No. 127 G., dated 21st February 1889, and enclosures (to be returned), from Agent, East Indian Railway Company.

From D. W. CAMPBELL, Esq., Agent, East Indian Railway Company, to the Consulting Engineer to the Government of India for Railways, Calcutta, dated 22nd August 1888, No. 665 G.

I have the honor to enclose copies of correspondence noted below, giving particulars of cases in which offenders under the Indian Railway Act were released because their offences were treated as non-cognizable by the Government Railway Police, and in which the advantages of the present practice of dealing with non-cognizable cases are apparent.

2. From a copy of the Assistant Inspector-General, Government Railway Police, Howrah's letter No. 1189, dated the 16th April 1888, to the Traffic Manager, East Indian Railway Company, copy enclosed, there appears to be a difference of opinion as regards the interpretation of the law as to what offences are cognizable and what non-cognizable by the Government Railway Police.

3. On taking over charge of the Railway Police in 1884, the Assistant Inspector-General, Government Railway Police, Howrah, found that there was a diversity of procedure regarding the disposal of non-cognizable cases by the Government Railway Police, and in 1886 he issued a circular (copy enclosed, No. 6, dated the 27th July 1886) which described the procedure to be adopted in dealing with non-cognizable cases.

4. This procedure then in force for dealing with non-cognizable cases was as follows.

The Police took cognizance of such cases on receipt of letters of charge from responsible officers of the Railway Company, and sent the cases up for trial on their own merits, at the same time arranging for the attendance of the witness on fixed dates through the Heads of the Departments, in the case of railway servants, or if outsiders, by binding them under cognizances.

This procedure worked well, as may be seen from the following results obtained :—

	1885.	1886.	1887.
Cases reported	429	463	477
Persons tried	448	523	522
Persons convicted	406	487	544

and cases were disposed of at once without delay and inconvenience to those concerned.

5. This procedure, however, was discontinued from the beginning of March last, *vide* copy of Inspector-General of Police, Lower Provinces' letter, No. 2526, dated the 29th February 1888, to the Assistant Inspector-General, Government Railway Police, Howrah, and connected correspondence, enclosed.

6. The present procedure in dealing with non-cognizable cases by the Government Railway Police is governed by the procedure laid down in Act X of 1882, *i.e.*, the Criminal Procedure Code, and is as follows :—

> The Police report the case to the Magistrate with the name and address of accused and of the witnesses, and the Magistrate fixes the day for the trial and issues summonses, &c., for the witnesses.

This procedure causes delay and detentions to accused and witnesses, and consequent hardship and inconvenience to all concerned, and in some cases a failure of justice as in the cases quoted.

7. With reference to the above, I have the honor to invite attention to the second paragraph of letter No. 2902, dated the 28th June 1873, from the Additional Under-Secretary to the Government of Bengal, to the Consulting Engineer to the Government of India for Guaranteed Railways, and to the third paragraph of Sir A. Eden's letter No. 4762, dated the 30th July 1869, to the Officiating Joint Secretary to the Government of Bengal, Judicial and Political Department, copies enclosed, in the letter of which Sir A. Eden rules that "the proceedings of the Police in respect of officers under the Railway Act are not to be ruled by the Criminal Procedure Code," from which it appears that the procedure now adopted by the Government Railway Police in dealing with non-cognizable cases is wrong.

8. I have the honor to request that, as the present procedure of dealing with non-cognizable cases leads to delays in disposing of prosecutions, inconvenience and detentions to all concerned, witnesses as well accused, and at times to failures of justice, the Government of India may be moved to issue orders with a view to the former practice of dealing with such cases being reverted to.

Demi-official from N. ST. L. CARTER, Esq., Traffic Manager, East Indian Railway, Jamalpur, to R. C. S. MACKENZIE, Esq., Acting Agent, Calcutta, dated 30th June 1888, No. 4969.

I beg to send you particulars of two cases of recent occurrence in which certain offenders, under the Railway Act, were released because their offences were non-cognizable by the Government Railway Police, and to request you will kindly refer the matter to the Government in view to fresh orders being issued more in accordance with former practice which was found to be most convenient in all respects—

(1) On the 19th November 1887, one Budhaiya Chamar alighted at Majhgawan Station on the Jubbulpore line from No. 2 Down Mail train, without a ticket, and, on being challenged, stated he purchased a ticket from Jaitwar to Manikpur, but on inquiry it was found that no such ticket had been issued; the man was consequently made over to the Government Railway Police for prosecution.

As nothing more was heard of the matter, the District Traffic Superintendent, Allahabad, on the 27th idem, asked the Assistant Inspector-General for result of prosecution, and was told in reply (letter No. 40 of 7th January 1888) that—

> "The Magistrate declined to issue summons for the witnesses in the case and discharged the accused."

The District Traffic Superintendent then inquired why the case was thrown out of court, and the Assistant Inspector-General replied (letter No. 77 of 16th January 1888)—

> "The Police, according to the usual procedure, sent up the accused (charged with a non-cognizable offence) without witnesses; the Magistrate of Allahabad has noted that for the future all such cases, when action is taken, are to be treated as cognizable offences, and witnesses are to be bound over to appear."

But as the witnesses in the case were the station staff at Majhgawan, who saw the man get out of the train, and who could very easily have attended court at any time they were required to do so, the Assistant Inspector-General, Allahabad, was asked why they were not called upon to do so, and why the accused was sent up charged with a non-cognizable offence without the witnesses. In his reply (letter No. 109 of 23rd January 1888) he says—

> "The reply to your query will be found in my previous letter; the Police interpretation of the law has always been that they were not authorized to take recognizance bonds from witnesses for their attendance in court in non-cognizable cases; the Magistrate, however, took a different view."

and on being asked why this particular case was considered non-cognizable by the Police, seeing that similar cases of attempt to defraud the Company had been taken up and convictions obtained by the Government Railway Police presenting the required witnesses from stations, the Assistant Inspector-General replied (letter No. 157 of 1st February 1888)—

> "The procedure referred to, I think, you will find has been adopted in cognizable and not non-cognizable offences."

and in his letter No. 423 of the 16th March 1888 he writes—

> "The information desired has already been given; the case, with all due deference to the opinion expressed by the Magistrate, was a non-cognizable offence."

At this stage I took up the correspondence with Mr. Berrill, pointing out to him that precisely similar cases to the one under reference were occurring almost daily on some section of the line, and in every instance the Police arranged for the attendance of the witnesses in court, and inquired what course he purposed pursuing in future similar cases. A copy of his reply I beg to send you herewith.

The second case is that of four women, who were trespassers on the Company's premises at Barakar. The circumstance was reported to the Government Railway Police, and the Head Constable of Asansol, who took particulars of the case, submitted his report to the Magistrate of Raneegunge, praying that summons may be issued against the offenders.

The Magistrate's reply was—

> "Direct Police to inform stationmaster that in this and similar non-cognizable cases, report and application should be made to the Sub-Divisional Magistrate, and that a clear statement of the facts should be given, and the section of the Act or Rule under the Act, &c., alleged to be infringed plainly set forth."

This case was referred to the Assistant Inspector-General, Government Railway Police, Bengal Division, who replied—

> "The case reported is purely a non-cognizable offence under the Act, and as such the procedure laid down by the Magistrate, as at present ruled, is necessary."

Accompanying this letter will be found copies of letters No 2902 of the 28th June 1873, from the Additional Under-Secretary to the Government of Bengal, to the Consulting Engineer to the Government of India for Guaranteed Railways, and No. 4762 of the 30th July 1869, from the Secretary to the Government of Bengal in the Judicial and Political Department, to the Officiating Joint Secretary to the Government of Bengal, Railway Branch.

I would particularly ask your attention to the second paragraph of the first quoted letter, and to the third paragraph of Sir Ashley Eden's letter wherein it is distinctly stated that the proceedings of the Police in offences under the Railway Act are not to be ruled by the Criminal Procedure Code; so that the procedure now observed by the Government Railway Police is wrong and leads to great inconvenience, not only to those prosecuted but to all those concerned in the prosecution.

Mr. James, the Assistant Inspector-General, Bengal Division, in this respect writes as follows:—

> "I have no hesitation in saying that the procedure suggested by the Magistrate of Allahabad, and which was in force in the Bengal division for the past three years, is far preferable for all concerned—for the Magistrate, as he can dispose of such cases in half an hour, if the proper witnesses are present; for the accused, as his case is disposed of in half or quarter the time than if summons have to be applied for and issued; for the Railway Company, as only material witnesses of the Company are required to attend and due notice is given for their relief."

To this effect Mr. James instructed his staff, and for some time the method worked most satisfactorily, but his orders have been overruled by the Inspector-General of Police, hence our present difficulty.

Demi-official from E. BERRILL, Esq., Assistant Inspector-General, Government Railway Police, Allahabad, to the Traffic Manager, East Indian Railway, Jamalpur, dated 29th March 1888, No. 567.

Your No. 19 of 22nd instant.

The charge made against Budhaiya Chamar was under section 32 of the Railway Act. As this offence is not included in section 49 of the Act, the Police could take no action under that

section, but under the provisions of section 48 he was arrested and put before the Magistrate for orders.

No restrictions are noted in section 49; if a person commits any of the offences enumerated in that section, he may be arrested by the Police under the authority vested in them, and these alone are purely cognizable offences.

Arrest under section 48 is different in this respect that it includes all the offences made punishable under the Act subject to certain provisos: there must be reason to believe that the accused party will abscond or that his name and residence are unknown, and he refuses to give his name and address, or there is reason to believe that the name and address given by him is incorrect; the particular cognizable offences having been specified in the following section (49), the remaining offences are non-cognizable. Section 48 of the Railway Act is equivalent to sections 57 and 59 of the Code of Criminal Procedure.

The procedure of the Police under the Railway Act is governed by the procedure laid down in Act X of 1882, the Criminal Procedure Code.

In cognizable cases only are the Police empowered to call upon complainants and witnesses to execute recognizance bonds, and hence the reason of their not having done so in this case.

This procedure has hitherto been observed, and has worked smoothly in the different districts through which the line passes, the Magistrate of Allahabad having issued instructions to the effect that arrest having been made under the provisions of section 48 of the Railway Act, such action constitutes the offence a cognizable one, the procedure laid down for cognizable offences will be observed within jurisdiction, and under his authority the matter is not of sufficient importance to make it the subject of a reference, but the usual procedure must continue to be observed in other districts.

Although, as shown, the Police are not empowered to call upon complainants and witnesses to execute recognizance bonds in non-cognizable offences to appear in court, there is nothing to prevent railway officials appearing without being summoned on the day the party arrested is brought before the court, without being directed by the Police, who are not authorised to so direct them.

From L. C. ABBOTT, Esq., Additional Under-Secretary to the Government of Bengal, to the Consulting Engineer to the Government of India for Guaranteed Railways, Calcutta, dated 28th June 1873, No. 2902.

I am directed to acknowledge the receipt of your letter No. 1026 of the 5th ultimo, on the subject of passengers on the East Indian Railway who, being arrested for trifling offences, are sent in custody to the Magistrate without any witness accompanying them, and who consequently are detained in hajut for two or three days. To prevent this hardship, the Agency of the Railway Company have issued orders to the effect that in future, whenever it is necessary to give any person into custody of the Railway Police for a breach of the Company's bye-laws, the constable who has charge of the offender should be made acquainted with the actual facts of the case and the nature of the evidence which will be given before the Magistrate.

2. In reply, I am to say that what is most wanted is, that the evidence should be sent at once and the case disposed of summarily without delay; and I am to request that the Agency will try to arrange this as far as possible. Magistrates will be desired to arrange that such Railway cases should be disposed of at once.

From the Honorable A. EDEN, Secretary to the Government of Bengal, Judicial and Political Department, to the Officiating Joint Secretary to the Government of Bengal, Railway Branch, dated 30th July 1869, No. 4762.

I am directed to acknowledge receipt of your letter No. 1435, dated 9th instant, with its enclosures.

2. The only question arising out of the case which occurred at Burdwan is, whether the Railway Police are or are not bound to prosecute offenders against the Railway Act if called upon to do so by the Railway authorities.

3. The Lieutenant-Governor observes that the proceedings of the Police in respect of offences against the Railway Act, which is a special Act, are not to be ruled by the Criminal Procedure Code, but by the special instructions issued by Government regarding the Railway Police. Rule 9 of these instructions is perfectly clear, and it was the duty of the Railway Police to prosecute in this case as the Agency instructed them to do so.

4. The Inspector entirely misunderstood his position, and if ever he had had any discretion in the matter, it is quite clear from the result of the case that he exercised it in a manner which would have led to a failure of justice, if his action had not been rendered nugatory by Railway Company prosecuting the case themselves.

5. The question of arrests, which does not, however, arise in the case under consideration, has also been referred to in the correspondence. The Lieutenant-Governor is of opinion that in the case of offences against sections 25, 26, 27 and 28 of the Railway Act, the Railway Police would be justified in making an arrest on the requisition of a competent officer of the Company.

6. The original papers received with your letter are herewith returned.

Demi-official from N. ST. L. CARTER, Esq., Traffic Manager, East Indian Railway Company, to D. W. CAMPBELL, Esq., Agent, Calcutta, dated 16th August 1888, No. 6205.

