11th February 1890, No. 220 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 3rd December 1889, No. 1333 R., Public Works.

From the Consulting Engineer for Railways, dated Madras, 28th November 1889, No. 478.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 15th November 1889, No. 1445.

Your No. 781 of the 30th August last was duly communicated to the Locomotive Superintendent, with a request that he would report how he proposed to carry out the conversion of couplings on the existing South Indian Railway rolling-stock so that Jones' patent might be introduced.

2. I now enclose a copy of Mr. Crighton's report and four drawings. Will you please obtain the orders of Government thereon?

Enclosure.

From the Locomotive and Carriage Superintendent, to the Agent, South Indian Railway, dated Negapatam, 5th November 1889, No. 12390/A 999.

Jones' Flexible Buffers and Screw Couplings.

I beg to acknowledge your letter No. 773 of 2nd September covering copies of the papers marginally noted, also your letter No. 16255/946 of 2nd instant enclosing the set of ferrotypes of Jones' flexible buffer and screw coupling ordered to be adopted on this Railway.

Madras G.O., No. 959 R. of 30th August 1889.
Govt. of India, P.W.D. No. 148 R.S. of 20th August 1889.
Madras G.O., No. 1138 R. of 22nd October 1889.

I have now the pleasure to forward you the accompanying drawing (of which I send you two copies) showing how the State Railway standard pattern of buffer can be applied to our stock.

Drawing C. No. 80. Copies Nos. 131 and 134.

On this drawing are three arrangements—

A for new buffers, } in standard size of iron head-stocks.
B for old converted buffers, } in standard size of iron head-stocks.
C for either kind of buffers in old wooden head-stock.

Arrangement *A* is self-explanatory and is simply Jones' buffer as being fitted at home to ll new stock as required by Government. Arrangement *B* is that to be followed here in fitting ron head-stocks with buffers of standard size converted from existing ones of old type. It differs from *A* only in the use of cast-iron for some of the fittings instead of wrought-iron and steel forgings which cannot be made economically in this country. This has been done on the other lines. For imported work wrought-iron is preferable, as it does not get broken on the way out, but for local manufacture cast-iron is not only equally good but is much the cheaper of the two. Arrangement *C* shows how standard buffers must be applied to the old under-frames with wooden head-stocks. There are a very large number of these old under-frames with many years of good work yet in them. These head-stocks are 4 inches thick instead of half inch as the iron ones are. To fit them with standard length of buffer it is therefore necessary to accommodate the extra 3½ inches by using a shorter draw-spring and omitting a nut on the draw-bar. The spring to be used is 1½ inches shorter than the standard and the nut omitted is 2 inches, which exactly gives the extra space needed on buffer bar. The spring to be used will be the company's present type of spring. This will therefore secure a further economy, as otherwise such springs in use would have to be altogether discarded. The nut omitted is only a lock nut which can be safely left off as there is a split pin to prevent slacking back. The only special fittings required for this arrangement are—

(*a*) Guide through head-stock.
(*b*) Socket for short draw-spring.
(*c*) Washer for short draw-spring.

All these will be of cast-iron and their first cost will therefore be very cheap, and when hereafter discarded with the old wooden under-frames they will bear full value as scrap.

In order to render the head-stocks of these wooden under-frames strong enough for taking the thrust direct they will be stayed by two new short longitudinal struts and tie-bolts and the central cradle will be taken out and replaced by two other short longitudinal struts as shown on a drawing of which I send two copies.

Drawing C. No. 82. Copies Nos. 133 and 136.

In consequence of adopting the State Railway pattern of buffers and widening the distance between vehicles it is necessary to lengthen the eye-bolts of existing safety chains to 6 inches reckoned from the face of the head-stock and applied to the different kinds of head-stocks as shown in the accompanying drawing of which I send two copies. This of course will add somewhat to cost of adopting flexible buffers, but I have endeavoured to make the arrangement as neat as possible and one that enables the adoption of one standard safety chain and eye-bolt.

Drawing C. No. 79. Copies Nos. 137 and 138.

