

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 27th February 1893, Nos. 435-36 R., Public Works.

Read the following paper:—

From the Engineer-in-Chief, East Coast Railway, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Waltair, 21st February 1893, No. 1017.

Since the commencement of the Kistna bridge I have been encouraging the foremen and leading hands by reminding them of the bonuses for good work which some of themselves have earned with the sanction of Government on previous occasions and which they have known of as having been earned at various times by their mates.

2. I have promised the men that, if they would give me the bridge fit to carry a train by the 31st of March, I would do my utmost to induce Government to give them a substantial present.

The sum which I mentioned to the girder foremen as that for which I intended to apply was Rs. 100 per girder out of the Rs. 30,000 per girder which it was estimated that the erection was likely to cost.

3. The men have worked splendidly to make good my promise that the bridge should be ready for a train by the end of March just as many of them did in 1889 when I told them that I had promised Government to run a train over the Sher Shah bridge on the 1st of January 1890. At Sher Shah they put up twelve 200-feet girders in three months (2,500 tons). At the Kistna they have put up nine girders in four months (4,500 tons). There was no contract work; all was daily labour. There was no raising of pay; the men worked their best to maintain the reputation of the staff of the bridge and in hope of the comparatively small sums which I promised to beg for them. I enclose a list of the leading men's names with the amounts which I beg may be sanctioned for each. -

4. I may point out that there would have been no difficulty in securing the same rewards for most of the men in the form of deferred pay on approved service, but I preferred the arrangement for which I am now applying for sanction and the moral effect upon the men is far better.

5. The original estimate for girder erection was not a high one, viz., Rs. 45 per ton. In the revised estimate I raised this to Rs. 50. It appears likely now that it will be completed for little over Rs. 35 per ton, which for 300-feet spans is, I submit, remarkably cheap. The Sher Shah girders cost, I think, Rs. 38 and were much more easily handled. I cannot say how much of this saving, which will apparently come to nearly a lakh, is due to the scheming out of the erection arrangements; how much to Mr. E. W. Digby's unceasing personal attention to every detail of the work at the drawing board and out on the girders; and how much to the good feeling and fine spirit of the gangs of Punjab and Bombay workmen for whose leaders I am now asking for a bonus; but I don't hesitate to say that we owe a great share of the saving to the way in which the men worked and to the way in which they were handled by their foremen.

6. A number of the men had also been employed on the well-sinking of the previous season for which Mr. J. Durrand has already been granted a bonus. Mr. C. McLinton did his own share of the well-sinking and he also carried out the difficult operation of launching and sinking the caissons.

7. I am most anxious that sanction to this disbursement should reach me by telegram at Bezwada at least some days before His Excellency the Governor takes the first train over the bridge in order that this tangible mark of the appreciation of Government may be announced to the men by His Excellency.

8. I may add that both the well-sinking and the girder-erecting were carried out entirely by daily labour gangs. These gangs have recently been costing over Rs. 25,000 per mensem, and to any one familiar with daily labour on such a scale as this it will be easily understood that for such cheap and efficient work they must have been thoroughly well handled and well in hand and that they and their masters must have been working in excellent concert.

9. Messrs. McLinton and Harper were well known on the Benares bridge and the latter, I believe, did the whole of the rivetting there. Mr. Braga was on the Benares and Sher Shah bridges and Messrs. Albert and Salder were with me at Sher Shah.

10. I need say nothing in this letter about Mr. E. W. Digby who has been in sole charge of the work since I left it in July last. His work is in my opinion worthy of very substantial recognition as Mr. Hecquet's work was recognized on the Sukkur bridge.

11. I hope that nothing may be allowed to interfere with the necessary sanction being asked for immediately so that the approval of Government may be announced to the men at the ceremony. After that they will most of them have scattered to their homes.

ENCLOSURE.

Names.	Amount.	Total.
	Rs.	Rs.
<i>Foreman Class.</i>		
1. Mr. C. McLinton, Girder-erecting Foreman	700	
2. Mr. P. Harper, Hydraulic Foreman	600	
3. Mr. W. Braga, Girder-erecting Foreman	500	
4. Mr. W. Albert, Workshop Foreman	300	
5. Mr. J. Salder, Foreman	300	2,400

Sarangs and Jemadars.

6. Alláh Din	75	
7. Kasim Manji	75	
8. Abaji Manji	75	
9. Nathá	60	
10. Syed Méan	60	
11. Hansaji Narsia	60	
12. Dallab Bana	50	
13. Ameera	—	530

Maistries, Mates and Tindals with Mr. McLinton.