Your No. 9163 of the 24th ultimo.

I referred to the Assistant Inspector-General, Government Railway Police, Bengal Division, for a few more cases in which the disadvantages of the present system are made apparent, and I now beg to send you a copy of Mr. James' letter No. 2812 of the 15th instant.

I trust you will be able to move the Government to issue fresh orders on the subject.

Demi-official from A. H. JAMES, Esq., Assistant Inspector-General, Government Railway Police, Bengal Division, to the Traffic Manager, East Indian Railway, Jamalpur, dated 15th August 1888.

Your No. T. 44, dated 26th ultimo.

In reply to your above I beg to quote the following cases :—

(1) On the 17th March last, a passenger by name Jutish Chunder Rai was made over to the Police at Pundooah for travelling with a short journey ticket.
(2) On the 19th March last, a passenger by name Sabji Baniah was made over to the Pundooah Police for travelling with a short journey ticket.
(3) On the 18th May last, a passenger by name Gobordhami Kairi was made over to the Pundooah Police for travelling with a short journey ticket.

2. On the above cases being reported to the Police, the names and residences of the accused were taken down and summons applied for. In the first two cases, the accused could not be traced, in spite of summons and warrants being issued, and in the third case, on the summons being issued, a person answering the name of the accused in the Bullia (North-Western Provinces) district, denied having travelled on the date in question, and before the Magistrate could order him down to stand his trial required the man to be identified. In the cases there was no reason to believe the names and address given by the accused to be false, and as such they had to be allowed to go, and the result was that they could not subsequently be traced and brought to justice.

3. While writing this a complaint reaches me from the District Traffic Superintendent. One Rajkristo Dey was made over to the Police on the 4th ultimo for over-riding to Howrah with a short journey ticket. The name and address of the accused was taken down and summons applied for. Summons were issued for the appearance of the Ticket Collector (Mr.———) on the 24th ultimo, the date fixed for hearing the case. On the date the Ticket Collector attended court, and after awaiting from 10 A.M. to 4 P.M., at last he was told that the accused was not present, and as such, another date will have to be fixed. The District Traffic Superintendent observes—"It is a serious matter for the Railway Company to have an official detained so long at court, but the seriousness is enhanced when after all the case is not heard."

The law, as at present stands, does not allow the Police to do anything more than reporting the case to Magistrate, with name and address of the accused and those of witnesses, and as such, it is not strange that such detentions would arise, and considerable delay occur, in the disposal of cases. Had the Police been empowered to send the accused with witnesses to court, case could be disposed of in an hour on the day fixed for hearing of the case.

Circular Memorandum by A. H. JAMES, Esq., Assistant Inspector-General, Government Railway Police, Bengal Division, No. 6, dated 27th July 1886.

A question having arisen as to what would be the best procedure of this Police in the investigation of non-cognizable cases under the Railway Act, and whether such cases should or should not be entered in the register of non-cognizable cases kept up by this Police, the Assistant Inspector-General has given the matters his full consideration—

1st.—The procedure now in force in respect of investigation of Railway non-cognizable cases is to take cognizance of such cases on receipt of letters of charge from responsible officers of the Company and send up the cases for trial on their own merits, arranging at the same time for the attendance of witnesses in courts on fixed dates through the heads of their departments, if the witnesses are Railway servants, or by binding them under recognizance if outsiders. This is considered the best procedure, but, in addition to this, the Assistant Inspector-General directs that, besides the witnesses named in the letters of charge, the Police are at liberty to produce such further evidence as they consider more useful. In the same way, if any of the witnesses named is considered useless or unnecessary, such witnesses need not be produced, but in this procedure the Police should always consult with the Company's officer who gives the letter of charge.

2nd.—As regards the entry of Railway non-cognizable cases in the non-cognizable cases register, the Assistant Inspector-General directs that the register be divided into two parts—Part I for cases referred to the Police by Magistrates for investigation under the Penal or any Criminal Codes, other than the Railway Act, and Part II being only for Railway Act non-cognizable cases, even if ordered by a Magistrate to investigate.

Inspectors and Sub-Inspectors in charge of divisions are therefore directed to at once divide the register into two parts and enter in Part II all Railway cases that occurred since January last.

From A. H. JAMES, Esq., Assistant Inspector-General, Government Railway Police, Bengal Division, to the Traffic Manager, East Indian Railway, dated 16th April 1888, No. 1189.

Your No. 25 B., dated 3rd instant (file returned).

From the papers you have forwarded, I find that one Budhaiya Chamar was prosecuted under section 32 of the Railway Act, having been arrested by the Police under section 48 of the Railway Act. Mr. Berrill contends that the section under which the accused was charged being non-cognizable, the arrest under section 48 does not make the case cognizable, and, as such, the accused was put before the Magistrate for orders. The Magistrate of Allahabad contends that section 48 having been applied to the case, notwithstanding the offence is non-cognizable, the case should have been treated as cognizable, and the witnesses, &c., bound down to appear.

2. I am of opinion that Mr. Berrill is right in his interpretation of the law. Section 48 empowers the Police to arrest persons charged with offences under the Act, subject to certain provisos, and at the same time section 49 specifies the offences which are cognizable, thus rendering the remaining offences non-cognizable, for which alone is section 48 intended. Indeed, section 48 of the Act is, as Mr. Berrill observes, equivalent to sections 57 and 59 of the (Criminal Procedure) Code.

3. Besides the difference in the interpretation of the law, I gather from the correspondence that you are interested in the procedure which should regulate the inquiry by the Police of the non-cognizable offences under the Railway Act, and as such, I take up the point here.

4. On taking over charge of the Railway Police in 1884, I found that there was diversity of procedure in the different divisions about the disposal by the Police of the offences under the Railway Act. In the treatment of non-cognizable cases I wished to establish an uniformity of procedure. You are aware that on a non-cognizable offence under the Penal Code being reported, the Police, with the proviso laid down in sections 57 and 59 of the Criminal Procedure Code, authorizing the arrest, have nothing to do except reporting it to the Magistrate for orders, who may issue summons at once directing all parties to appear, or may issue an order directing the complainant to appear and take out summons, which procedure means delay and great hardship on the accused party, especially if he is a person who cannot give bail for his appearance. Now, considering that a non-cognizable case under the Railway Act, if reported to the Magistrate with proper evidence, would ensure its prompt disposal by the Magistrate, and the better working by the Police, I issued a circular order, copy of which is attached herewith. While doing so I had before me the Government orders quoted in the margin, and copies of which are also herewith attached. From the latter one you will see that Sir Ashley Eden distinctly stated that the proceedings of the Police in the offences under the Railway Act, which is a special Act, are not to be ruled by the Criminal Procedure Code, and on this authority I directed the Police in my circular to bind down the defendant and witnesses, &c., to appear before the Magistrate on a certain date to be fixed by the Police, so that in the meantime the attendance of witnesses, who are generally Railway servants, might be arranged for. This system worked well, as will be seen from the following results obtained :—

No. 2902, dated 28th June 1873.
,, 4762, ,, 30th July 1869.

	1885.	1886.	1887.
Cases reported	429	463	477
Persons tried	448	523	522
Do. convicted	406	487	544

5. For reasons, however, which you will find further on, this procedure has been discontinued since the beginning of the last month, so that at present the Police deal with the

Railway Act non-cognizable cases in the same way as the Penal Code cases, *i.e.*, on receipt of information of such an offence having been committed, the Police simply take down the names, &c., and submit a report to the Magistrate who disposes of the case in the usual way.

6. In March 1887 an offence under section 32 of the Railway Act was reported to the Police on the Tirhoot State Railway. After due investigation the evidence against the accused was found to be conclusive, and the charge being thus established, and the address given by the accused being doubtful, he was arrested under section 48 of the Act and let off on bail for attendance at the Magistrate's Court on a certain date. The report of the case with the bail bond was sent to the Magistrate, and the attendance of the witnesses having duly been arranged, the case was disposed of. Somehow or other the case went up to Government, and then the Inspector-General of Police in his No. 13449, dated 30th November 1887 (copy attached), took exception to the procedure. I explained to him in this office No. 89, dated 7th February 1888 (copy attached), my reasons in support of the procedure, but in his No. 2526, dated 29th February 1888 (copy attached), he directed that such cases must be treated in the usual way, *i.e.*, according to the rules in the Criminal Procedure Code.

7. In conclusion, I have no hesitation in saying that the procedure suggested by the Magistrate of Allahabad, and which was in force in the Bengal division for the past three years, is far preferable for all concerned—for the Magistrate, as he can dispose of such cases in half an hour, if the proper witnesses are present; for the accused, as his case is disposed of in half or quarter the time than if summons have to be applied for and issued; for the Railway Company, as only material witnesses of the Company are required to attend and due notice is given for their relief. The Police are the only party which gain no advantage, as they have more or less to investigate the case instead of simply reporting the matter in their diary and sending an extract to the Magistrate.

Memorandum from J. RIVETT CARNAC, Esq., Officiating Personal Assistant to the Inspector-General of Police, Lower Provinces, to the Assistant Inspector-General, Government Railway Police, Howrah, dated 30th November 1887, No. 13449.

With reference to his No. 1063, dated 24th ultimo, informs the Assistant Inspector-General that all this has arisen from the Head Constable fixing a date for the accused's appearance in a non-cognizable case, instead of leaving that to be done by the court, and that, in so far as this is the result of Mr. Munro's wordy instructions, it would have been much better if they had never been issued.

From A. H. JAMES, Esq., Assistant Inspector-General of Government Railway Police, to the Personal Assistant to the Inspector-General of Police, Lower Provinces, dated 7th February 1888, No. 89.

With reference to correspondence ending with your No. 13449 of 30th November last, objecting to the Railway Police fixing the date of the hearing of non-cognizable cases under the Railway Act, I have the honor to state the circumstances under which I issued the circular, a copy of which was sent to the Police on the Tirhoot line by Mr. Munro, and which the Inspector-General considers would have been much better if it had never been issued.

2. On taking over charge of the Railway Police I found cognizable and non-cognizable cases were not, even according to existing rules, properly dealt with. In cases coming under the cognizable sections of the Railway Act, the Police waited for a letter of charge from responsible Railway authorities, which very often never come, so orders were issued that the Police were to take up all cognizable cases, no matter how they came to their notice, and to deal with them according to Police procedure.

3. The non-cognizable cases, I found, were dealt with in several ways according to the divisions they occurred in, but most of them, according to paras. 3 and 4 of General Instructions to be found at page 30 of the Rules of the Government Railway Police, which, in fact, lays down that the Police are to undertake the prosecution of all breaches of the Company's rules and regulations, and the procedure adopted was very much the same as in cognizable cases; but in many instances it was found the Police named the whole of the witnesses mentioned in the charge letter, which could only prove one point, so I directed them to use their own discretion about sending up witnesses.

4. Now, as to fixing a day for the hearing of the case, I beg to send herewith a copy of a letter from the Government of Bengal, laying down that the chief thing to be observed in sending up these cases was to have such case disposed of at once, and I found from practice that if the case was simply sent up for the orders of the Magistrate to fix the day, much delay occurred in disposing of the case, for a great many Magistrates not acquainted with such cases fixed the date of hearing without due deference to all concerned. The Police, on the other hand, by fixing the dates for trial at once, arrange for the relief of Railway servants, who are of course the chief witness in such cases, so that cases are, as a rule, disposed of in the one day. In conclusion, I beg to request that if the Inspector-General considers that this procedure is objectionable and should not continue, he will issue orders on the subject; at the same time I may be allowed to state that the present system has apparently worked satisfactorily, for no objection has been made to it either by the Railway Company or the accused in any case. I may also state that the result of convictions in non-cognizable cases in the East Indian Railway for the past three years has been satisfactory.

Memorandum from J. RIVETT CARNAC, Esq., Personal Assistant to the Inspector-General of Police, Lower Provinces, to the Assistant Inspector-General of Government Railway Police, Howrah, dated 29th February 1888, No. 2526.

Referring to his No. 89, dated the 8th instant, informs the Assistant Inspector-General that the Inspector-General's remarks already made are, by implication, an instruction to desist from a practice which has been, in the present instance at all events, responsible for much trouble and confusion. It is for the Court, not the Police, to fix the date of hearing in a non-cognizable case, and the fact having been already impressed on the Assistant Inspector-General, the present reference is wholly unnecessary.

From Colonel A. LE MESSURIER, R E., Officiating Consulting Engineer to the Government of India for Railways, Calcutta, to the Agent, East Indian Railway Company, dated 3rd September 1888, No. 1960.

With reference to your No. 665 G., dated 22nd August, the accompaniments to which are herewith returned, I have the honor to point out that the alterations proposed by you to the present procedure in regard to certain offences which are non-cognizable by the present Railway Act, would be affected by modification of sections 48 and 49 of that Act.

Copies of a revised Bill was forwarded to you with this office No. 1532, dated 4th July, for your opinion. The alterations you desire could be suggested with reference to sections 127 to 130 of that revised Bill.

From D. W. CAMPBELL, Esq., Agent, East Indian Railway Company, to the Consulting Engineer to the Government of India for Railways, Calcutta, dated 21st February 1889, No. 127 G.