In reply to your last paragraph regarding the suggestion made in the 3rd para. of the Government of India letter to convert the couplings in existing stock in accordance with the State Railway type by which it is presumed *standard* State Railway type is meant, I beg to say that the proposal is not feasible. The existing buffer heads are too short type to be fitted with the standard horizontal screw-gear, and the only way to convert them at all is to fit them up with the special vertical gear which was expressly designed for the purpose by Mr. W. R. S. Jones and is largely in use on the State and Southern Mahratta Railways. By its use it is possible to convert all old buffers into ones having vertical screw couplings quite equal in efficiency to new ones of the standard horizontal type as the springs and cases of both are the same, only their heads differ, the female buffer having vertical screw-gear and the male buffer retaining its old hook and pin. Of the female buffer head I send two copies of a full size drawing. In my letter No. A 535 of 17th June last I estimated the difference in cost for fitting a vehicle with Jones' buffers and coupling gear as—

Drawing C. No. 32. Copies Nos. 132 and 135.

Rupees 165 for supplying new buffers and coupling gear of standard type.

Rupees 100 for converting old buffers and adding coupling gear of the special vertical type.

So that the extra cost of replacing the old buffers would be 65 per cent. more than converting them.

In reference to the estimate above referred to, which I submitted for fitting the rolling stock with flexible buffers and screw couplings, I beg to ask for early sanction to the same. Assuming that it is finally settled to carry out this work, it is desirable that I should receive full sanction with as little delay as possible for proceeding with it. At present a large number of under-frames are in course of being renewed, and to save waste of money it is desirable to fit up these frames while under construction fit for receiving the new buffers. Indeed to prevent waste of time and money, I am, in anticipation of sanction, converting a few sets of buffers to supply frames now being turned out, but I cannot enter on the work on a large scale without proper formal sanction. In asking for this, however, I consider it my duty to point out that this work will entail considerable expenditure not fairly debitable to Revenue repairs and renewals. The Government ask for the mail trains to be first fitted. Practically this means fitting all coaching stock numbering 525 vehicles, as all are liable to run in mail trains. Fitting these at the rate of 20 a month would mean about 240 vehicles before the Company's contract is up. These at Rs. 100 each for converted buffers would cost Rs. 24,000, or for entirely new buffers at Rs. 165 the cost would be Rs. 39,605. If the Government wish this work done before the contract is up, I consider the cost should be charged to Capital or otherwise the Revenue account will be injuriously affected.

Submitted to Government for the orders of the Government of India.

2. The proposals of the Locomotive Superintendent appear reasonable; but they must be forwarded for the approval of the Government of India.

3. I see no reason for departing from the usual procedure under which the cost of converting the couplings would be debited to Revenue.

4. Early orders are desired, as it is important that the change of coupling should be carried out with rolling stock now under renewal.

Order—dated 3rd December 1889, No. 1333 R., Public Works.

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

(Here enter No. 1334 R., dated 3rd December 1889.)

(True Extract.)

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

Endorsement—dated 3rd December 1889, No. 1334 R., Public Works.

Forwarded.

(By Order.)

(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 Stores), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 28th January 1890, No. 049 R.S.

I am directed to acknowledge the receipt of your No. 1334 R., dated the 3rd December 1889, forwarding correspondence from the Agent, South Indian Railway, submitting proposals for supplying new buffers and coupling gear of standard type to the existing stock of the line at a cost of Rs. 39,600 for 240 vehicles which is the total number that can be converted during the current year and recommending that the cost of conversion be debited to Revenue.

2. In reply, I am to point out the necessity of adopting uniformity of couplings now that the interchange of stock on the several railways is increasing owing to the improvements in through communication. The Government of India would be glad therefore to see the introduction of the horizontal Jones' coupling even at the increased cost of Rs. 65 per vehicle.

3. In regard to the incidence of cost, I am to say that the allocation of the cost of conversion should be determined in accordance with the usual procedure.

Order—dated 11th February 1890, No. 220 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 478, dated 28th November 1889.

(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 February, 11th.