13a. Pál Singh	45	
14. Manji Oman	45	
15. Hamanji Manji	45	
16. Salamon	40	
17. Nana Danji	40	
18. Gopal Meta	40	
19. Sakko Jarwat	35	
20. Nana Heera	30	
21. Jevan	30	
22. Jhanda	30	
23. Dassa	30	
24. Sunder Singh	25	
25. Ranchore	20	
26. Peca Ditta	—	500

Names.	Amount.	Total.
	Rs.	Rs.
<i>With Mr. W. Braga.</i>		
27. Isaur Singh	45	
28. Wadawa Singh	45	
29. Ditta Kecka	30	
30. Pancha Narayya	30	
31. Jaswat Ramji	30	
32. Mahomed Hussein	30	
33. Peter Paul	20	
34. Labboo	15	
35. Hassan Manji	15	
36. Golab	15	
37. Jamal	15	
38. Mulla Singh	—	320

With Mr. W. Albert.

39. Bhoota Singh	35	
40. Sharm Singh	35	70

With Mr. Harper.

41. Vala Dallab	45	
42. Pema Meta	45	
43. Ala Ditta	45	
44. Ramji Vallab	40	
45. Sadhoo	40	
46. Madhoo Ram	40	
47. Madhoo	35	
48. Panna Lall	30	
49. Doltaman	30	
50. Wazir Alli	20	
51. Jagganath	20	
52. Bhagan Chota	20	
53. Ghulam Mahomed	20	
54. Gurias	20	
55. Gangadin	20	
56. Daltoo	15	
57. Babaji	15	
58. Ramdin	15	
59. Secraltan	15	
	—	530
Total	—	4,450

Order—dated 27th February 1893, No. 435 R., Public Works.

Ordered that the Government of India be addressed.

(True Extract.)

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

Letter to the Secretary to the Govt. of India, P.W.D., dated 27th Feb. 1893, No. 436 R.

Read also the following papers:—

Telegram to the Secretary to the Govt. of India, P.W.D., dated 13th Mar. 1893, No. B. 101.

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 Calcutta, 13th March 1893, No. 689 G.

His Excellency the Governor-General in Council desires to convey through His Excellency the Governor the warm commendation and congratulation of Government of India on completion of the Kistna bridge to Mr. Spring, Mr. Digby and the foremen and workmen engaged on this important work and the satisfaction of Government at the rapid completion and the cheap rate of the girder erection. His Excellency is further pleased to convey the sanction of Government of India to bonuses to the staff on the following scale at discretion of Madras Government:—
Bonuses to foremen up to two months' pay; to others up to one month's pay.

Telegram to the Engineer-in-Chief, East Coast Railway, dated 14th March 1893, No. B. 102.

ORDER—dated 5th April 1893, No. 658 R., Public Works.

Communicated to the Engineer-in-Chief, East Coast Railway, with reference to Proceedings No. 435 B., dated 27th February 1893.

(True Extract.)

Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Engineer-in-Chief, East Coast Railway.
" Examiner, East Coast Railway Accounts.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated April, 5th.

Recd.

Encl.

G.O., 5th April 1893, No. 658 R.

APRIL.

Kistna Bridge

Telegram from the Government of India complimenting Mr. Spring, Mr. Digby, and others on the satisfactory completion of the — and according sanction to the grant of bonuses to certain of the staff, communicated to the Engineer-in-Chief, East Coast Railway.

In your reply please quote the number and date of this letter.

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY,

To

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

Dated Waltair, the 21 February 1893.

Sir,

Since the commencement of the Kistna Bridge, I have been encouraging the Foremen and leading hands by reminding them of the bonuses for good work which some of themselves have earned with the sanction of Government on previous occasions, and which they have known of as having been earned at various times by their mates.

2. I have promised the men that if they would give me the bridge fit to carry a train by the 31st. of March, I would do my utmost to induce Government to give them a substantial present. The sum which I mentioned to the girder Foremen as that for which I intended to apply was Rs. 100f per girder; out of the Rs. 30,000f per girder which it was estimated that the creation was likely to cost.

3. The men have worked splendidly to make good my promise that the bridge should

Enclosures.

(2)

should be ready for a train by the end of March, just as many of them did in 1889 when I told them that I had promised Government to run a train over the Sher Shah bridge on the 1st of January 1890. At Sher Shah they put up twelve 200 ft. girders in three months, 2500 tons. At the Hestra they have put up nine girders in four months, 4500 tons. There was no contract work, all was daily labour. There was no raising of pay, the men worked their best to maintain the reputation of the staff of the bridge, and in hope of the comparatively small sums which I promised to beg for them I enclose a list of the leading men's names with the amounts which I beg may be sanctioned for each.