With reference to your letter No. 1960, dated the 3rd September 1888, regarding certain alterations in reference to offences which are non-cognizable by the present Railway Act, proposing that the alterations desired could be suggested with reference to sections 127 to 130 of the revised Railway Bill (copy of which was forwarded under cover of your office letter No. 1532, dated the 4th July 1888), I have the honor to forward copy of a letter No. 3924, dated the 10th November 1888, from the Assistant Inspector-General, Government Railway Police, Howrah, and to request that the clause suggested by him should be inserted in the revised Railway Bill as a sub-head (3) to section 128.

From A. H. JAMES, Esq., Assistant Inspector-General, Government Railway Police, Bengal Division, to the Traffic Manager, East Indian Railway, Jamalpur, dated 10th November 1888, No. 3924.

Your No. 60 R.T., dated 24th September 1888.

I have gone over the Bill forwarded with your above, and am of opinion that it will answer our purposes if the following be added as a sub-head (3) to section 128 of the revised Bill:—

"When the person is sent to the Magistrate under the last foregoing clause, or is released on his executing a bond, the Police shall send up all necessary witnesses in the case to appear before the Magistrate on an *early* date which the Police shall fix."

2. You are aware that the ordinary procedure in non-cognizable cases is as follows:—

The Railway Company when they detect or accuse a person committing a non-cognizable offence, make the accused over to the Police with a letter of charge, requesting that he may be proceeded against. The substance of this letter is recorded in Station diary, and a copy of the same submitted to the Magistrate having jurisdiction. If the accused is known, or the address given by him is believed to be correct, he is allowed to go, but should his address not be known, or the one given is believed not to be correct, he is sent before the Magistrate with the letter of charge and extract from diary. The Magistrate usually sends the man to hajut, and directs summonses to be issued for the attendance of prosecuting party and witnesses to appear on a certain date. Now, on the date fixed by the Magistrate, it often happens that the chief witness (who is generally the guard) is on duty somewhere up the line, as due notice has not been given, and the consequence is the case is postponed. This means great hardship not only on the servants of the Railway authorities, who have to appear twice in court to prove a very petty case, which generally results in a small fine; but it is a greater hardship on an ignorant traveller, who is generally the accused, to be kept in hajut for such a long period. In some places, on receipt of the Police report, the Magistrates do not issue summonses at once, but direct some one on behalf of the Railway to appear in court and file a petition on stamp-paper and take out summons, which is another course of great delay.

3. If the rule referred to in the first paragraph of this letter is adopted, it will facilitate the work for all concerned— for the Magistrate, as he can dispose of such cases in half an hour if the proper witnesses are present; for the accused, as his case is disposed of in half or in quarter the time if summonses have to be applied for and issued; for the Railway Company, as only material witnesses of the Company are required to attend, and due notice is given for their relief to attend court on a date on which the case is certain to be disposed of.

4. The enclosure of your letter is herewith returned.

From the Government of India,, Public Works Department, to the Consulting Engineer to the Government of India for Railways, Calcutta, dated 19th May 1889, No. 1770 G.

I am directed to acknowledge the receipt of your letter No. 385, dated the 1st March 1889, forwarding for consideration copies of correspondence with the Agent, East Indian Railway Company, regarding the procedure to be adopted by the Government Railway Police in dealing with non-cognizable offences under the Railway Act.

2. In reply I am to say that the Government of India is considering if steps should be taken to give precedence to Railway prosecutions in such cases as you refer to.

Meanwhile, with regard to the two classes of cases, (1), those in which the name and address are believed to be correct, and (2), those in which the accused refuses to give any name and address, or gives a name or address believed to be incorrect, I am to state that in the first class of cases nothing can be done, except that the Magistrate might be informed when it will be convenient for the witnesses to appear and asked to fix a date for the accused's appearance accordingly; and that, as regards the second class, in which the accused has to be taken before a Magistrate, the witnesses might be desired to attend at the time when the accused will probably reach the Magistrate's Court.

Documents accompanying.—*Nil.*

Public Works Department endorsement No. 1771 G., dated 19th June 1889.

Copy forwarded to the Home Department.

ORDER—dated 22nd January 1890, No. 124 R., Public Works.

Communicated to the Consulting Engineer for Railways for information and to the Judicial Department.

(True Extract.)

Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Judicial Department.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated January, 22nd.

Recd. Encl.

G.O., 22nd Jan. 1890, No. 124 R.

JANUARY.

Non-cognizable offences under the Railway Act

Correspondence forwarded by the Government of India regarding the procedure to be adopted by the Government Railway Police in dealing with —, communicated to the Consulting Engineer for Railways.

No. 5299 of 1889.

Judicial Department.

Bombay Castle 5th October 1889.

From

J. Monteath Esqre

Acting Secretary to Government

Bombay.

To

The Secretary to the Government of India

Home Department.

Sir,

I am directed to acknowledge the receipt of your letter No. 564, dated the 12th of August 1889 relative to the procedure to be adopted by the Government Railway Police in dealing with non-cognizable offences under the Railway Act, and in reply to forward herewith for the information of the Government of India copy of a correspondence as noted in the margin which has taken place with the High Court of Bombay.

Letter to the Registrar High Court, Appellate side Bombay No. 4598 dated 29th August 1889.
Letter from - Do - Do - No. 1928 dated 13th September 1889.
Letter to - Do - Do - No. 5300 dated 5th October 1889.

I have &c.

(Sd) J. J. Heaton

for Acting Secretary to Government

No. 4598 of 1889.

Judicial Department.

Bombay Castle 29th August 1889.

From -

J. Monteath Esqre

Acting Secretary to Government

Bombay.

To - The Registrar of Her Majesty's High Court of Judicature, Appellate Side

Bombay.

Sir,

regarding the procedure to be adopted by the Government Railway Police in dealing with non-cognizable offences under the Railway Act and to request that you will be so good as to move the Honourable the Chief Justice and Judges of Her Majesty's High Court to issue instructions to Magistrates directing them to take up Railway cases with the least possible delay.

P.W. Gen 2
365/90

2. I am to request also that any instructions in furtherance of the view expressed in paragraph 2 of your letter under reply that may appear to the Honourable the Chief Justice and Judges to be necessary, may be issued.

I have &c.

(Sd.) J. J. Heaton

for Acting Secretary to Government.

No. 1525

Copy forwarded to the Public Works Department for information in continuation of endorsement No. 570 dated the 12th August last.

(By order)

Home Department
(Judicial)
Simla, the 26th October 1889

(Sd.) J. P. Hewett.

Under-Secretary to the
Government of India.

Hlm

Correspondence regarding the procedure to be adopted by the Government Railway Police in dealing with non-cognizable offences under the Railway Act.

No. 385, dated 1st March 1889.

From—The Consg. Engr. to the Govt. of India for Rys., Calcutta,
To—The Secretary to the Government of India, P. W. Dept.

In continuation of this office letter No. 2470, dated 30th November 1888, I have the honour to forward herewith, for consideration, copies, as per margin, of correspondence with the Agent, East Indian Railway Company, regarding the procedure to be adopted by the Government Railway Police in dealing with offences under the Railway Act.

No. 665 G., dated 22nd August 1888, and enclosures,* from Agent, East Indian Railway Company.
No. 1960, dated 3rd September 1888, to Agent, East Indian Railway Company.
No. 127 G., dated 21st February 1889, and enclosures,* from Agent, East Indian Railway Company.
* To be returned.

No. 665 G., dated 22nd August 1888.

From—D. W. CAMPBELL, Esq., Agent, E. I. Railway Co.,
To—The Consg. Engr. to the Govt. of India for Rys., Calcutta.

I have the honour to enclose copies of correspondence noted below, giving particulars of cases in which offenders under the Indian Railway Act were released because their offences were treated as non-cognizable by the Government Railway Police, and in which the advantages of the present practice of dealing with non-cognizable cases are apparent.

2. From a copy of the Assistant Inspector General, Government Railway Police, Howrah's letter No. 1189, dated the 16th April 1888, to the Traffic Manager, East Indian Railway Company, copy enclosed, there appears to be a difference of opinion as regards the interpretation of the law as to what offences are cognizable and what non-cognizable by the Government Railway Police.

3. On taking over charge of the Railway Police in 1884, the Assistant Inspector General, Government Railway Police, Howrah, found that there was a diversity of procedure regarding the disposal of non-cognizable cases by the Government Railway Police, and in 1886 he issued a circular (copy enclosed, No. 6, dated the 27th July 1886) which described the procedure to be adopted in dealing with non-cognizable cases.

4. This procedure then in force for dealing with non-cognizable cases was as follows.

The Police took cognizance of such cases on receipt of letters of charge from responsible officers of the Railway Company, and sent the cases up for trial on their own merits, at the same time arranging for the attendance of the witness on fixed dates through the Heads of the Departments, in the case of railway servants, or if outsiders, by binding them under cognizances.

This procedure worked well, as may be seen from the following results obtained :—

	1885.	1886.	1887.
Cases reported	429	463	477
Persons tried	448	523	522
Persons convicted	406	487	544

and cases were disposed of at once without delay and inconvenience to those concerned.

5. This procedure, however, was discontinued from the beginning of March last, *vide* copy of Inspector General of Police, Lower Provinces' letter, No. 2526, dated the 29th February 1888, to the Assistant Inspector General, Government Railway Police, Howrah, and connected correspondence, enclosed.

6. The present procedure in dealing with non-cognizable cases by the Government Railway Police is governed by the procedure laid down in Act X of 1882, *i.e.*, the Criminal Procedure Code, and is as follows :—

> The Police report the case to the Magistrate with the name and address of accused and of the witnesses, and the Magistrate fixes the day for the trial and issues summonses, &c., for the witnesses.

This procedure causes delay and detentions to accused and witnesses, and consequent hardship and inconvenience to all concerned, and in some cases a failure of justice as in the cases quoted.

7. With reference to the above, I have the honour to invite attention to the second paragraph of letter No. 2902, dated the 28th June 1873, from the Additional Under Secretary to the Government of Bengal, to the Consulting Engineer to the Government of India for Guaranteed Railways, and to the third paragraph of Sir A. Eden's letter No. 4762, dated the 30th July 1869, to the Officiating Joint Secretary to the Government of Bengal, Judicial and Political Department, copies enclosed, in the letter of which Sir A. Eden rules that "the proceedings of the Police in respect of officers under the Railway Act are not to be ruled by the Criminal Procedure Code," from which it appears that the procedure now adopted by the Government Railway Police in dealing with non-cognizable cases is wrong.

8. I have the honour to request that, as the present procedure of dealing with non-cognizable cases leads to delays in disposing of prosecutions, inconvenience and detentions to all concerned, witnesses as well accused, and at times to failures of justice, the Government of India may be moved to issue orders with a view to the former practice of dealing with such cases being reverted to.

No. 4969, dated 30th June 1888.

Demi-official from—N. St. L. Carter, Esq., Traffic Manager, E. I. Ry., Jamalpur,

To—R. C. S. Mackenzie, Esq., Acting Agent, Calcutta.

I beg to send you particulars of two cases of recent occurrence in which certain offenders, under the Railway Act, were released because their offences were non-cognizable by the Government Railway Police, and to request you will kindly refer the matter to the Government in view to fresh orders being issued more in accordance with former practice which was found to be most convenient in all respects—

(1) On the 19th November 1887, one Budhaiya Chamar alighted at Majhgawan Station on the Jubbulpore line from No. 2 Down Mail train, without a ticket, and, on being challenged, stated he purchased a ticket from Jaitwar to Manikpur, but on enquiry it was found that no such ticket had been issued; the man was consequently made over to the Government Railway Police for prosecution.

As nothing more was heard of the matter, the District Traffic Superintendent, Allahabad, on the 27th idem, asked the Assistant Inspector General for result of prosecution, and was told in reply (letter No. 40 of 7th January 1888) that—

> The Magistrate declined to issue summons for the witnesses in the case and discharged the accused.

The District Traffic Superintendent then enquired why the case was thrown out of Court, and the Assistant Inspector General replied (letter No. 77 of 16th January 1888)—

> The Police, according to the usual procedure, sent up the accused (charged with a non-cognizable offence) without witnesses; the Magistrate of Allahabad has noted that for the future all such cases, when action is taken, are to be treated as cognizable offences, and witnesses are to be bound over to appear.

But as the witnesses in the case were the station staff at Majhgawan, who saw the man get out of the train, and who could very easily have attended Court at any time they were required to do so, the Assistant Inspector General, Allahabad, was asked why they were not called upon to do so, and why the accused was sent up charged with a non-cognizable offence without the witnesses. In his reply (letter No. 109 of 23rd January 1888) he says—

> The reply to your query will be found in my previous letter; the Police interpretation of the law has always been that they were not authorized to take recognizance bonds from witnesses for their attendance in court in non-cognizable cases; the Magistrate, however, took a different view.

and on being asked why this particular case was considered non-cognizable by the Police, seeing that similar cases of attempt to defraud the Company had been taken up and convictions obtained by the Government Railway Police presenting the required witnesses from stations, the Assistant Inspector General replied (letter No. 157 of 1st February 1888)—

> The procedure referred to, I think, you will find has been adopted in cognizable and not non-cognizable offences.

and in his letter No. 423 of the 16th March 1888 he writes—

> The information desired has already been given; the case, with all due deference to the opinion expressed by the Magistrate, was a non-cognizable offence.