Recd. *Encl.*

G.O., 11th Feb. 1890, No. 220 R.

FEBRUARY.

Horizontal Jones' Coupling.

Letter from the Government of India advocating the introduction of the — even at a cost of Rs. 65 per vehicle to the existing stock of the South Indian Railway, communicated to the Consulting Engineer for Railways.

Referred to [illegible]

No 1445

Print

South Indian Railway,
AGENT'S OFFICE,

TRICHINOPOLY, 15th November 1889

18

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your No. 781 of the 30th August last was duly communicated to the Locomotive Superintendent, with a request that he would report how he proposed to carry out the conversion of couplings on the existing South Indian Railway rolling stock so that Jones's patent might be introduced.

I now enclose a copy of Mr. Crighton's report and four drawings. Will you please obtain the orders of Government thereon?

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

12/66

Ent
PW 11352/89

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

papers.

Dated 15th Novr 1889
Received 18/11
No. 1445.
ENCLOSURE. 5.

Jones Flexible Buffers & Screw couplings.

report not recd.
[illegible] Herewith

19/11/9

2d CR.
for his views as regards alteration

Enclosure

278

South Indian Railway
Loco and Carr Supdts office
Negapatam 6th Novr 89

No 12390/A 999

Dear Sir

Jones Flexible Buffers and Screw Couplings.

I beg to acknowledge your letter No 773 of 2nd September covering copies of the papers marginally noted, also your letter No 16255/946 of 2nd instant enclosing the set of ferrotypes of Jones flexible buffer and screw coupling ordered to be adopted on this Railway.

Madras Govt order No 959 R of 30.8.89
Govt of India P.W.D. No 148 R.S. of 20.8.89
Madras G.O. No 1138 R of 22.10.89

I have now the pleasure to forward you the accompanying drawing (of which I send you two copies) showing how the State Railway Standard pattern of buffer can be applied to our stock.

Drawing C. No 80
Copies Nos 131 and 134

On this drawing are 3 arrangements.

A for new buffers } in Standard size of iron headstocks
B for old Converted buffers } in Standard size of iron headstocks
C " either kind of " in old wooden headstock

Arrangement A is self explanatory and is simply Jones Buffer as being fitted at Home to all new stock as required by Government. Arrangement B is that to be followed here in fitting iron headstocks with buffers of Standard size converted from existing ones of old type. It differs from A only in the use of cast iron for some of the fittings instead of wrought iron and Steel forgings which cannot be made economically in this Country. This has been done on the other lines. For imported work wrought iron is preferable as it does not get broken on the way out, but for local manufacture Cast iron is not only equally good but is much the cheaper of the two.

Arrangement C Shews how Standard buffers must be applied to the old underframes with wooden headstocks. There are a very large number of these old underframes with many years of good Work yet in them. These headstocks are 4" thick instead of ½" as the iron ones are. To fit them with Standard length of buffer it is therefore necessary to accommodate the extra 3½" by using a Shorter draw Spring and omitting a nut on the draw bar. The Spring to be used is 1½" Shorter than the Standard and the nut omitted is 2" which exactly gives the extra Space needed on buffer bar. The Spring to be used will be the Company's present type of Spring. This will therefore Secure a further economy as otherwise such Springs in use would have to be altogether discarded. The nut omitted is only a lock nut which can be Safely left off as there is a Split pin to prevent Slacking back. The only Special fittings required for this arrangement are

(a) Guide through headstock
(b) Socket for Short draw Spring
(c) Washer ——————— . ———————

All these will be of Cast iron and their first Cost will therefore be very cheap and when hereafter discarded with the old wooden underframes they will bear full value as Scrap.

In order to render the headstocks of these Wooden underframes Strong enough for taking the thrust direct they will be Stayed by two new Short longitudinal Struts and tie bolts and the Central Cradle will be taken out and replaced by two other Short longitudinal Struts as Shown on a drawing of which I Send two copies.