4. I may point out that there would have been no difficulty in securing the same rewards for most of the men in the form of deferred pay or approved service, but I preferred the arrangement for which I am now applying for sanction and the moral effect upon the men is far better.

5. The original estimate for girder erection was not a high one, viz Rs. 45f per ton. In the revised estimate I raised this to Rs. 50f. It appears likely now that it will be completed for little over Rs. 35f per ton, which for 300 ft. spans is, I submit, remarkably cheap. The Sher Shah girders cost I think, Rs. 38 f,

and

(3)

2 Jan

and were much more easily handled. I cannot say how much of this saving, which will apparently come to nearly a lakh, is due to the scheming out of the erection arrangements, how much to Mr. E. W. Sleigh's increasing personal attention to every detail of the work at the drawing board and out on the girders, and how much to the good feeling and fine spirit of the gang of Punjab and Bombay workmen for whose leaders I am now asking for a bonus. But I don't hesitate to say that we owe a great share of the saving to the way in which the men worked and to the way in which they were handled by their Foremen.

6. A number of the men had also been employed on the well sinking of the previous season for which Mr. Durand has already been granted a bonus. Mr. E. W. Sleigh did his own share of the well sinking, and he also carried out the difficult operation of launching and sinking the caissons.

7. I am most anxious that sanction to this disbursement should reach me by telegram at Buxwara at least some days before His Excellency the Governor takes the first train over the bridge in order that this tangible mark of the appreciation of Government may be announced to the men by His Excellency.

8. I may add that both the well sinking and the girder erecting were carried out entirely by daily labour gangs. These gangs have recently been costing over Rs. 25,000 per month, and to anyone familiar with daily labour on such a scale as this it will be easily understood that for such cheap and efficient work they must have been thoroughly well handled, and well in hand, and that they and their masters must have been working in excellent concert.

9. Messrs. Mr. Linton and Harper were well known on the Benares Bridge and the latter, I believe, did the whole of the rivetting there. Mr. Braga was on the Benares and Sher Shah bridges and Messrs. Albert and Salder were with me at Sher Shah.

10. I need say nothing in this letter about Mr. E. W. Sibbey who has been in sole charge of the work since I left it in July last. His work is in my opinion worthy of very substantial recognition, as Mr. Hequet's work was recognized on the Sukkur Bridge.

11. I hope that nothing may be allowed to interfere with the necessary sanction being asked for immediately so that the approval of Government may be announced to the men at the ceremony. After that they will most of them have scattered to their homes.

Share the work to be done
of your most obedient servant,
E. W. Sibbey

Serial No.	Names	Amount	Total
<u>Foreman class</u>			
1	Mr. C. Mc. Linton, Girder Erecting Foreman	700	- - 3500
2	Mr. P. Harper, Hydraulic Foreman	600	- -
3	Mr. H. Braga, Girder Erecting Foreman	500	- -
4	Mr. H. Albert, Workshop Foreman	300	- -
5	Mr. J. Salder, Foreman	300	- - 2400
<u>Sarangs and Jemadars</u>			
6.	Allah Din (ALLAH DIN)	75	- -
7	Hassim Manji	75	- -
8	Abaji Manji	75	- -
9	Natha (NATHA)	75	- -
10	Syed Meera (SAIYD MIYAN)	60	- -
11	Hansaji Narsia	60	- -
12	Dallab Bana	60	- -
13	Amira	50	- - 550
<u>Maistries, Mates, and Jindals</u>			
<u>With Mr. Mc. Linton.</u>			
13 (14)	Pal Singh	45	- -
14	Manji Oman	45	- -
15	Haimanji Manji	45	- -
16	Salomon	45	- -
17	Nana Danji	40	- -
18	Gopal Mota	40	- -
Carried Over		260	- - 2930

Serial No.	Names	Amount	Total
	Brought forward	260	2930
	With Mr. McIntosh's men (continued)		
19	Sakkoo Jaswal	40	
20	Nana Hara	35	
21	Jewan	30	
22	Jhanda	30	
23	Rassa	30	
24	Sunder Singh	30	
25	Ranchore	25	
26	Peera Pitta	20	500
	With Mr. H. Braya		
27	Jessur Singh	45	
28	Kadawai Singh	45	
29	Pitta Keeka	30	
30	Puncha Marsayya	30	
31	Jaswal Raiji	30	
32	Mahomed Hussein	30	
33	Petit Paul	30	
34	Labbas	20	
35	Rassan Manji	15	
36	Golab	15	
37	Jamal	15	
38	Mulla Singh	15	320
	With Mr. H. Albert		
39	Bhoolu Singh	35	
40	Sham Singh	35	70
	Carried over		3820