At this stage I took up the correspondence with Mr. Berrill, pointing out to him that precisely similar cases to the one under reference were occurring almost daily on some section of the line, and in every instance the Police arranged for the attendance of the witnesses in court, and enquired what course he purposed pursuing in future similar cases. A copy of his reply I beg to send you herewith.

The second case is that of four women, who were trespassers on the Company's premises at Barakar. The circumstance was reported to the Government Railway Police, and the Head Constable of Asansol, who took particulars of the case, submitted his report to the Magistrate of Raneegunge, praying that summons may be issued against the offenders.

The Magistrate's reply was—

> Direct Police to inform station master that in this and similar non-cognizable cases, report and application should be made to the Sub-Divisional Magistrate, and that a clear statement of the facts should be given, and the section of the Act or Rule under the Act, &c., alleged to be infringed plainly set forth.

This case was referred to the Assistant Inspector General, Government Railway Police, Bengal Division, who replied—

> The case reported is purely a non-cognizable offence under the Act, and as such the procedure laid down by the Magistrate, as at present ruled, is necessary.

Accompanying this letter will be found copies of letters, No. 2902 of the 28th June 1873, from the Additional Under Secretary to the Government of Bengal, to the Consulting Engineer to the Government of India for Guaranteed Railways, and No. 4762 of the 30th July 1869, from the Secretary to Government of Bengal in the Judicial and Political Department, to the Officiating Joint Secretary to the Government of Bengal, Railway Branch.

I would particularly ask your attention to the second paragraph of the first quoted letter, and to the third paragraph of Sir Ashley Eden's letter wherein it is distinctly stated that the proceedings of the Police in offences under the Railway Act are not to be ruled by the Criminal Procedure Code; so that the procedure now observed by the Government Railway Police is wrong and leads to great inconvenience, not only to those prosecuted but to all those concerned in the prosecution.

Mr. James, the Assistant Inspector General, Bengal Division, in this respect writes as follows:—

> I have no hesitation in saying that the procedure suggested by the Magistrate of Allahabad, and which was in force in the Bengal Division for the past three years, is far preferable for all concerned—for the Magistrate, as he can dispose of such cases in half an hour, if the proper witnesses are present; for the accused, as his case is disposed of in half or quarter the time than if summons have to be applied for and issued; for the Railway Company, as only material witnesses of the Company are required to attend and due notice is given for their relief.

To this effect Mr. James instructed his staff, and for some time the method worked most satisfactorily, but his orders have been overruled by the Inspector General of Police, hence our present difficulty.

No. 507, dated 29th March 1888.

Demi-official from—E. Berrill, Esq., Assistant Inspr. Genl., Govt. Railway Police, Allahabad,

To—The Traffic Manager, East Indian Railway, Jamalpur.

Your No. 19 of 22nd instant.

The charge made against Budhaiya Chamar was under section 32 of the Railway Act. As this offence is not included in section 49 of the Act, the Police could take no action under that section, but under the provisions of section 48 he was arrested and put before the Magistrate for orders.

No restrictions are noted in section 49; if a person commits any of the offences enumerated in that section, he may be arrested by the Police under the authority vested in them, and these alone are purely cognizable offences.

Arrest under section 48 is different in this respect that it includes all the offences made punishable under the Act subject to certain provisos: there must be reason to believe that the accused party will abscond or that his name and residence are unknown, and he refuses to give his name and address, or there is reason to believe that the name and address given by him is incorrect; the particular cognizable offences having been specified in the following section (49), the remaining offences are non-cognizable. Section 48 of the Railway Act is equivalent to sections 57 and 59 of the Code of Criminal Procedure.

The procedure of the Police under the Railway Act is governed by the procedure laid down in Act X of 1882, the Criminal Procedure Code.

In cognizable cases only are the Police empowered to call upon complainants and witnesses to execute recognizance bonds, and hence the reason of their not having done so in this case.

This procedure has hitherto been observed, and has worked smoothly in the different districts through which the line passes, the Magistrate of Allahabad having issued instructions to the effect that arrest having been made under the provisions of section 48 of the Railway Act, such action constitutes the offence a cognizable one, the procedure laid down for cognizable offences will be observed within jurisdiction, and under his authority the matter is not of sufficient importance to make it the subject of a reference, but the usual procedure must continue to be observed in other districts.

Although, as shown, the Police are not empowered to call upon complainants and witnesses to execute recognizance bonds in non-cognizable offences to appear in court, there is nothing to prevent Railway officials appearing without being summoned on the day the party arrested is brought before the court, without being directed by the Police, who are not authorised to so direct them.

No. 2902, dated 28th June 1873.

From—L. C. Abbott, Esq., Additional Under Secetary to the Government of Bengal,
To—The Consg. Engr. to the Government of India for Guaranteed Railways, Calcutta.

I am directed to acknowledge the receipt of your letter No. 1026 of the 5th ultimo, on the subject of passengers on the East Indian Railway who, being arrested for trifling offences, are sent in custody to the Magistrate without any witness accompanying them, and who consequently are detained in hajut for two or three days. To prevent this hardship, the Agency of the Railway Company have issued orders to the effect that in future, whenever it is necessary to give any person into custody of the Railway Police for a breach of the Company's bye-laws, the constable who has charge of the offender should be made acquainted with the actual facts of the case and the nature of the evidence which will be given before the Magistrate.

2. In reply, I am to say that what is most wanted is, that the evidence should be sent at once and the case disposed of summarily without delay; and I am to request that the Agency will try to arrange this as far as possible. Magistrates will be desired to arrange that such Railway cases should be disposed of at once.

No. 4762, dated 30th July 1869.

From—The Honourable A. Eden, Secy. to the Govt. of Bengal, Judicial and Political Dept.,
To—The Officiating Joint Secretary to the Govt. of Bengal, Railway Branch.

I am directed to acknowledge receipt of your letter No. 1435, dated 9th instant, with its enclosures.

2. The only question arising out of the case which occurred at Burdwan is, whether the Railway Police are or are not bound to prosecute offenders against the Railway Act if called upon to do so by the Railway authorities.

3. The Lieutenant-Governor observes that the proceedings of the Police in respect of offences against the Railway Act, which is a special Act, are not to be ruled by the Criminal Procedure Code, but by the special instructions issued by Government regarding the Railway Police. Rule 9 of these instructions is perfectly clear, and it was the duty of the Railway Police to prosecute in this case, as the Agency instructed them to do so.

4. The Inspector entirely misunderstood his position, and if ever he had had any discretion in the matter, it is quite clear from the result of the case that he exercised it in a manner which would have led to a failure of justice, if his action had not been rendered nugatory by Railway Company prosecuting the case themselves.

5. The question of arrests, which does not, however, arise in the case under consideration, has also been referred to in the correspondence. The Lieutenant-Governor is of opinion that in the case of offences against sections 25, 26, 27 and 28 of the Railway Act, the Railway Police would be justified in making an arrest on the requisition of a competent officer of the Company.

6. The original papers received with your letter are herewith returned.

No. 6205, dated 16th August 1888.

Demi-official from—N. St. L. Carter, Esq., Traffic Manager, E. I. Railway Co.,
To—D. W. Campbell, Esq., Agent, Calcutta.

Your No. 9163 of the 24th ultimo.

I referred to the Assistant Inspector General, Government Railway Police, Bengal Division, for a few more cases in which the disadvantages of the present system are made apparent, and I now beg to send you a copy of Mr. James' letter No. 2812 of the 15th instant.

I trust you will be able to move the Government to issue fresh orders on the subject.

Dated 15th August 1888.

Demi-official from—A. H. James, Esq., Asst. Insptr. Genl., Govt. Railway Police, Bengal Division,
To—The Traffic Manager, E. I. Railway, Jamalpur.

Your No. T.44, dated 26th ultimo.

In reply to your above I beg to quote the following cases:—

(1) On the 17th March last, a passenger by name Jutish Chunder Rai was made over to the Police at Pundooah for travelling with a short journey ticket.

(2) On the 19th March last a passenger by name Sabji Baniah was made over to the Pundooah Police for travelling with a short journey ticket.

(3) On the 18th May last a passenger by name Gobordhami Kairi was made over to the Pundooah Police for travelling with a short journey ticket.

2. On the above cases being reported to the Police, the names and residences of the accused were taken down and summons applied for. In the first two cases, the accused could not be traced, in spite of summons and warrants being issued, and in the third case, on the summons being issued, a person answering the name of the accused in the Bullia (North-Western Provinces) District, denied having travelled on the date in question, and before the Magistrate could order him down to stand his trial required the man to be identified. In the cases there was no reason to believe the names and address given by the accused to be false, and as such they had to be allowed to go, and the result was that they could not subsequently be traced and brought to justice.

3. While writing this a complaint reaches me from the District Traffic Superintendent. One Rajkristo Dey was made over to the Police on the 4th ultimo for overriding to Howrah with a short journey ticket. The name and address of the accused was taken down and summons applied for. Summons were issued for the appearance of the Ticket Collector (Mr.) on the 24th ultimo, the date fixed for hearing the case. On the date the Ticket Collector attended court, and after awaiting from 10 A.M. to 4 P.M., at last he was told that the accused was not present, and as such, another date will have to be fixed. The District Traffic Superintendent observes—"It is a serious matter for the Railway Company to have an official detained so long at court, but the seriousness is enhanced when after all the case is not heard."

The law, as at present stands, does not allow the Police to do anything more than reporting the case to Magistrate, with name and address of the accused and those of witnesses, and as such, it is not strange that such detentions would arise, and considerable delay occur, in the disposal of cases. Had the Police been empowered to send the accused with witnesses to court, case could be disposed of in an hour on the day fixed for hearing of the case.

Circular Memorandum by A. H. James, Esq., Assistant Inspector General, Government Railway Police, Bengal Division, No. 6, dated 27th July 1886.

A question having arisen as to what would be the best procedure of this Police in the investigation of non-cognizable cases under the Railway Act, and whether such cases should or should not be entered in the register of non-cognizable cases kept up by this Police, the Assistant Inspector General has given the matters his full consideration—

1st.—The procedure now in force in respect of investigation of Railway non-cognizable cases is to take cognizance of such cases on receipt of letters of charge from responsible officers of the Company and send up the cases for trial on their own merits, arranging at the same time for the attendance of witnesses in Courts on fixed dates through the heads of their Departments, if the witnesses are Railway servants, or by binding them under recognizance if outsiders. This is considered the best procedure, but, in addition to this, the Assistant Inspector General directs that, besides the witnesses named in the letters of charge, the Police are at liberty to produce such further evidence as they consider more useful. In the same way, if any of the witnesses named is considered useless or unnecessary, such witnesses need not be produced, but in this procedure the Police should always consult with the Company's officer who gives the letter of charge.

2nd.—As regards the entry of Railway non-cognizable cases in the non-cognizable cases register, the Assistant Inspector General directs that the register be divided into two parts—Part I for cases referred to the Police by Magistrates for investigation under the Penal or any Criminal Codes, other than the Railway Act, and Part II being only for Railway Act non-cognizable cases, even if ordered by a Magistrate to investigate.

Inspectors and Sub-Inspectors in charge of Divisions are therefore directed to at once divide the register into two parts and enter in Part II all Railway cases that occurred since January last.

No. 1189, dated 16th April 1888.

From—A. H. James, Esq., Asst. Inspr. Genl., Govt. Railway Police, Bengal Division,
To—The Traffic Manager, East Indian Railway.

Your No. 25 B., dated 3rd instant (file returned).

From the papers you have forwarded, I find that one Budhaiya Chamar was prosecuted under section 32 of the Railway Act, having been arrested by the Police under section 48 of the Railway Act. Mr. Berril contends that the section under which the accused was charged being non-cognizable, the arrest under section 48 does not make the case cognizable, and, as such, the accused was put before the Magistrate for orders. The Magistrate of Allahabad contends that section 48 having been applied to the case, notwithstanding the offence is non-cognizable, the case should have been treated as cognizable, and the witnesses, &c., bound down to appear.

2. I am of opinion that Mr. Berril is right in his interpretation of the law. Section 48 empowers the Police to arrest persons charged with offences under the Act, subject to certain

provisos, and at the same time section 49 specifies the offences which are cognizable, thus rendering the remaining offences non-cognizable, for which alone is section 48 intended. Indeed, section 48 of the Act is, as Mr. Berrill observes, equivalent to sections 57 and 59 of the (Criminal Procedure) Code.

3. Besides the difference in the interpretation of the law, I gather from the correspondence that you are interested in the procedure which should regulate the inquiry by the Police of the non-cognizable offences under the Railway Act, and as such, I take up the point here.