Drawing C. No 82
Copies Nos 133 & 136

In Consequence of adopting the State Railway pattern of buffers and widening the distance between which it is necessary to lengthen the eyebolts of existing Safety Chains to 6" reckoned from the face of the head Stock and applied to the different kinds of headstocks as Shown in the accompanying Drawing of which I Send two Copies. This of Course will add Somewhat to cost of adapting flexible buffers, but I have endeavored to make the arrangement as neat as possible and one that enables the adoption of our Standard Safety chain and eyebolt.

Drawing C No 79
Copies Nos 137 & 138

In reply to your last paragraph regarding the Suggestion made in the 3rd Para of the Government of India letter to Convert the Couplings in existing Stock in accordance with the State Railway type by which it is presumed Standard State Railway type is meant I beg to say that the proposal is not feasible. The existing buffer heads are too Short type to be fitted with the Standard Horizontal Screw gear and the only way to Convert them at all is to fit them up with the Special vertical gear which was expressly designed for the purpose by Mr W. R. S. Jones and is largely in use on the State and S. M. Railways. By its use it is possible to Convert all old buffers into ones having vertical Screw Couplings quite equal in efficiency to new ones of the Standard horizontal type as the Springs and Cases of both are the Same, only their heads differ, the female buffer having vertical Screw gear and the male buffer retaining its old hook and pin. Of the female buffer head I send two Copies of a full size drawing. In my letter No A 535 of 17th June last I estimated the difference in Cost for fitting a vehicle with Jones's buffers and Coupling gear as:-

Drawing C. No 32
Copies Nos 132 & 135.

Rs 165 for supplying new buffers & Coupling gear of Standard type.

Rs 100 for Converting old buffers and adding Coupling gear of the special vertical type.

So that the extra Cost of replacing the old buffers would be 65% more than Converting them.

In reference to the estimate above referred to which I submitted for fitting the Rolling Stock with Flexible Buffers and Screw Couplings I beg to ask for early sanction to the same. Assuming that it is finally settled to Carry out this work it is desirable that I should receive full sanction with as little delay as possible for proceeding with it. At present a large number of underframes are in course of being renewed and to save waste of money it is desirable to fit up these frames while under Construction fit for receiving the new buffers. Indeed to prevent waste of time and money I am in anticipation of sanction Converting a few sets of buffers to supply frames now being turned out, but I cannot enter on the work on a large scale without proper formal sanction. In asking for this however I consider it my duty to point out that this work will entail Considerable expenditure not fairly debitable to Revenue repairs and renewals. The Government asks for the Mail Trains to be first fitted. Practically this means fitting all Coaching Stock numbering 525 vehicles as all are liable to run in Mail Trains. Fitting these at the rate of 20 a month

would

would mean about 240 vehicles before the Company's Contract is up. These at Rs 100 each for Converted buffers would Cost Rs 24000 or for entirely new buffers at Rs 165 the Cost would be Rs 39605. If the Government wish this work done before the Contract is up I Consider the Cost should be charged to Capital or otherwise the Revenue account will be injuriously affected.

Yours faithfully
Sd: C. E. Crighton
Loco & Carr Supdt

W. T. Betts Esqr
Agent

South Indian Railway
Agent's office
Trichinopoly; 13th Nov 89

True Copy

Chief Clerk

Enclo. to A's No 1445 d 15/12

En 2
Mr 11,352
89

Form No. 4.

PUBLIC WORKS DEPARTMENT.

[illegible] dated 3/12/89, No. 1236 [illegible]

from Ry

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 28th December —— 1889.

78

Letter from the Agent, South Indian Railway

No 1445 dated 15th December 1889.

(with enclosure).

No. 478.

SUBMITTED —— to —————— Government for the orders of the Government of India

2. The proposals of the Locomotive Superintendent appear reasonable; but they must be forwarded for the approval of the Government of India.

3. I see no reason for departing from the usual procedure under which th cost of converting the couplings would be debited to Revenue.

4. Early orders are desired, as it i important that the change of coupling should be carried out with rolling stock now under renewal

renewal

Sidney Smith

Major R.E.

Govt. Consg. Engr. for Railways

B No. 1333 R d/ 3rd Decr/89.
Form No. 3.