Serial No.	Names	Amount	Total
	Brought forward		3820
	With Mr. Harper		
41	Vala (Rallab)	45	
42	Pema Meta	45	
43	Ala Pitta	45	
44	Rauji Vallab	40	
45	Sadhas	40	
46	Madhoo Rauw	40	
47	Madhoo	35	
48	Panna Lal	30	
49	Rallawan	30	
50	Hazir allu	20	
51	Jagganath	20	
52	Bhagaw Chota	20	
53	Ghulamur Mahomud	20	
54	Gurias	20	
55	Gangadai	20	
56	Rallu	15	
57	Babaji	15	
58	Raudin	15	
59	Scoraltaw	15	530
	Total Rupees		4450
	Signed F. J. C. Sprung		
	Engineer-in-Chief, C. B. R.		

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Engr. } H.E. No. 1017 of 21st July 93
in Chief Engr. and Engr. } S-1

Ordered that the
Government of India be
addressed..

M/15
DR

To
The Comptroller for Rys.
- Engr. in Ch. & Engr.
- Engr. C. Ry. Secy.

26/3

B.

Liut

689

No. 436 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE *Secy to the Govt of India*

P. W. Dept.

27 February 1893.

SIR,

* No. 1017 dated 21st May 1893.

I am directed to forward herewith, for your able consideration an application from the Engineer in Charge Chief East Coast Railway for the payment of bonus, amounting to Rs. 4,450. to the foremen and workmen employed on the Kistna Bridge for their indefatigable efforts in bringing ^{it} to a ~~speedy~~ ^{the} speedy completion ~~the~~ ^{the} ~~of the Kistna bridge.~~

B.

No 435-6 Rdy 27-2-93.

Copy to 1/2

To Madras From Calcutta

113. 3 13 14 56 dld.

To Works. From Works.

(Railway)

689 of His Excellency
 the Governor General in
 Council desires to convey
 through his Excellency the
 Governor the warm Commendation
 and Congratulation of Government
 of India on completion
 of the Krishna bridge
 by Mr Spring Mr
 Dicky and the workmen
 and the important work and
 the satisfaction of Government
 at the rapid completion
 and the cheap rate
 of the bridge section

At _____ Sent by _____ At _____ Sent by _____
 Telegraph Master.

condensation 11m Pg 00-No 113 T-4 1 12-2000,000

MADRAS 13-5-90

20 The Comptroller
 - Engr. in Ch. C. R.
 - Engr. C. R. R.

To
(Office)

From
(Office)

World.

Imp.

Home.

Minister.

General.

To
(Private)

From
(Private)

His Excellency is further
pleased to convey the
Sanction of Government of
India to bonuses to
the Staff on the
following scale at discretion
of Madras Government. Bonuses
to foremen up to
two months pay to
others up to one
month pay.)

Wrote to Sir C. E. C. A.
Trill

Send from

By

Sent to

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At

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At

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At

By

MADRAS 1

27
9

R

Calculation 514 Pg 00-Ne 433 T-4 6 92-20,000,000.

The Comptroller
- Engr. in Ch. C. E. C. A.
- Engr. C. E. C. A.

P. W. CURRENT No. 2484

Dec: 14-3-93

N^o 435-62 4/27-2-93

TELEGRAM ^{Ordinary} ~~Extra~~

FROM *W. Hall* To *ECR*
10/11/93 *Bezwada.*

B. 102 + India sanctions bonuses to
Kutnah bridge staff as
follows - For foremen up to 2
months pay & for others up to
one months pay

W. H. $\frac{15}{3}$

W. H. $\frac{14}{3}$

Telegram despatched 14-3-93

No. 658 R 9th April 1893.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

^{again}
Read the following

Print Propo: of the Madras M.L. Nos. 435-36 R 27 Feb 93
Govt. P. W. Deptt: — } Read also

Print Telegram to do — " — " 13101 of 13 March 93

Print Telegram from the Govt. of India P. W. Deptt: — " — " 6898 of 13 do —

Print Telegram to the Engrs. in: Ch. E. Ry. — " — " 13102 of 14 do —
Engrs. in: Ch. E. Ry. — " — " 7111 $\frac{3}{4}$

Wd 27 Feb
Communicated
to the Engrs. in: Chf.
East Coast Railway with
reference to Propo. Nos. 435R
dated 27 Feb. 1893.

7111

$\frac{27}{3}$ R

$\frac{4}{17/4}$

To the Comptroller of the
Engrs. in: Ch. E. Ry.
Engrs. C. Ry. Secy

Western Railway
Papers

A
No 658 R 25 April 193

12