4. On taking over charge of the Railway Police in 1884, I found that there was diversity of procedure in the different divisions about the disposal by the Police of the offences under the Railway Act. In the treatment of non-cognizable cases I wished to establish an uniformity of procedure. You are aware that on a non-cognizable offence under the Penal Code being reported, the Police, with the proviso laid down in sections 57 and 59 of the Criminal Procedure Code, authorizing the arrest, have nothing to do except reporting it to the Magistrate for orders, who may issue summons at once directing all parties to appear, or may issue an order directing the complainant to appear and take out summons, which procedure means delay and great hardship on the accused party, especially if he is a person who cannot give bail for his appearance. Now, considering that a non-cognizable case under the Railway Act, if reported to the Magistrate with proper evidence, would ensure its prompt disposal by the Magistrate, and the better working by the Police, I issued a Circular order, copy of which is attached herewith. While doing so I had before me the Government orders quoted in the margin, and copies of which are also herewith attached. From the latter one you will see that Sir Ashley Eden distinctly stated that the proceedings of the Police in the offences under the Railway Act, which is a special Act, are not to be ruled by the Criminal Procedure Code, and on this authority I directed the Police in my Circular to bind down the defendant and witnesses, &c., to appear before the Magistrate on a certain date to be fixed by the Police, so that in the meantime the attendance of witnesses, who are generally Railway servants, might be arranged for. This system worked well, as will be seen from the following results obtained :—

No. 2902, dated 28th June 1873.
„ 4762, „ 30th July 1869.

	1885.	1886.	1887.
Cases reported	429	463	477
Persons tried	448	523	522
„ convicted	406	487	544

5. For reasons, however, which you will find further on, this procedure has been discontinued since the beginning of the last month, so that at present the Police deal with the Railway Act non-cognizable cases in the same way as the Penal Code cases, *i. e.*, on receipt of information of such an offence having been committed, the Police simply take down the names, &c., and submit a report to the Magistrate who disposes of the case in the usual way.

6. In March 1887 an offence under section 32 of the Railway Act was reported to the Police on the Tirhoot State Railway. After due investigation the evidence against the accused was found to be conclusive, and the charge being thus established, and the address given by the accused being doubtful, he was arrested under section 48 of the Act and let off on bail for attendance at the Magistrate's Court on a certain date. The report of the case with the bail bond was sent to the Magistrate, and the attendance of the witnesses having duly been arranged, the case was disposed of. Somehow or other the case went up to Government, and then the Inspector General of Police in his No. 13449, dated 30th November 1887 (copy attached), took exception to the procedure. I explained to him in this Office No. 89, dated 7th February 1888 (copy attached), my reasons in support of the procedure, but in his No. 2526, dated 29th February 1888 (copy attached), he directed that such cases must be treated in the usual way, *i. e.*, according to the rules in the Criminal Procedure Code.

7. In conclusion, I have no hesitation in saying that the procedure suggested by the Magistrate of Allahabad, and which was in force in the Bengal Division for the past three years, is far preferable for all concerned—for the Magistrate, as he can dispose of such cases in half an hour, if the proper witnesses are present; for the accused, as his case is disposed of in half or quarter the time than if summons have to be applied for and issued; for the Railway Company, as only material witnesses of the Company are required to attend and due notice is given for their relief. The Police are the only party which gain no advantage, as they have more or less to investigate the case instead of simply reporting the matter in their diary and sending an extract to the Magistrate.

No. 13449, dated 30th November 1887.

Memo. from—J. Rivett Carnac, Esq., Offg. Personal Assistant to the Inspector General of Police, Lower Provinces,

To—The Assistant Inspector General, Government Railway Police, Howrah.

With reference to his No. 1063, dated 24th ultimo, informs the Assistant Inspector General that all this has arisen from the Head Constable fixing a date for the accused's

appearance in a non-cognizable case, instead of leaving that to be done by the court, and that, in so far as this is the result of Mr. Munro's wordy instructions, it would have been much better if they had never been issued.

No. 89, dated 7th February 1888.

From—A. H. James, Esq., Asst. Inspector General of Govt. Railway Police,

To—The Personal Assistant to the Inspector General of Police, Lower Provinces.

With reference to correspondence ending with your No. 13449 of 30th November last, objecting to the Railway Police fixing the date of the hearing of non-cognizable cases under the Railway Act, I have the honour to state the circumstances under which I issued the Circular, a copy of which was sent to the Police on the Tirhoot line by Mr. Munro, and which the Inspector General considers would have been much better if it had never been issued.

2. On taking over charge of the Railway Police I found cognizable and non-cognizable cases were not, even according to existing rules, properly dealt with. In cases coming under the cognizable sections of the Railway Act, the Police waited for a letter of charge from responsible Railway authorities, which very often never come, so orders were issued that the Police were to take up all cognizable cases, no matter how they came to their notice, and to deal with them according to Police procedure.

3. The non-cognizable cases, I found, were dealt with in several ways according to the divisions they occurred in, but most of them, according to paras. 3 and 4 of General Instructions to be found at page 30 of the Rules of the Government Railway Police, which, in fact, lays down that the Police are to undertake the prosecution of all breaches of the Company's rules and regulations, and the procedure adopted was very much the same as in cognizable cases; but in many instances it was found the Police named the whole of the witnesses mentioned in the charge letter, which could only prove one point, so I directed them to use their own discretion about sending up witnesses.

4. Now, as to fixing a day for the hearing of the case, I beg to send herewith a copy of a letter from the Government of Bengal, laying down that the chief thing to be observed in sending up these cases was to have such case disposed of at once, and I found from practice that if the case was simply sent up for the orders of the Magistrate to fix the day, much delay occurred in disposing of the case, for a great many Magistrates not acquainted with such cases fixed the date of hearing without due deference to all concerned. The Police, on the other hand, by fixing the dates for trial at once, arrange for the relief of Railway servants, who are of course the chief witness in such cases, so that cases are, as a rule, disposed of in the one day. In conclusion, I beg to request that if the Inspector General considers that this procedure is objectionable and should not continue, he will issue orders on the subject; at the same time I may be allowed to state that the present system has apparently worked satisfactorily, for no objection has been made to it either by the Railway Company or the accused in any case. I may also state that the result of convictions in non-cognizable cases in the East Indian Railway for the past three years has been satisfactory.

No. 2526, dated 29th February 1888.

Memo. from—J. Rivett Carnac, Esq., Personal Assistant to the Inspector General of Police, Lower Provinces,

To—The Assistant Inspector General of Govt. Railway Police, Howrah.

Referring to his No. 89, dated the 8th instant, informs the Assistant Inspector General that the Inspector General's remarks already made are, by implication, an instruction to desist from a practice which has been, in the present instance at all events, responsible for much trouble and confusion. It is for the Court, not the Police, to fix the date of hearing in a non-cognizable case, and the fact having been already impressed on the Assistant Inspector General, the present reference is wholly unnecessary.

No. 1960, dated 3rd September 1888.

From—Colonel A. Le Messurier, R.E., Offg. Consg. Engr. to the Govt. of India for Rys., Calcutta,

To—The Agent, East Indian Railway Company.

With reference to your No. 665 G., dated 22nd August, the accompaniments to which are herewith returned, I have the honour to point out that the alterations proposed by you to the present procedure in regard to certain offences which are non-cognizable by the present Railway Act, would be affected by modification of sections 48 and 49 of that Act.

Copies of a Revised Bill was forwarded to you with this Office No. 1532, dated 4th July, for your opinion. The alterations you desire could be suggested with reference to sections 127 to 130 of that Revised Bill.

No. 127G., dated 21st February 1889.

From—D. W. Campbell, Esq., Agent, East Indian Railway Company,

To—The Consg. Engr. to the Govt. of India for Rys., Calcutta.

With reference to your letter No. 1960, dated the 3rd September 1888, regarding certain alterations in reference to offences which are non-cognizable by the present Railway Act, proposing that the alterations desired could be suggested with reference to sections 127 to 130 of the revised Railway Bill (copy of which was forwarded under cover of your office letter No. 1532, dated the 4th July 1888), I have the honour to forward copy of a letter No. 3924, dated the 10th November 1888, from the Assistant Inspector General, Government Railway Police, Howrah, and to request that the clause suggested by him should be inserted in the revised Railway Bill as a sub-head (3) to section 128.

No. 3924, dated 10th November 1888.

Demi-official from—A. H. James, Esq., Asst. Inspector General, Govt. Ry. Police, Bengal Division,

To—The Traffic Manager, East Indian Railway, Jamalpur.

Your No. 60R. T., dated 24th September 1888.

I have gone over the Bill forwarded with your above, and am of opinion that it will answer our purposes if the following be added as a sub-head (3) to section 128 of the revised Bill:—

> When the person is sent to the Magistrate under the last foregoing clause, or is released on his executing a bond, the Police shall send up all necessary witnesses in the case to appear before the Magistrate on an *early* date which the Police shall fix.

2. You are aware that the ordinary procedure in non-cognizable cases is as follows.

The Railway Company when they detect or accuse a person committing a non-cognizable offence, make the accused over to the Police with a letter of charge, requesting that he may be proceeded against. The substance of this letter is recorded in Station Diary, and a copy of the same submitted to the Magistrate having jurisdiction. If the accused is known, or the address given by him is believed to be correct, he is allowed to go, but should his address not be known, or the one given is believed not to be correct, he is sent before the Magistrate with the letter of charge and extract from Diary. The Magistrate usually sends the man to hajut, and directs summonses to be issued for the attendance of prosecuting party and witnesses to appear on a certain date. Now, on the date fixed by the Magistrate, it often happens that the chief witness (who is generally the guard) is on duty somewhere up the line, as due notice has not been given, and the consequence is the case is postponed. This means great hardship not only on the servants of the Railway authorities, who have to appear twice in court to prove a very petty case, which generally results in a small fine; but it is a greater hardship on an ignorant traveller, who is generally the accused, to be kept in hajut for such a long period. In some places, on receipt of the Police Report, the Magistrates do not issue summonses at once, but direct some one on behalf of the Railway to appear in court and file a petition on stamp-paper and take out summons, which is another course of great delay.

3. If the rule referred to in the first paragraph of this lettter is adopted, it will facilitate the work for all concerned—for the Magistrate, as he can dispose of such cases in half an hour if the proper witnesses are present; for the accused, as his case is disposed of in half or in quarter the time if summonses have to be applied for and issued; for the Railway Company, as only material witnesses of the Company are required to attend, and due notice is given for their relief to attend court on a date on which the case is certain to be disposed of.

4. The enclosure of your letter is herewith returned.

No. 1770 G., dated 19th May 1889.

From—The Government of India, P. W. Dept.,

To—The Cousg. Engr. to the Govt. of India for Rys., Calcutta.

I am directed to acknowledge the receipt of your letter No. 385, dated the 1st March 1889, forwarding for consideration copies of correspondence with the Agent, East Indian Railway Company, regarding the procedure to be adopted by the Government Railway Police in dealing with non-cognizable offences under the Railway Act.

2. In reply I am to say that the Government of India is considering if steps should be taken to give precedence to Railway prosecutions in such cases as you refer to.

Meanwhile, with regard to the two classes of cases, (1), those in which the name and address are believed to be correct, and (2), those in which the accused refuses to give any name and address, or gives a name or address believed to be incorrect, I am to state that in the first class of cases nothing can be done, except that the Magistrate might be informed when it will be convenient for the witnesses to appear and asked to fix a date for the accused's appearance accordingly; and that, as regards the second class, in which the accused has to be taken before a Magistrate, the witnesses might be desired to attend at the time when the accused will probably reach the Magistrate's Court.

Documents accompanying.

Nil.

P. W. Dept. endorsement No. 1771 G., dated 19th June 1889.

Copy forwarded to the Home Department.

Government of India Central Printing Office.—No. 1067 P. W. Dept.—18-12-89.—70.

A

No. 124 R of 22d Jany: 1890

Communicated to the Consulting Engineer for Railways for information and to the Judicial Dept.

C.L.S.
18.1.90

R.

21.1.90

Correspondence
These ~~[illegible]~~ printed has been in P.D. already & something was done on it. So this had better be com.d also.

To
The Cons Engr for Rys:
– " – Judicial Deptt:

Mn 18/1. R. 21-1-90.

K 14-1-90

A

No. 124 R of 22d Jany 1890

R

24th January 1890, No. 126 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 10th January 1890, No. 20.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 6th January 1890, No. 12.

Your letter No. 906 of the 8th October last. I forward [illegible] with two revised detailed statements showing scale of Engineer and Audit establishments sanctioned for the Villupuram-Guntakal State Railway for 1889-90.

2. With regard to the Engineering statement, the Chief Engineer writes as follows :—

> "The monthly establishment shown in the list is much in excess of the present sanction, but owing to the non-arrival of a large number of men in the early part of the year the amount provided for in the budget estimate under this head will not be exceeded."

[Statement.

ENCLOSURE.

SOUTH INDIAN RAILWAY—VILLUPURAM-GUNTAKAL RAILWAY.

REVISED Establishment list for the year 1889-90.

