

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 400-1.R

DATED 23rd February

[Despatch Abstract.]

Messrs. Chisholm and Thompson, Resident Engineers,
Madras Railway. Proposal to grant —
an allowance of Rs 100 each per mensem
in consequence of extra duties performed
by them, ordered to be forwarded for
the orders of the Govt of India.

Requesting to grant — an allowance of
Rs 100 each per mensem as a special case
in consequence of extra duties performed
by them.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

23RD FEBRUARY 1893, No. 400 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer
for Railways, dated Madras, 14th January 1893, No. 7592/22.

I have the honour to inform you that Mr. Charles Chambers, who was appointed Temporary Engineer under the sanction given in G.O., No. 2627 R., of the 5th November last, has resigned the service of the Company with effect from the 31st ultimo in consequence of ill-health.

2. To prevent any delay in proceeding with the strengthening of the weak girders of the Cheyár bridge, the work which had been placed in charge of Mr. Chambers, the following arrangements have been made:—Mr. Chisholm, the Resident Engineer, 1st division, North-west line, has been given charge of the works at the Cheyár bridge and of the portion of the 1st division between Rájampet and Kondapuram and Mr. Thompson the charge of the remainder of the division between Arkónam and Rájampet in addition to the 1st division, South-west line.

3. By this arrangement increased responsibility devolves upon these Engineers, and for this additional responsibility, which will continue until another Temporary Engineer is appointed or other suitable arrangements can be made, I propose that each of these officers should draw an allowance of Rs. 100 per mensem, and I have to request that you will be so good as to convey to me the sanction of Government to the disbursement of these allowances.

4. I would beg to refer you to G.O., No. 1922, of 10th August 1892, and your letter No. 402 of the 13th May 1891, in which the grant of allowances under similar circumstances was sanctioned.

Note by the Examiner of Railway Accounts, Madras, dated 21st January 1893.

The Local Government has power to sanction the extra allowances under the following circumstances:—

(a) If in charge of two divisions.

(b) Do. of a division and a large bridge.

(c) Do. of a division

(c) Do. of a division and of such other large work or works which, in the opinion of Government, render the charge equivalent to two divisions.

(d) If in charge of a bridge and of such other large work or works which, in the opinion of Government, render the charge equivalent to two divisions.

2. If the Consulting Engineer considers the work entrusted to each of the Engineers covered by (c) or (d), sanction may be applied for locally; otherwise the allowances must be sanctioned by India.

3. Mr. Chisholm is in charge of the Cheyár bridge and 81/168 of the 1st division, North-west line. Mr. Thompson holds charge of the 1st division, South-west line, and 87/168 of the 1st division, North-west line.

4. Each of the officers is therefore in charge of a full division or bridge and of other works equal to half a division.

5. Either one of the officers might get the allowances without reference, but it is doubtful whether both may do so; the Local Government may decide the question.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 9th February 1893, No. 7592/101.

I have the honour to state, in reply to your letter No. 106 of the 4th instant, that, in the opinion of the Company's Chief Engineer, a single Engineer could not efficiently work 300 miles of railway.

2. Mr. Carter writes:—

"The North-west line formerly consisted of three divisions, the lengths of which were 119, 96 and 93 miles respectively, so that the extra length which each of these Engineers is now in charge of amounts to within a few miles of the length of one of the former divisions.

"I very fully considered the question before making the present arrangement, which I think is the best that could possibly be made under the circumstances, and I have no hesitation in stating that one Engineer could not possibly efficiently work two divisions, 300 miles in length, with five first-class stations to be looked after without an assistant.

"I would here wish to point out that our system is different from those on other lines where long lengths are given to Engineers who have assistants under them, whereas on the Madras Railway the Resident Engineer has personally to measure up all work himself and keep himself posted in all the minutiae of the divisions, which on other lines is delegated to assistants.

"When Mr. Chambers resigned from ill-health I found that by the time I could procure a suitable Engineer the work at the Cheyár would be so far advanced that it would be of doubtful advantage to put in a man for a few months. On these grounds and as Rs. 200 per mensem would be saved, I made the present arrangements."