P.W. No. 11 3?

Fils
1 Dec

3.12.9

8P

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

H.E. No. 1334 R d/ 3rd Decr/89.

Forwarded.

C.J.S.
29.11.9

R.

D 4/12

BRC 5/11.
A.W. 29/11/89 R 3.4.11.89

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 478

Dated 28th } November 1889.
Received 28th }

No. of Enclosures. 5 (+3 plans)

B. No. 1333-34 R d/ 3rd Decr/89.

Subject.

Submitting, for the approval of the Government of India, the proposals of the Locomotive Superintendent, South Indian Railway, regarding the conversion of couplings on the existing South Indian Railway rolling stock, so that Jone's patent might be introduced.

R

9P

10P

No. 049 R. S.

All communications
should be addressed
to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Stores.

To

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

Calcutta, the 28th January 1890.

Sir,

I am directed to acknowledge the receipt of your No. 1334 R. dated the 3rd December 1889 forwarding correspondence from the Agent, South Indian Railway, submitting proposals for supplying new buffers and coupling gear of standard type to the existing stock of the line at a cost of Rs. 39,600 for 240 vehicles which is the total number that can be converted during the current year and recommending that the cost of conversion be debited to Revenue.

2. In reply, I am to point out the necessity of adopting uniformity of couplings now that the interchange of stock on the several Railways is increasing owing to the improvements in through communication. The Government of India would be glad therefore

see the introduction of the horizontal Jones coupling
en at the increased cost of Rs. 65/ per vehicle.

In regard to the incidence of cost, I am to say
at the allocation of the cost of conversion should
e determined in accordance with the usual procedure.

Recd 6-2-90

C.I.S.
4.2.90

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

Major R.E.

Under-Secretary.

29/1/90

Documents accompanying
- Nil -

No. 1333-4 R d/ 3-12-89
" 1322 R " 29-11-89

No. 220 R

A

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 11th Feby/90.

READ again the following

Progs: of the Madras Govt. P. W. Depts:- } G. O. No. 1333-34 R d/ 3rd Decr: 89

Read also the following:-

Letter from the Govt. of India P. W. Depts:- } G. O. No: 049 R. S., d/ 28th Jany 1890

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 478 d/ 28th November 1889.-

C.I.S.
8.2.90

C.I.S.
5.2.90
R

C.I.S.
11.2.90

To
The Consg: Engr: for Rys
" Exr Gl Ry Accts

Kent 11/2/90.

12

A

No. 220 Rd 11th Feby/90.

79/2

1103.

Govt. of 18 | Madras.

PUBLIC WORKS.

Dated 13/2/90

Recd. Encl.

G.O. 11 Feby 1890 No. 220 R.

Horizontal forces

Coupling.

Letter from the G.P.? Advocating the intro=duction of the — vehicles at a cost of Rs 65 per vehicle to the existing stock of the S I Ry Comm to the C E for Rys.

90/2

13/2

Note

on the Establishment List, Madras Railway, for the half year ended the 30th June 1890.

Agent's Department.

An extra provision of Rs 60 has been made under Clerks for increased pay to deserving men.

The pay of some of the office servants has been raised resulting in an increase of Rs 12.

A fixed allowance of Rs 630 at Rs 105 a month has been provided for the Acting Agent and Manager vide rule 13 of Regulation 1/10 for furlough &c.

An increased provision of

of Rs 500 under "Contingencies" has been made to bring the provision more into accord with the actual expenditure incurred in the 1st half of 1889.

Chief Auditor's Department.

The pay fixed for the following employés, as shewn below, is in accordance with the Board's proposal approved by the Government of India in lett. No. 2868 G dated 7 October 1889, embodied in G.O. No 1118 R, dated 19th October 1889.

	Per month Rs
Chief Auditor	1,200
1st Assistant do	700
2nd " "	550
3d " "	400
5th " "	250
Chief Travelling Inspector	300
Locomotive Accountant	425

Provision has been made under "General Audit and Accounts" for Rs 250 a month, the salary of an accountant whose duties consist in the quarterly examination of the accounts of all the Engineering divisions and the rendering of periodical reports upon the accounts of all large construction works (vide G.O. No 34 R dated 11th January 1890).