ORDER SANCTIONING PRESENT ESTABLISHMENT.		Office to which the proposition refers.	NATURE OF CHANGE.												PROPOSITION.					
			Present scale.						Proposed scale.						Permanent.		Temporary.			
					Pay.						Pay.				Increase per month.	Decrease per month.	Increase per year.		Decrease per year.	
Number.	Date.		Number.	Designation.	Minimum.	Increment.	Maximum.	Average or fixed.	Number.	Designation.	Minimum.	Increment.	Maximum.	Average or fixed.	Amount.	Amount.	Period.	Amount.	Period.	Amount.
				Engineering Establishment.	RS.		RS.	RS.		*Engineering Establishment.*	RS.		RS.	RS.	RS.	RS.	MTHS.	RS.	MTHS.	RS.
			1	**Deputy Chief Engineer** ..	1,000	..	1,000	1,000	1	**Deputy Chief Engineer** ..	1,100	..	1,100	1,100	..	..	..	1,200	..	..
			1	Executive Engineer	1,000	..	1,000	1,000	1	Superintending Engineer, 2nd class.	1,540	..	1,540	1,540	..	..	..	18,480	..	..
			6	Do. Engineers, 1st grade.	5,700	..	5,700	5,700	1	Executive Engineer, 1st grade.	1,000	..	1,000	1,000	..	..	..	..	..	..
			5	Do. do. 2nd do.	4,000	..	4,000	4,000	7	Do. Engineers, 1st do.	6,650	..	6,650	6,650	..	..	..	11,400	..	..
			7	Do. do. 3rd do.	4,900	..	4,900	4,900	2	Do. do. 2nd do.	2,000	..	2,000	2,000	..	..	..	24,000	..	..
			3	Do. do. 4th do.	1,800	.	1,800	1,800	5	Do. do. 2nd do.	4,000	..	4,000	4,000	..	..	..	..	..	..
			1	Assistant Engineer, 1st do.	400	..	400	400	8	Do. do. 3rd do.	5,600	..	5,600	5,600	..	..	..	8,400	..	..
			1	**Temporary Engineer** ..	773	..	773	773	2	Do. do. 4th do.	1,200	..	1,200	1,200	..	..	..	..	..	7,200
			1	**Do. do.** ..	350	..	350	350	3	Assistant do. 1st do.	1,500	..	1,500	1,500	..	..	..	13,200	..	..
			2	**Do. Engineers** ..	600	..	600	600	1	**Temporary Engineer** ..	773	..	773	773	..	..	..	..	..	..
									2	**Do. Engineers** ..	700	..	700	700	..	..	..	4,200	..	..
									1	**Do. Engineer** ..	300	..	300	300	..	..	..	..	..	3,600
			28	Total, Engineering ..	20,523	..	20,523	20,523	34	Total, Engineering ..	26,363	..	26,363	26,363	..	..	..	80,880	..	10,800
				Upper Subordinates.						*Upper Subordinates.*										
			5	**Engineering Assistants** ..	750	..	750	750	1	**Engineering Assistant** ..	200	..	200	200	..	..	..	2,400	..	..
			1	Sub-Engineer, 1st grade ..	400	.	400	400	5	**Do. Assistants** ..	750	..	750	750	..	..	..	..	..	..
			3	Sub-Engineers, 2nd do. ..	900	..	900	900	1	Sub-Engineer, 1st grade ..	400	..	400	400	..	..	..	..	..	..
			6	Do. 3rd do. ..	1,500		1,500	1,500	3	Sub-Engineers, 2nd do. ..	900	..	900	900	..	..	..	..	..	..
			6	Supervisors, 1st grade ..	1,200	..	1,200	1,200	5	Do. 3rd do. ..	1,250	..	1,250	1,250	..	..	..	..	..	3,000
			10	Do. 2nd do. ..	1,500	..	1,500	1,500	4	Supervisors, 1st grade ..	800	..	800	800	..	..	..	..	..	4,800
			3	Overseers, 1st do. ..	300	..	300	300	5	Do. 2nd do. ..	750	..	750	750	..	..	..	..	..	9,000
			5	Do. 2nd do. ..	400	..	400	400	4	Overseers, 1st do. ..	400	..	400	400	..	..	..	1,200	..	..
			5	Do. 3rd do. ..	300	..	300	300	4	Do. 2nd do. ..	320	..	320	320	..	..	..	..	..	960
			1	**Temporary Subordinate** ..	350	..	350	350	4	Do. 3rd do. ..	240	..	240	240	..	..	..	..	..	720
			1	**Do. do.** ..	250	..	250	250	1	**Temporary Subordinate** ..	350	..	350	350	..	..	..	..	..	..
			5	**Temporary Subordinates, Rs. 150 to 200.**	850	..	850	850	5	**Do. Subordinates** ..	1,250	..	1,250	1,250	..	..	..	12,000	..	..
			15	**Temporary Subordinates, Rs. 75 to 100.**	1,400	..	1,400	1,400	15	**Temporary Subordinates, Rs. 150 to 200.**	2,200	..	2,200	2,200	..	..	..	16,200	..	..
									24	**Temporary Subordinates, Rs. 70 to 149.**	2,655	..	2,655	2,655	..	..	..	15,060	..	..
			66	Total, Upper Subordinates ..	10,100	..	10,100	10,100	81	Total, Upper Subordinates ..	12,465	..	12,465	12,465	..	..	..	46,860	..	18,480
				Lower Subordinates.						*Lower Subordinates.*										
			1	Sub-Overseer, 1st grade ..	60	..	60	60	2	Sub-Overseers, 1st grade ..	120	..	120	120	..	..	..	720	..	..
			43	**Temporary Subordinates, Rs. 50 to 65.**	2,175	..	2,175	2,175	57	**Temporary Subordinates, Rs. 50 to 65.**	2,640	..	2,640	2,640	..	..	..	5,580	..	..
			44	Total, Lower Subordinates ..	2,235	..	2,235	2,235	59	Total, Lower Subordinates ..	2,760	..	2,760	2,760	..	..	..	6,300	..	..
				Office Establishment.						*Office Establishment.*										
			1	**Clerk, 1st grade**	175	..	175	175	1	**Clerk, 1st grade**	175	..	175	175	..	..	..	..	..	..
			71	**Clerks, Rs. 10 to 99**	2,413	..	2,413	2,413	111	**Clerks, Rs. 10 to 99**	3,457	..	3,457	3,457	..	..	..	12,528	..	..
			1	**Draughtsman**	125	..	125	125	1	**Draughtsman**	125	..	125	125	..	..	..	..	..	..
			35	**Draughtsmen, Rs. 15 to 99** ..	925	..	925	925	39	**Draughtsmen, Rs. 15 to 99** ..	1,165	..	1,165	1,165	..	..	..	2,880	..	..
			108	Total, Office Establishment ..	3,638	.	3,638	3,638	152	Total, Office Establishment ..	4,922	..	4,922	4,922	..	..	..	15,408	..	..
				Petty Establishment.						*Petty Establishment.*										
			24	**Cashiers at Rs. 50 each** ..	1,200	..	1,200	1,200	27	**Cashiers at Rs. 50 each** ..	1,350	..	1,350	1,350	..	..	..	1,800	..	..
			22	**Storekeepers at Rs. 25 each** ..	550	..	550	550	27	**Storekeepers at Rs. 25 each** ..	675	..	675	675	..	..	..	1,500	..	..
			5	**Depot Storekeepers at Rs. 100 each.**	500	..	500	500	5	**Depot Storekeepers at Rs. 100 each.**	500	..	500	500	..	..	..	..	..	..
			12	**Apothecaries**	600	..	600	600	16	**Apothecaries at Rs. 50 each** ..	800	..	800	800	..	..	..	2,400	..	..
			8	**Peons**	61	..	61	61	12	**Peons**	85	..	85	85	..	..	..	288	..	..
			296	**Lascars**	2,071	..	2,071	2,071	428	**Lascars**	3,031	..	3,031	3,031	..	..	..	11,520	..	..
			10	**Watchmen**	60	..	60	60	37	**Watchmen**	222	..	222	222	..	..	..	1,944	..	..
			2	**Telegraph Sub-Inspectors at Rs. 40 each.**	80	..	80	80	..	……	..	..	..	..	..	..	..	..	..	960
			25	**Telegraph Signallers at Rs. 28 each.**	500	..	500	500	..	……	..	..	..	..	..	..	..	..	..	6,000
			404	Total, Petty Establishment ..	5,622	..	5,622	5,622	552	Total, Petty Establishment ..	6,663	..	6,663	6,663	..	..	..	19,452	..	6,960
				Special Establishment.						*Special Establishment.*										
			2	**Masonry Inspectors, English** ..	700	..	700	700	2	**Masonry Inspectors, English** ..	700	..	700	700	..	..	..	..	..	..
			2	**Plate-laying do. do.** ..	700	..	700	700	2	**Plate-laying do. do.** ..	700	..	700	700	..	..	..	..	..	..
			3	**District Surgeons at Rs. 50 each.**	150	..	150	150	4	**District Surgeons at Rs. 50 each.**	200	..	200	200	..	..	..	600	..	..
			1	**Transport Superintendent at Rs. 250.**	250	..	250	250	1	**Transport Superintendent** ..	250	..	250	250	..	..	..	..	..	..
			6	**Clerks**	150	..	150	150	6	**Clerks**	150	..	150	150	..	..	..	..	..	..
			10	**Lascars**	60	.	60	60	10	**Lascars**	60	..	60	60	..	..	..	..	..	..
			24	Total, Special Establishment ..	2,010	..	2,010	2,010	25	Total, Special Establishment ..	2,060	..	2,060	2,060	..	..	..	600	..	..
				Contingencies	..	..	..	1,000	..	Contingencies	..	..	..	2,000	..	..	..	12,000	..	..
				Travelling allowances ..	..	..	..	5,575	..	Travelling allowances ..	..	..	..	6,410	..	..	..	10,020	..	..
				Total ..	..	..	..	50,703	..	Total ..	..	..	..	63,643	..	..	..	1,91,520	..	36,240

TRICHINOPOLY,
January 1890.

(Signed) W. S. BETTS,
Agent.

(Signed) D. LOGAN,
Chief Engineer.

Statement of Proposition for revision of Establishment, 1889-90.

Order sanctioning present establishment.		Office to which the proposition refers.	Nature of Change.												Proposition.						Total amount as sanctioned.	Total amount as proposed.	Remarks.
			Present scale.						Proposed scale.						Permanent.		Temporary.						
					Pay.						Pay.				Increase per year.	Decrease per year.	Increase per year.		Decrease per year.				
No.	Date.		Number.	Designation.	Minimum.	Increment.	Maximum.	Average or fixed.	Number	Designation.	Minimum.	Increment.	Maximum.	Average or fixed.	Amount.	Amount.	Period.	Amount.	Period.	Amount.			
					RS.		RS.	RS.			RS.		RS.	RS.	RS.	RS.	MTHS.	RS.	MTHS.	RS.	RS.	RS.	
Government of India, No. 2602 G.	12th September 1889.	Audit Office, Villupuram-Guntakal State Railway.		Assistant Examiner	..	..	..	..	1	Assistant Examiner	..	..	450	450	1,350	..	..	..	..	..	..	1,350	For three months.
			1	Manager	175	..	175	175		....	..	..	..	..	..	..	..	..	..	2,100	2,100	..	
				Accountant, 2nd grade	..	..	..	..	1	Accountant, 2nd grade	295	..	310	..	2,223	..	..	..	..	..	..	2,223	
				Do. 4th do.	..	..	..	..	1	Do. 4th do.	135	..	135	..	792	..	..	..	..	..	..	792	
				Do. 4th do.	..	..	..	..	1	Do. 4th do.	125	..	125	..	1,152	..	..	..	..	..	..	1,152	
				Do. 4th do.	..	..	..	..	1	Do. 4th do.	100	..	107	..	989	..	..	..	..	..	..	989	
				Do. 4th do.	..	..	..	..	1	Do. 4th do.	101	..	101	..	891	..	..	..	..	..	..	891	
				Chief Clerk	..	..	..	..	1	Chief Clerk	100	..	100	..	..	..	..	1,200	..	..	..	1,200	
			1	Accountant	100	..	100	100	3	Accountants	80	..	80	..	..	..	..	1,680	..	..	1,200	2,880	
			4	Accountants	75	..	75	75		....	..	..	..	..	..	..	..	..	..	3,600	3,600	..	
			8	Do.	50	..	50	50		....	..	..	..	..	..	..	..	..	..	4,800	4,800	..	
			6	Do.	40	..	40	40		....	..	..	..	..	..	..	..	..	..	2,880	2,880	..	
				Clerks	..	..	..	..	4	Clerks	50	..	50	..	..	..	..	2,400	..	..	..	2,400	
				Do.	..	..	..	..	6	Do.	40	..	40	..	..	..	..	3,280	..	..	..	3,280	
			10	Do.	15	..	30	25	20	Do.	10	..	35	..	..	..	..	1,644	..	..	2,856	4,500	
			1	Moochi	12	..	15	12	1	Moochi	12	..	12	..	..	..	..	..	..	36	180	144	
			4	Peons	7	..	8	7	7	Peons	7	..	8	..	..	..	..	66	..	..	384	450	
				Travelling allowance	..	..	..	..		Travelling allowance	..	..	..	..	..	..	..	1,200	..	..	..	1,200	
				Contingencies	..	..	..	..		Contingencies	..	..	..	..	..	..	..	..	..	751	2,000	1,249	
										Total	..	..	..	..	7,397	..	..	11,470	..	14,167	20,000	24,700	

Trichinopoly,
7th January 1890.