3. As the arrangement is of a temporary nature and as the changes made by the Chief Engineer effect a saving of over Rs. 200 a month after the allowances proposed are paid, I beg to ask that the allowances may be treated as special allowances granted under exceptional circumstances and may be recommended for sanction.

No. 71 A.

Endorsement by the Consulting Engineer for Railways, dated Madras, 10th Feb. 1893.

Submitted for the orders of Government with reference to Government of India, Public Works Department, letter No. 1155 G., dated 25th April 1889, embodied in Proceedings of Government, No. 592 R., dated 22nd May 1889.

2. The grant of the allowances as proposed by the Agent and Manager, Madras Railway, is recommended for sanction, the arrangement involving a saving of Rs. 210 per mensem.

ORDER—dated 23rd February 1893, No. 400 R., Public Works.

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

[Here enter No. 401 R., Public Works, dated 23rd February 1893.]

(True Extract.)

(Signed) W. V. CONSTABLE, Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

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

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated February, 23rd.

Recd.

Encl.

G.O., 23rd Feb. 1893, No. 400 R.

FEBRUARY.

Messrs. Chisholm and
Thompson, Resident Engineers,
Madras Railway

Proposal to grant — an allowance of
Rs. 100 each per mensem in consequence of
extra duties performed by them, ordered to
be forwarded for the orders of the Govern-
ment of India.

23RD FEBRUARY 1893, No. 401 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

MAJOR W. V. CONSTABLE, R.E.,

Offg. Under-Secretary to the Government of Madras,

Public Works Department,

Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

I am directed to forward, for the orders of the Government of India, a proposal made by the Agent and Manager, Madras Railway Company, to grant Messrs. Chisholm and Thompson, Resident Engineers on that Railway, an allowance of Rs. 100 each per mensem under the following circumstances.

2. Mr. Chambers, Temporary Engineer, who was in charge of the work of strengthening the girders of the Cheyár bridge, having resigned the service of the Company on the 31st December 1892 on account of ill-health, Mr. Chisholm, the Resident Engineer, 1st division, North-west line, was placed in charge of the works at the Cheyár bridge and of the portion of the 1st division between Rájampet and Kondapuram (81/168 miles), North-west line, and Mr. Thompson was given charge of the remainder (87/168 miles) of the 1st division, North-west line, in addition to the 1st division, South-west line.

3. In consequence of the increased responsibility and additional work thereby devolving on these Engineers, the Agent and Manager proposes to grant them the allowance referred to in paragraph 1 of this letter till such time as the vacancy caused by Mr. Chambers' resignation remains unfilled.

4. Under the rules in force this Government can sanction the allowances under the following conditions:—

If the officer is in charge of (a) two divisions, (b) a division and a large bridge, (c) a division and of such other large work or works which, in the opinion of Government, render the charge equivalent to two divisions, (d) a bridge and of such other large work or works which, in the opinion of Government, render the charge equivalent to two divisions.

5. Each of these officers is, however, in charge of a full division or bridge and of another work of which there is a doubt if it can be considered as the equivalent of a division, and the Agent explains that one officer could not efficiently work the two divisions which comprise 300 miles in length, with five first-class stations, if the other were placed in charge of only the bridge works.

6. The North-west line formerly consisted of three divisions, 119, 96 and 93 miles in length respectively, so that the extra length which each of these Engineers is now in charge of amounts to within a few miles of one of the former divisions.

7. Under these circumstances and in consideration of the fact that the arrangement is of a temporary nature and results in a saving of over Rs. 200 a month after the allowances proposed are paid, I am directed to request that the Government of India may be pleased to sanction the grant of the allowances as a special case.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) W. V. CONSTABLE, Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

FORT ST. GEORGE,
23rd February 1893.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Gobt. of {1893} Madras.
PUBLIC WORKS.

Dated February, 23rd.

Recd.

Encl.

23rd February 1893, No. 401 R.

FEBRUARY.