The total number of clerks under "General Audit" and "Traffic" and "Travelling Audit" shews an increase of 1 over the number of the previous half year and their total salary is Rs 150 in excess of last year's sum.

A

A personal allowance of Rs 75 a month to Chief Travelling Inspector was approved by the Government of India for a period of 12 months (vide G. O. No. 165 R, dated 30th January 1890).

The peons, moochie, Bookbinder and punkah-pullers in "General Audit and Traffic &c Travelling Audit" are shewn in the present lists under "Office Servants" and are not detailed as in the last half yearly lists.

General Stores Department.

No remarks.

Medical Department.

In consequence of vaccination requirements, two extra watchmen on Rs 72 have been allowed for and an increased provision under "Contingencies" and "Stationery" has been made.

Police Department.

Under Naigues an extra man has been engaged for the Southern Mahratta Railway traffic at Bangalore, and the pay of one man has been increased from Rs 6 to 7 per mensem.

Provision has been made for 2 additional watchmen on a salary of Rs 6 per mensem each, to guard the Southern Mahratta Railway cash chest at night and to watch additional traffic. The salaries of 8 watchmen have been raised from Rs 4½ to Rs 6 each. These changes involve a total increase of Rs. 144.

The grant for the full year, viz Rs 1,000 under "Clothing" has been provided for, the charge falling due in alternate half years.

Electric Telegraph.

The increased provision of Rs 100 over the previous half year under the head of "Maintenance" includes Rs 500 on account of rent &c for Government Telegraph wires.

Engineering Department.

Provision has been made

made for an "Inspector of points and crossings" on a salary of Rs 200 a month rising to a maximum of Rs 300 by biennial increments of Rs 25. This appointment was considered necessary owing to the increase in the number of derailments, and was sanctioned in G.O. No 378R, dated 6th April 1889.

Increased provision of Rs 200 has been made under "Allowances for rent."

Maintenance.

The maintenance Estimates for the second half of 1889 and the first half of 1890 are compared in the following table:—

		Second half of 1889		First half of 1890.	
		Ordinary.	Extra: ordinary	ordinary.	Extra: ordinary.
South west Line	1st Division	1,07,844	6,500	1,07,859	14,441
	2nd "	66,136	"	65,886	"
	3rd "	66,359	"	64,665	"
	4th "	82,930	492	81,101	50,492
North west Line	1st "	68,608	"	68,608	4,000
	2nd "	55,788	1,00,000	46,288	1,50,000
	3rd "	35,984	20,000	37,984	20,000
	Total	4,83,649	1,26,992	4,72,391	2,38,933
		6,10,641		7,11,324	
General Superintendence		1,41,274		1,33,662	
	Total	7,51,915		8,44,986	
Per mile of single line (882 miles)		853		958	
Per mile of track including sidings (993¼)		759		851	

Locomotive Department.

An increased provision of Rs 14 has been made in consequence of the salary of an Assistant Locomotive Superintendent being raised from Rs 375 to Rs 400 from 14th June 1890 in accordance with

with his agreement.

The excess provision o
Rs 15 made under "Persona
allowance" is due to the
increased rent for the
house at present occupie
by Foreman J. Barefoot

An increase of pay
storekeeper, Rs 25 a month
having been approved, an
Excess provision of Rs 150
has been entered for the
half year.

Owing to the new
appointments of Carriage
Examiner at Guntakal
and an Assistant Carriag
Examiner at Podanur
increased provision of Rs
has been made under the
head of "Carriage Examiner

Excess of Rs 20,000 under "Coal &c" is due to the increased cost of fuel.

Under the agreement with the carriage painter he is entitled to an increase of Rs 24 per mensem from 21st June, which has been allowed for.

Increased provision has been made under the following heads:—

Wages of workmen borne on Muster Roll - - -	+ 11,000
Materials for repairs & renewals of Locomotive & carriages - - -	+ 24,400
Loss by exchange - -	+ 10,000

In the Locomotive Accounts Office the pay of the Cashkeeper has been reduced from Rs 100 to Rs 80 a month.