(Signed) J. SMITH,
Chief Auditor, South Indian Railway.

(Signed) W. S. BETTS,
Agent, South Indian Railway.

Submitted to Government with reference to its Proceedings, No. 1060 R., dated 2nd October 1889.

From the Consulting Engineer for Railways, dated Madras, 22nd January 1890, No. 53.

From the Agent, South Indian Railway, dated 16th January 1890, No. 74.

Enclosure.

Register No. 16 V.G.—Revised scale of Establishment, Villupuram-Guntakal State Railway, for 1890-91.

The differences between the present scale and that submitted under Agent's No. 12, dated 6th January 1890, are as follow :—

—	Present proposed scale.		Previous scale.		Present.			
					More.		Less.	
	Number.	Rate per mensem.	Number.	Rate per mensem.	Number.	Rate.	Number.	Rate.
Engineering.		RS.		RS.		RS.		RS.
Executive Engineers, 2nd grade ..	2	2,000	1	1,000	1	1,000	..	..
Do. do. do. ..	5	4,000	6	4,800	..	..	1	800
Temporary do. ..	2	700	1	350	1	350	..	..
Do. do. ..	1	300	2	600	..	..	1	300
Total, Engineering ..	34	26,363	34	26,113	..	250	..	..
Upper Subordinates.								
Engineering Assistant ..	1	200	..	..	1	200	..	..
Temporary Subordinates ..	5	1,250	2	500	3	750	..	..
Do. do. ..	15	2,200	19	3,150	..	..	4	950
Total, Upper Subordinates ..	81	12,465	81	12,465	..	..	..	..
Lower Subordinates.								
Sub-Overseers, 1st grade ..	2	120	1	60	1	60	..	..
Temporary Subordinates, Rs. 50 to 65.	57	2,640	58	2,700	..	..	1	60
Total, Lower Subordinates ..	59	2,760	59	2,760	..	..	..	..
Grand Total ..	..	63,643	..	63,393	..	250	..	..

Submitted to Government in substitution of the letter and enclosures forwarded with this office endorsement No. 20, dated 10th January 1890.

2. The revised establishment list for 1890-91 now forwarded exceeds the original by a sum of Rs. 250 only.

Order—dated 24th January 1890, No. 126 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 2602 G., dated 12th September 1889.

(Here enter No. 127 R., dated 24th January 1890.)

(True Extract.)

Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

Exd. J. Moses.

Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated January, 24th.

Recd. *Encl.*

G.O., 24th Jan. 1890, No. 126 R.

JANUARY.

Villupuram-Guntakal State Railway

The revised scale of Engineer and Audit establishments sanctioned for the — for 1889-90, ordered to be forwarded to the Government of India.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 10th January 1890, No. 20.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 6th January 1890, No. 12.

Your letter No. 906 of the 8th October last. I forward herewith two revised detailed statements showing scale of Engineer and Audit establishments sanctioned for the Villupuram-Guntakal State Railway for 1889-90.

2. With regard to the Engineering statement, the Chief Engineer writes as follows :—

> "The monthly establishment shown in the list is much in excess of the present sanction, but owing to the non-arrival of a large number of men in the early part of the year the amount provided for in the budget estimate under this head will not be exceeded."

[*Statement.*

ENCLOSURE.

SOUTH INDIAN RAILWAY—VILLUPURAM-GUNTAKAL RAILWAY.

REVISED Establishment list for the year 1889-90.

Order sanctioning present establishment: Number.	Order sanctioning present establishment: Date.	Office to which the proposition refers.	Present scale: Number.	Present scale: Designation.	Present scale: Pay: Minimum.	Present scale: Pay: Increment.	Present scale: Pay: Maximum.	Present scale: Pay: Average or fixed.	Proposed scale: Number.	Proposed scale: Designation.	Proposed scale: Pay: Minimum.	Proposed scale: Pay: Increment.	Proposed scale: Pay: Maximum.	Proposed scale: Pay: Average or fixed.	Proposition: Permanent: Increase per month: Amount.	Proposition: Permanent: Decrease per month: Amount.	Proposition: Temporary: Increase per year: Period.	Proposition: Temporary: Increase per year: Amount.	Proposition: Temporary: Decrease per year: Period.	Proposition: Temporary: Decrease per year: Amount.
				Engineering Establishment.	RS.		RS.	RS.		*Engineering Establishment.*	RS.		RS.	RS.	RS.	RS.	MTHS.	RS.	MTHS.	RS.
			1	Deputy Chief Engineer ..	1,000	..	1,000	1,000	1	Deputy Chief Engineer ..	1,100	..	1,100	1,100	..	..	..	1,200	..	..
			1	Executive Engineer	1,000	..	1,000	1,000	1	Superintending Engineer, 2nd class.	1,540	..	1,540	1,540	..	..	..	18,480	..	..
			6	Do. Engineers, 1st grade.	5,700	..	5,700	5,700	1	Executive Engineer, 1st grade.	1,000	..	1,000	1,000	..	..	..	..	..	..
			5	Do. do. 2nd do.	4,000	..	4,000	4,000	7	Do. Engineers, 1st do.	6,650	..	6,650	6,650	..	..	..	11,400	..	..
			7	Do. do. 3rd do.	4,900	..	4,900	4,900	2	Do. do. 2nd do.	2,000	..	2,000	2,000	..	..	..	24,000	..	..
			3	Do. do. 4th do.	1,800	..	1,800	1,800	5	Do. do. 2nd do.	4,000	..	4,000	4,000	..	..	..	..	..	..
			1	Assistant Engineer, 1st do.	400	..	400	400	8	Do. do. 3rd do.	5,600	..	5,600	5,600	..	..	..	8,400	..	..
			1	Temporary Engineer ..	773	..	773	773	2	Do. do. 4th do.	1,200	..	1,200	1,200	..	..	..	..	..	7,200
			1	Do. do. ..	350	..	350	350	3	Assistant do. 1st do.	1,500	..	1,500	1,500	..	..	..	13,200	..	..
			2	Do. Engineers ..	600	..	600	600	1	Temporary Engineer ..	773	..	773	773	..	..	..	..	..	..
									2	Do. Engineers ..	700	..	700	700	..	..	..	4,200	..	..
									1	Do. Engineer ..	300	..	300	300	..	..	..	..	..	3,600
			28	Total, Engineering ..	20,523	..	20,523	20,523	34	Total, Engineering ..	26,363	..	26,363	26,363	..	..	..	80,880	..	10,800
				Upper Subordinates.						*Upper Subordinates.*										
			5	Engineering Assistants ..	750	..	750	750	1	Engineering Assistant ..	200	..	200	200	..	..	..	2,400	..	..
			1	Sub-Engineer, 1st grade ..	400	.	400	400	5	Do. Assistants ..	750	..	750	750	..	..	..	..	..	..
			3	Sub-Engineers, 2nd do. ..	900	..	900	900	1	Sub-Engineer, 1st grade ..	400	..	400	400	..	..	..	..	..	..
			6	Do. 3rd do. ..	1,500		1,500	1,500	3	Sub-Engineers, 2nd do. ..	900	..	900	900	..	..	..	..	..	..
			6	Supervisors, 1st grade ..	1,200	..	1,200	1,200	5	Do. 3rd do. ..	1,250	..	1,250	1,250	..	..	..	..	..	3,000
			10	Do. 2nd do. ..	1,500	..	1,500	1,500	4	Supervisors, 1st grade ..	800	..	800	800	..	..	..	..	..	4,800
			3	Overseers, 1st do. ..	300	..	300	300	5	Do. 2nd do. ..	750	..	750	750	..	..	..	..	..	9,000
			5	Do. 2nd do. ..	400	..	400	400	4	Overseers, 1st do. ..	400	..	400	400	..	..	..	1,200	..	..
			5	Do. 3rd do. ..	300	..	300	300	4	Do. 2nd do. ..	320	..	320	320	..	..	..	..	..	960
			1	Temporary Subordinate ..	350	..	350	350	4	Do. 3rd do. ..	240	..	240	240	..	..	..	..	..	720
			1	Do. do. ..	250	..	250	250	1	Temporary Subordinate ..	350	..	350	350	..	..	..	..	..	..
			5	Temporary Subordinates, Rs. 150 to 200.	850	..	850	850	5	Do. Subordinates ..	1,250	..	1,250	1,250	..	..	..	12,000	..	..
			15	Temporary Subordinates, Rs. 75 to 100.	1,400	..	1,400	1,400	15	Temporary Subordinates, Rs. 150 to 200.	2,200	..	2,200	2,200	..	..	..	16,200	..	..
									24	Temporary Subordinates, Rs. 70 to 149.	2,655	..	2,655	2,655	..	..	..	15,060	..	..
			66	Total, Upper Subordinates ..	10,100	..	10,100	10,100	81	Total, Upper Subordinates ..	12,465	..	12,465	12,465	..	..	..	46,860	..	18,480
				Lower Subordinates.						*Lower Subordinates.*										
			1	Sub-Overseer, 1st grade ..	60	..	60	60	2	Sub-Overseers, 1st grade ..	120	..	120	120	..	..	..	720	..	..
			43	Temporary Subordinates, Rs. 50 to 65.	2,175	..	2,175	2,175	57	Temporary Subordinates, Rs. 50 to 65.	2,640	..	2,640	2,640	..	..	..	5,580	..	..
			44	Total, Lower Subordinates ..	2,235	..	2,235	2,235	59	Total, Lower Subordinates ..	2,760	..	2,760	2,760	..	..	..	6,300	..	..
				Office Establishment.						*Office Establishment.*										
			1	Clerk, 1st grade	175	..	175	175	1	Clerk, 1st grade	175	..	175	175	..	..	..	..	..	..
			71	Clerks, Rs. 10 to 99	2,413	..	2,413	2,413	111	Clerks, Rs. 10 to 99	3,457	..	3,457	3,457	..	..	..	12,528	..	..
			1	Draughtsman	125	..	125	125	1	Draughtsman	125	..	125	125	..	..	..	..	..	..
			35	Draughtsmen, Rs. 15 to 99 ..	925	..	925	925	39	Draughtsmen, Rs. 15 to 99 ..	1,165	..	1,165	1,165	..	..	..	2,880	..	..
			108	Total, Office Establishment ..	3,638	..	3,638	3,638	152	Total, Office Establishment ..	4,922	..	4,922	4,922	..	..	..	15,408	..	..
				Petty Establishment.						*Petty Establishment.*										
			24	Cashiers at Rs. 50 each ..	1,200	..	1,200	1,200	27	Cashiers at Rs. 50 each ..	1,350	..	1,350	1,350	..	..	..	1,800	..	..
			22	Storekeepers at Rs. 25 each ..	550	..	550	550	27	Storekeepers at Rs. 25 each ..	675	..	675	675	..	..	..	1,500	..	..
			5	Depot Storekeepers at Rs. 100 each.	500	..	500	500	5	Depot Storekeepers at Rs. 100 each.	500	..	500	500	..	..	..	..	..	..
			12	Apothecaries	600	..	600	600	16	Apothecaries at Rs. 50 each ..	800	..	800	800	..	..	..	2,400	..	..
			8	Peons	61	..	61	61	12	Peons	85	..	85	85	..	..	..	288	..	..
			296	Lascars	2,071	..	2,071	2,071	428	Lascars	3,031	..	3,031	3,031	..	..	..	11,520	..	..
			10	Watchmen	60	..	60	60	37	Watchmen	222	..	222	222	..	..	..	1,944	..	..
			2	Telegraph Sub-Inspectors at Rs. 40 each.	80	..	80	80	..	......	..	..	..	..	..	..	..	..	..	960
			25	Telegraph Signallers at Rs. 28 each.	500	..	500	500	..	......	..	..	..	..	..	..	..	..	..	6,000
			404	Total, Petty Establishment ..	5,622	..	5,622	5,622	552	Total, Petty Establishment ..	6,663	..	6,663	6,663	..	..	..	19,452	..	6,960
				Special Establishment.						*Special Establishment.*										
			2	Masonry Inspectors, English ..	700	..	700	700	2	Masonry Inspectors, English ..	700	..	700	700	..	..	..	..	..	..
			2	Plate-laying do. do. ..	700	..	700	700	2	Plate-laying do. do. ..	700	..	700	700	..	..	..	..	..	..
			3	District Surgeons at Rs. 50 each.	150	..	150	150	4	District Surgeons at Rs. 50 each.	200	..	200	200	..	..	..	600	..	..
			1	Transport Superintendent at Rs. 250.	250	..	250	250	1	Transport Superintendent ..	250	..	250	250	..	..	..	..	..	..
			6	Clerks	150	..	150	150	6	Clerks	150	..	150	150	..	..	..	..	..	..
			10	Lascars	60	..	60	60	10	Lascars	60	..	60	60	..	..	..	..	..	..
			24	Total, Special Establishment ..	2,010	..	2,010	2,010	25	Total, Special Establishment ..	2,060	..	2,060	2,060	..	..	..	600	..	..
				Contingencies	..	..	..	1,000	..	Contingencies	..	..	..	2,000	..	..	..	12,000	..	..
				Travelling allowances ..	..	..	..	5,575	..	Travelling allowances ..	..	..	..	6,410	..	..	..	10,020	..	..
				Total ..	..	..	..	50,703	..	Total ..	..	..	..	63,643	..	..	..	1,91,520	..	36,240

TRICHINOPOLY,
January 1890.