Messrs. Chisholm and
Thompson, Resident Engineers,
Madras Railway

Requesting to grant — an allowance of
Rs. 100 each per mensem as a special case in
consequence of extra duties performed by
them.

(A. & M. I.)

No. 7592
22

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 11th January 1893.

From

To

SIR,

The Agent and Manager,

The Offg Consulting Engineer for Railways,
Madras.

I have the honour to inform
you that Mr. Charles Chambers who was
appointed Temporary Engineer under the
sanction given in G.O. No. 2627 R of the 5th
November last has resigned the service of
the Company with effect from the 31st ultimo
in consequence of ill-health.

2 To prevent any delay in proceeding
with the strengthening of the weak girders
of the Cheyair Bridge — the work which had
been placed in charge of Mr. Chambers —
the following arrangements have been made.
Mr. Chisholm, the Resident Engineer 1st Divi-
sion, North West Line, has been given charge
of the works at the Cheyair Bridge and of
the

the portion of the 1st Division between -
 Rajampet and Kondapuram and Mr.
 Thompson the charge of the remainder of the
 division between Arkonam and Rajampet
 in addition to the 1st Division, South West Line.

3. By this arrangement increased responsibility devolves upon these Engineers and for this additional responsibility, which will continue until another Temporary Engineer is appointed or other suitable arrangements can be made, I propose that each of these Officers should draw an allowance of Rs 100 per mensem and I have to request that you will be so good as to convey to me the sanction of Government to the disbursement of these allowances.

4. I would beg to refer you to G.O. No 1922 of 10th August 1892 and your letter No 402 of the 13th May 1891 in which the grant of allowances under similar circumstances was sanctioned.

I have the honour to be,
 Your most obedient servant

Edmund
 Agent & Manager

25

2000

Note by the Examiner of Railway Accounts,
Madras, dated 21st January 1893:

The Local Government has power to sanction
the extra allowances under the following circumstances:

- (a) If in charge of two divisions
- (b) . . . do . . . a division and a large Bridge
- (c) . . . do . . . a division and of such other
large work or works which, in
the opinion of Government,
render the charge equivalent
to two divisions.

(d) . . do . . a bridge and . . do . . do . .

2. If the Consulting Engineer considers the work
entrusted to each of the Engineers covered by (c) or (d),
sanction may be applied for locally, otherwise the
allowances must be sanctioned by India.

3. Mr Chisholm is in charge of the Cheyar
bridge and $\frac{81}{168}$ of the 1st Division, North West Line.
Mr Thompson holds charge of the 1st Division,
South West Line, and $\frac{87}{168}$ of the 1st Division, North
West Line.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

Recd.

No.

679/53

4. Each of the officers is therefore in charge of a full division or Bridge and of other works equal to $\frac{1}{2}$ a division.

5. Either one of the officers might get the allowances without reference, but it is doubtful, whether both may do so, the Local Government may decide the question.

(Sd) J. Lightfoot.
Examiner of Railway Accounts,
Madras.

Ed
PC 622/83

/True Copy/

Resoulin
Lieut. Col.

for offg. Comdg. Engr. for Ry. P.
Kns

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 24th January 1893.

Letter from C. M. Es. 7592
22
of 11th Jan 93.

Approved by J. R. 21. Jan 93

No. 42

SUBMITTED.

For the orders of Government with reference to G. P. M. S. letter No. 1155 G. P. 25.4.89 embodied in P. G. Es. 592 C. P. 22-5.89.

2. The grant of the allowances as proposed by the Agent & Manager, Madras Railway, is recommended for sanction, the arrangement involving a saving of Rs. 210 per annum.
T. A. D.
24.1.93

Subject.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

27 January 1893

Read the following:—

Endorsement from the Comy.
Engg for Railways No. 42, dated
26 January 1893

FOR ORDERS

F. H. M. Allen
J. Secy. to Govt. P. W. D. Ry Branch

Neither case comes under the rule.
and the matter must go to India.
But I think the proper course is
to put one officer in charge of the
two divisions & the other in charge
of the bridge. The former then can
draw the allowance.