78

Traffic department.

The various increases under different heads in this department as in all the others will be found fully explained in the columns of remarks.

A. D. G. Shelley Lieut ~~Colonel~~, R.E.
for Consg: Engr: for Railways.

P.W. Secy
1402/90

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 11th February 1890.

Establishment List, Madras Railway, for the half year ending 30th June 1890, with note by the Consulting Engineer for Railways thereon.

No. 104

SUBMITTED to Government, for transmission to the Director General of Railways.

A.D.G. Shelley Lieut. R.E.,
for consg: Engr. for Rys.

No. 239 R of 13th Feby/90.

Form No. 3.

Approved.

2. Nine copies of the Establishment Lists will, as usual, be forwarded to the Director General of Railways.

A.E. No 240 R of 13th Feby: 1890

Forwarded.

C.L.S.
11.2.90

R

ms wrote /
copy of list
sent - acted
14/2/90

To

The Consg. Engr. for Rys.
" Exr. Madras Ry: Auds.

From

P.W.C. No. 1402

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 104

Dated 11th } Feby. 1890.
Received 11 }

No. of Enclosures. 1

Subject.

Submitting for transmission to the D.G. Rys. Establishment List Madras Railway for the halfyear ending 30th June 1890 with note by the Cons. Engr. for Railways thereon.

A

No. 239-40 R of 13th Feby/90

R

was
.O.,
and

1402.

Govt. of 18 Madras

PUBLIC WORKS.

Urgent

15/2

Dated

20/2

Recd Encl.

G.O. 13th Feby 1890 No. 239-40R.

Estabt lists.

Madras Railway.

Ordered that nine copies of the — for the half year endg 30 June 1890 be fwd to the C E for Rys.

— 20/2

Estabt lists 5/1

M. Ry.

Fwdg the — for the half year endg 30 June 1890

G.O. 14/2

Nov 5

13th February 1890, No. 239 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 11th February 1890, No. 104.

Note on the Establishment List, Madras Railway, for the half-year ended the 30th June 1890.

Agent's Department.—An extra provision of Rs. 60 has been made under clerks for increased pay to deserving men.

The pay of some of the office servants has been raised, resulting in an increase of Rs. 12.

A fixed allowance of Rs. 630, at Rs. 105 a month, has been provided for the Acting Agent and Manager (*vide* rule 13 of Regulations for furlough, &c.).

An increased provision of Rs. 500 under "Contingencies" has been made to bring the provision more into accord with the actual expenditure incurred in the first half of 1889.

Chief Auditor's Department.—The pay fixed for the following employés, as shown below, is in accordance with the Board's proposal approved by the Government of India in its No. 2868 C., dated 7th October 1889, embodied in G.O., No. 1118 R., dated 19th October 1889 :—

	Per month. RS.
Chief Auditor ...	1,200
1st Assistant Auditor ...	700
2nd do. do. ...	550
3rd do. do. ...	400
4th do. do. ...	250
Chief Travelling Inspector ...	300
Locomotive Accountant ...	425

Provision has been made under "General Audit and Accounts" for Rs. 250 a month, the salary of an accountant whose duties consist in the quarterly examination of the accounts of all the Engineering divisions and the rendering of periodical reports upon the accounts of all large construction works (*vide* G.O., No. 34 R., dated 11th January 1890).

The total number of clerks under "General Audit" and "Traffic" and "Traveling Audit" shows an increase of one over the number of the previous half-year and their total salary is Rs. 100 in excess of last year's sum.

A personal allowance of Rs. 75 a month to Chief Travelling Inspector was approved by the Government of India for a period of 12 months (*vide* G.O., No. 165 R., dated 30th January 1890).

The peons, moochie, book-binder and punkah-pullers in "General Audit and Traffic, &c., Travelling Audit" are shown in the present lists under "Office servants" and are not detailed as in the last half-yearly lists.

General Stores Department.—No remarks.