(Signed) W. S. BETTS,
Agent.

(Signed) D. LOGAN,
Chief Engineer.

STATEMENT of Proposition for revision of Establishment, 1889-90.

ORDER SANCTIONING PRESENT ESTABLISHMENT.		Office to which the proposition refers.	NATURE OF CHANGE.											PROPOSITION.						Total amount as sanctioned.	Total amount as proposed.	Remarks.
			Present scale.						Proposed scale.						Permanent.		Temporary.						
					Pay.						Pay.				Increase per year.	Decrease per year.	Increase per year.		Decrease per year.				
No.	Date.		Number.	Designation.	Minimum.	Increment.	Maximum.	Average or fixed.	Number	Designation.	Minimum.	Increment.	Maximum.	Average or fixed.	Amount.	Amount.	Period.	Amount.	Period.	Amount.			
					RS.		RS.	RS.			RS.		RS.	RS.	RS.	RS.	MTHS.	RS.	MTHS.	RS.	RS.	RS.	
Government of India, No. 2602 G.	12th September 1889.	Audit Office, Villupuram-Guntakal State Railway.		Assistant Examiner	..	..	..	..	1	Assistant Examiner	..	..	450	450	1,350	..	..	..	..	..	..	1,350	For three months.
			1	Manager	175	..	175	175		....	..	..	..	..	..	..	..	..	..	2,100	2,100	..	
				Accountant, 2nd grade ..	..	..	..	..	1	Accountant, 2nd grade ..	295	..	310	..	2,223	..	..	..	..	..	..	2,223	
				Do. 4th do. ..	..	..	..	..	1	Do. 4th do. ..	135	..	135	..	792	..	..	..	..	..	..	792	
				Do. 4th do. ..	..	..	..	..	1	Do. 4th do. ..	125	..	125	..	1,152	..	..	..	..	..	..	1,152	
				Do. 4th do. ..	..	..	..	..	1	Do. 4th do. ..	100	..	107	..	989	..	..	..	..	..	..	989	
				Do. 4th do. ..	..	..	..	..	1	Do. 4th do. ..	101	..	101	..	891	..	..	..	..	..	..	891	
				Chief Clerk	..	..	..	..	1	Chief Clerk	100	..	100	..	..	..	..	1,200	..	..	..	1,200	
			1	Accountant	100	..	100	100	3	Accountants	80	..	80	..	..	..	..	1,680	..	..	1,200	2,880	
			4	Accountants	75	..	75	75		....	..	..	..	..	..	..	..	..	..	3,600	3,600	..	
			8	Do.	50	..	50	50		....	..	..	..	..	..	..	..	..	..	4,800	4,800	..	
			6	Do.	40	..	40	40		....	..	..	..	..	..	..	..	..	..	2,880	2,880	..	
				Clerks	..	..	..	..	4	Clerks	50	..	50	..	..	..	..	2,400	.	..	..	2,400	
				Do.	..	..	..	..	6	Do.	40	..	40	..	..	..	..	3,280	..	..	..	3,280	
			10	Do.	15	..	30	25	20	Do.	10	..	35	..	..	..	..	1,644	..	..	2,856	4,500	
			1	Moochi	12	..	15	12	1	Moochi	12	..	12	..	..	..	..	..	..	36	180	144	
			4	Peons	7	..	8	7	7	Peons	7	..	8	..	..	..	..	66	..	..	384	450	
				Travelling allowance ..	..	..	..	..		Travelling allowance	..	..	..	..	..	..	..	1,200	..	..	..	1,200	
				Contingencies	..	..	..	..		Contingencies	..	..	..	..	..	..	..	..	..	751	2,000	1,249	
										Total ..	..	..	..	..	7,397	..	..	11,470	..	14,167	20,000	24,700	

TRICHINOPOLY,
7th January 1890.

(Signed) J. SMITH,
Chief Auditor, South Indian Railway.

(Signed) W. S. BETTS,
Agent, South Indian Railway.

Submitted to Government with reference to its Proceedings, No. 1060 R., dated 2nd October 1889.

From the Consulting Engineer for Railways, dated Madras, 22nd January 1890, No. 53.

From the Agent, South Indian Railway, dated 16th January 1890, No. 74.

ENCLOSURE.

REGISTER No. 16 V.G.—Revised scale of Establishment, Villupuram-Guntakal State Railway, for 1890-91.

The differences between the present scale and that submitted under Agent's No. 12, dated 6th January 1890, are as follow :—

—	PRESENT PROPOSED SCALE.		PREVIOUS SCALE.		PRESENT.			
					More.		Less.	
	Number.	Rate per mensem.	Number.	Rate per mensem.	Number.	Rate.	Number.	Rate.
Engineering.		RS.		RS.		RS.		RS.
Executive Engineers, 2nd grade ..	2	2,000	1	1,000	1	1,000	..	..
Do. do. do. ..	5	4,000	6	4,800	..	..	1	800
Temporary do.	2	700	1	350	1	350	..	..
Do. do.	1	300	2	600	..	..	1	300
Total, Engineering ..	34	26,363	34	26,113	..	250	..	..
Upper Subordinates.								
Engineering Assistant	1	200	..	..	1	200	..	..
Temporary Subordinates	5	1,250	2	500	3	750	..	..
Do. do.	15	2,200	19	3,150	..	..	4	950
Total, Upper Subordinates ..	81	12,465	81	12,465	..	..	..	..
Lower Subordinates.								
Sub-Overseers, 1st grade	2	120	1	60	1	60	..	..
Temporary Subordinates, Rs. 50 to 65.	57	2,640	58	2,700	..	..	1	60
Total, Lower Subordinates ..	59	2,760	59	2,760	..	..	..	..
Grand Total ..	..	63,643	..	63,393	..	250	..	..

Submitted to Government in substitution of the letter and enclosures forwarded with this office endorsement No. 20, dated 10th January 1890.

2. The revised establishment list for 1890-91 now forwarded exceeds the original by a sum of Rs. 250 only.

ORDER—dated 24th January 1890, No. 126 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 2602 G., dated 12th September 1889.

(Here enter No. 127 R., dated 24th January 1890.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

ENDORSEMENT—dated 24th January 1890, No. 127 R., Public Works.

Forwarded.

(By Order.)

Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated January, 24th.

Recd. Encl.

G.O., 24th Jan. 1890, Nos. 126 R., 127 R.

JANUARY.

Villupuram-Guntakal State Railway

Forwarding the revised scale of Engineer and Audit establishments sanctioned for the — for 1889-90.

[illegible] the following papers
From the Consulting Engineer for [illegible]

No. 12

South Indian Railway,
AGENT'S OFFICE,
TRICHINOPOLY, 6th January 1890.

Disp. on 7/1/90

From
The Agent,
SOUTH INDIAN RAILWAY.

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No. 906 of the 8th October last.

I forward herewith two revised detailed statements showing scale of Engineer and Audit establishments sanctioned for the Villupuram Guntakal State Railway for 1889-90.

With regard to the Engineering statement the Chief Engineer writes as follows:—

"The monthly establishment shewn "in the list is much in excess of the present sanc-"tion but owing to the non arrival of a larger "number of men in the early part of the year "the amount provided for in the Budget estimate "under this head will not be exceeded."

I am
Sir
Your most obedient Servant
William L Betts.
Agent.

Enclos. 2.

~~2~~

REGISTER
No. 13
FILE
No.

E.1
PW 308
1/90

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated 6th January 1890
Received 9th January 1890
Disp'd on 7/1/90 No. 12

Enclosure. 2 papers

Forwarding two revised detailed statements showing scale of engineering & audit establishment.

Submit to Govt.

12

Form No. 1.

PUBLIC WORKS DEPARTMENT.

Office of Consulting Engineer for Railways,
Madras, 10th January 1890.

Letter from the Agent, South Indian Railway, No. 12, dated 6th January 1890, with enclosures.

No. 20.

Submitted to Government with reference to its Proceedings No. 1060 R, dated 2nd October 1889.

Sidney Smith
Major R.E.,
for Consg: Engr for Rys.

Refd to [illegible] No 1168 18/1/90
Consltg Engr's [illegible]

No. 74

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 16th January 1890.

S.P.

From The Agent,
SOUTH INDIAN RAILWAY.

To The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

The Chief Engineer has submitted the accompanying revised Establishment list for the year 1889-90. Will you be so good as to substitute the same for the Engineering one sent with my letter No 12 of 6th January 1890.

I am
Sir
Your most obedient Servant
Walter J. Hoofer
for Agent

£6

V 21-1-90 6th 21/1/90.
C.R.

REGISTER
No. 75
FILE
No.

E.2
RW 669/90

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated 10th January 1890
Received 18th d/20 No. 74

ENCLOSURE. 1

1/ Forwarding Revised Establishment List.

C.R.

[illegible]

Print

Regr. No. 16 R.E.

Revised Scale of Establishment, V. G. S. Railway, for 1890-91.

The differences between the present scale & that submitted under Agent's No. 12 d/6.1.90 are as follow.

	Present scale.		Previous scale		Present			
					More		Less	
	No.	Rate p.m.	No.	Rate p.m.	No.	Rate	No.	Rate.
Engineering.								
Executive Engineers, 2nd grade	2	2.000	1	1.000	1	1.000		
" " "	5	4.000	6	4.800	~~1~~	~~800~~	1	800
Temporary Engineers	2	700	1	350	1	350		
" "	1	300	2	600			1	300
Total Engineering	34	26.363	34	2.6113	"	250	"	"
Upper Subordinates								
Engineering Assistant.	1	200	"	"	1	200.		
Temporary Subordinates	5	1.250	2	500	3	750		
" "	15	2.200	19	3.150			4	950
Total Upper Subordinates	81	12.465	81	12.465	"	"	"	"
Lower Subordinates.								
Sub-Overseers - 1st grade.	2	120	1	60	1	60		
Temporary Subordinates - 50 to 65.	57	2.640	58	2.700			1	60
Total L. Subordinates	59	2.760	59	2.760	"	"	"	"
Grand Total.		63.643		63.393		250	"	"

21-1-90 6D 21/1/90.
C.R.

E/
OW669/1/90

Form No. 1.

PUBLIC WORKS DEPARTMENT.

from thy

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 22nd January 1890.

Letter from the Agent, South Indian Railway, No. 7[illegible], dated 16th January 1890, with enclosure and note by the Examiner of Railway Accounts.

No. 53.

SUBMITTED ——— to ——— Government in substitution of the letter and enclosures forwarded with this office endorsement No. 20x, dated 10th January 1890.

x C. No. 308 R.Wie 11-1-90

2. The revised Establishment List for 1890-91 now forwarded exceeds the original by a sum of Rs 250 only.

A.W.G. Shelley Lieut. R.E.
for Consg: Engr. for Rys.

Form No. 3.

P.W.C. No. 669

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 53

Dated 22nd
Received 22 } January 1890.

No. OF ENCLOSURES. 3

Subject.

Submitting a revised Estabt: List, V. G. S. Ry. for 1889-90, in substitution of the one already submitted.

Infor

PR

A No. Form No. 126 R d/ 24 Jany/90.
Recd 13 Jan C.L.S. 15.1.90

Ordered to be forwarded to the Govt. of India with reference to its letter No. 2602 G. dated 12th September 1889.

A.G. No. 127 R d/ 24th January/90.

Forwarded.

C.L.S.
13.1.90

R.

To [illegible] in M.S.S. C.L.S. 18.1.90

Infs despatch to India with 3 statements 24/1/90

3271 R. 13-11.89.
1600 R. 2-10.89.
621-2 R. 1.6.89.

D 17/2

To
The Cons. Engr. for Rys. ✓
" Exr. Genl. Ry: Accts. ✓

Cir 18/1/90
R 157/90

From B.W.C. No 308

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 20

Dated 10th } January 1890.
Received

NO. OF ENCLOSURES. 3

Subject.

Submitting, letter from the Agent, South Indian Railway regarding revised scale of Engineer and Audit Establishments, sanctioned for the Villupuram Guntakal State Railway, for 1889-90.

A
No. 126-27 R d/ 24th Jany/90.

Govt. of 1890 Madras.

PUBLIC WORKS.

Dated 11.2.90

Recd. Encl.

6D/3 G.O. 24th Jany 1890 No. 126
1270

Villupuram Guntakal
D/2 State Railway

The revised scale re
Engineer & Audit establish-
-ments sanctioned
for the — for 1889-90
ordered to be forwarded
to the Govt. of India.

Villupuram Guntakal
State Railway

Forwarding the revised
scale of Engineer & Audit
establishments sanctioned
for the — for 1889-90.

R 1571/90

2nd proof sent 7/2/90

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 17th January 1890, No. 41.

Schedule of Estimates sanctioned on the South Indian Railway up to 30th November 1889.

[Statement.