Yes.
1 Feb
ask AM if this can be done
166 2/1

FOR ORDERS.

(No. 1.)

5000-15-3-88.

No. 7592

101

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 9th February 1893

From

The Agent and Manager,

Madras Railway Company,

To

The Consulting Engineer for Railways,

Madras

SIR,

I have the honour to state in reply to your letter of the 1st instant that in the opinion of the Company's Chief Engineer, a single Engineer could not efficiently work 300 miles of Railway.

2. Mr. Carter writes:—

"The North West Line formerly consisted of 3 Divisions the lengths of which were 119, 96 and 93 miles respectively so that the extra length which each of these Engineers is now in charge of amounts to within a few miles of the length of one of the former Divisions."

"I very fully considered the question before making the present arrangement which I think is the best that could possibly be made under the circumstances, and I have no hesitation in stating that one Engineer could not possibly efficiently work two Divisions, 300 miles in length, with five first

Ham. 30/1 R 2/2.

Russ. 10/1 R 2/2.

183

FILE

first class stations to be looked after without an Assistant.

"I would here wish to point out that our system is different from those on other lines where long lengths are given to Engineers who have assistants under them, whereas on the Madras Railway the Resident Engineer has personally to measure up all work himself and keep himself posted in all the minutiae of the Divisions which on other lines is delegated to Assistants.

"When Mr. Chambers resigned from ill-health I found that by the time I could procure a suitable Engineer the work at the Cheyair would be so far advanced that it would be of doubtful advantage to put in a man for a few months. On these grounds and as Rs 200/- per mensem would be saved I made the present arrangements."

3. As the arrangement is of a temporary nature and as the changes made by the Chief Engineer effect a saving of over Rs 200 a month after the allowances proposed as are paid. I beg to ask that the allowances may be treated as special allowances granted under exceptional circumstances and may be recommended for sanction.

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

L. S. M. V.

Agent & Manager
for offg. Engr. for Mys.
Rus

Mem. 30/1 R 2/2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, ~~24th~~ January 1893.10th February 1893

Letter from the Agent and Manager, Madras
Railway, No. $\frac{7592}{22}$, dated 11th January 1893.

Office Note by the Examiner of Railway Accounts,
Madras, dated 21st January 1893.

Letter from the Agent and Manager, Madras Railway,
No. $\frac{7592}{101}$ of 9 February 1893.

No. # 71. d.

SUBMITTED

for the orders of Government
with reference to Government of
India, P.W.D., letter No. 1155 G, dated
25th April 1889, embodied in Pro-
ceedings of Government No. 592 R,
dated 22nd May 1889.

2. The grant of the allowances as
proposed by the Agent and
Manager, Madras Railway, is
recommended for sanction, the
arrangement involving a saving
of Rs 210 per mensem.

R. E. Fowler
Lieut. R. E.

Kms for affg. Engr. for Rys.

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer
for Railways.

Dated

188

Recd.

No.

H. 30/1 R 2/2.

FORM No. 3
R. W. CURRENT No. 679

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras,

N^o 293 R d/16-3-89
No. 592 R d/22-5-89 ✓
- 1922 R - 10-8-82
- 2627 R - 5-11-92 ✓

No.

~~71~~ 71. d.

Dated

10th February 1893
24th January

Received

No. OF ENCLOSURES.

Subject.

Grant of Special
allowance of Rs 100 each
to Messrs Chisholm and
Thompson for extra duties.

get orders

○

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Read the following :—

Letter No 7592 d q. Feb. 1893.
101

FOR ORDERS

The Chief Engineer Madras Railway
explains that one engineer could
not control 300 miles of line
with five first class stations
without an Asst. It might
be possible to put Mr. Thompson
in charge of the two divisions
with Mr. Chisholm under him
for Rayampet-Kondapuram section,
and giving Mr. Chisholm independent
charge of the Cheyar Bridge.
This seems to me the only way
by which set any extra allowance
whatever could be drawn without
going to India.

Yes. | Do you approve of some such
suggestion being made, or should
the matter be referred for India's
orders.

Approved

10/2/93

CR. HAM concurred in this suggestion, and you
pay 100/- to each Office or what? W.C.

Ham. 11/2 R 13/2

CR says both Officers can only draw the allowances of Rs 100/- extra if the charges they hold are equivalent to the charge of 2 dms. ~~on a dms. to bridge~~. At the time the rule was framed, the dms. were much smaller than now - a dms. to a half now is equal to two dms. then. Moreover, he considers the option lies with the Local of deciding what is equal to 2 dms. Unless the Local Govt. will sanction the allowances on the above grounds, which I recommend, the matter must I think go to India as under Capt. Shelley's proposal CR considers Mr. Thompson only would 30/- extra & Mr. Chisholm nothing.

W.C. 13/2

The matter then must go to India.

W.C. 14/2

Am. 14/2 R 16/2

FOR ORDERS.

400 1/2
11.5 1

No. 400 R 23 Feb 1903.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Pr Endorsement from the
Consgr. for Railway Madras No. 71A 10th July 1893
N^o 42, dt 24 Jan 1893

Read the following

Ordered to be
forwarded for the orders of
the Government of India.
H.C. N^o 401 R 23 - 2 - 1893.
To the Secy to the Govt of India
P.W. Department

To E.R.
CR. 1
2/3

Sir,
I am directed to forward
for the orders of the Govt.
of India, copy of Proceedings
of this Government, N^o R
dated February 1893, relating
to a proposal made by the
Agent & Manager, Madras
Railway Company, to grant
Messrs Chisholm & Thompson,
Resident Engineers on that
Railway, an allowance of Rs
100 ^{each} per mensem, ^{each} under
the following circumstances.

W.C.
11 Feb
1903

1. Mr. Chambers, temporary
Engineer, who was in charge
of the work of strengthening
the ~~work~~ girders of the Chapin
bridge, having resigned the
service of the Compy. on the
31st December 1892. Mr. Chisholm
the

on account of ill health

The Resident Engineer 1st Division, North West line, was placed in charge of the works at the Cheyair bridge, & of the portion of the 1st division between Rajanah & Kondapuram (87 miles) N.W. line, and Mr. Thompson ^{was given} in charge of the remainder (87 miles) of the 1st Division N.W. line, in addition to the 1st Division S.W. line.

3. In consequence of the increased responsibility and additional work ^{thereby} devolving ^{thereby} on these Engineers the Agent & Manager proposes to grant them the allowance referred to in paragraph 1 of the letter, till such time as the vacancy caused by Mr. Chamber's resignation remains unfilled.

4. Under the rules in force this Government can sanction the allowances under the following conditions:-

(a) If the officer is in charge of (a) two divisions. (b) a division & a large bridge. (c) a division & of such other large work or works, which, in the opinion of Government, render the charge equivalent to two divisions. (d) a bridge & of such other large work or works, which, in the opinion of Government, render the charge equivalent to two divisions.

5. Each of these officers is, however, in charge of a full division, or bridge, & of another work ~~equivalent to half a division~~, & the Agent explains that one officer could not efficiently work

if it is admitted that there is a doubt if it can be considered as the equivalent of a division

work the two divisions which comprised ~~an~~ 300 miles in length, with five first class stations, if the other were placed in charge of only the bridge works. The N.W. line formerly

6. Consisted of three divisions, 119, 96, and 93 miles, in length respectively, so that the total length which each of these Engineers is now in charge of amounts to within a few miles of one of the former divisions.

7. Under these circumstances in consideration of the fact that the arrangement is of a temporary nature, and results in a saving of over Rs 200/- a month after the allowances proposed are paid, I am directed to request that the Government of India ^{may} be pleased to sanction the grant of the allowances as a special case.

Shamte

M^u
D.R.

3/13

Mr. Brown came to see me about the to-day. He hopes that Govt. will sanction the proposal.

M^u
D.R.

Sp. 200. 201 R 23. July 193.

Hm. 21/2 R 22/2