

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 763-4 R

DATED 25<sup>th</sup> April

[Despatch Abstract.]

*Engineer Establishment, South Indian Railway.*

Ordered that the Govt of India be addressed on the subject of providing the full scale of 11 assistant engineers to the — for the reduced mileage.

Requesting sanction to the scale of 11 Assistant Engineers being provided to the — for the reduced mileage subject to the approval of the Board of Directors which will be forwarded on receipt.

BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
|      |     |             |       |      |     |             |       |

## FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
|      |     |             |       |      |     |             |       |

25TH APRIL 1893, No. 763 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

### Railway.

Read the following paper :—

From the Agent, South Indian Railway, to the Consulting Engineer for Railways,  
dated Trichinopoly, 18th March 1893, No. 377.

Your No. 217 of the 21st ultimo. With reference to the concluding paragraph of Mr. Walker's letter No. 378 G., dated the 11th ultimo, I have to solicit sanction for the continued employment of the full number of Assistant Engineers provided for in the permanent establishment approved by the Government of India.

The grounds upon which I base my application are given in the attached copy of a report from the Chief Engineer. I concur with Mr. Logan in opinion that it is necessary for efficient working that a staff of eleven Assistant Engineers should be maintained. With regard to his application for the employment of an additional Engineer, I wish first to communicate with the Board of Directors, and therefore I do not ask sanction for more than the number which have up to this time been on our engineering staff.

ENCLOSURE.

From the Chief Engineer, South Indian Railway, to the Agent, South Indian Railway, dated  
Trichinopoly, 18th March 1893, No. C. 747.

Referring to your letter No. 442 of 24th February 1893, I regret that through a misunderstanding on my part this reference has remained so long unanswered.

2. I am aware that the number of 11 Engineers was sanctioned in anticipation of the opening of the Mayavaram-Muttupet and part of the Guntakal-Bangalore lines. Without entering upon the question as to whether the number of officers sanctioned for the more extended charge would have been sufficient, I beg to state that I do not see how the present system of over 1,100 miles can be supervised with a due regard to efficiency and to the leave rules being worked as they should be in justice to the Company's staff.

3. There are at present 4 officers, to each of whom furlough leave varying from 12 to 18 months in duration is due. There are also at present 6 Engineers to whom from 1 to 3 months' privilege leave is due.

4. It will be seen therefore that to work off this accumulation of well-earned and therefore well-deserved leave, a strength of 11 officers will barely suffice. For instance, if, as proposed, 2 Engineers take furlough this year, I shall with 11 officers be left with only 9 on the effective strength, leaving practically no margin for contingencies and privilege leave.

5. My own belief is that there ought to be 12 instead of 10 Engineers to enable the amount of work there is in hand to be met (1) without distress and (2) to enable the accumulated leave to be quickly worked off, and I suggest, for your consideration, whether it would not, under the circumstances, be wise to recommend this number for the sanction of the Board and of Government.

6. With the accumulated leave worked off and with a consolidated line, I believe it probable that a staff of 10 Engineers may be found sufficient to maintain it in efficiency. It should be borne in mind that it is now extremely difficult to enlist a really good reliable and practical set of Inspectors and Supervisors. There are now in India so many miles of new line open and soon to be opened that the demand for such men is greater than the supply and it is essential to safeguard the travelling public by a really effective supervision from the superior engineer establishment.

7. For these and other reasons sufficiently obvious to those who are fully acquainted with the conditions under which we work, I trust you will see your way to supporting this appeal against any reduction in the last sanctioned establishment list of Engineers, even if you are unable to support my suggestion that 12 officers instead of 10 only should be allowed for the reasons given.

No. 186.

Endorsement by the Consulting Engineer for Railways, dated 11th April 1893.

Submitted to Government with reference to Public Works Department endorsement No. 760 C., dated 20th February 1893 (herewith returned).

2. The scale of engineering establishment sanctioned for the South Indian Railway by the Government of India in its letter No. 2781 G., dated 27th October 1891, consisted of—

- 1 Chief Engineer.
- 1 Assistant Engineer.
- 8 District officers.
- 2 Relief do.

—  
12  
—

and was fixed for a total length of 1,280 miles including [the Máyavaram-Muttupet Railway when open and the line from Bangalore to Guntakal which has recently been made over to the Southern Mahratta Railway.

3. The open line of the South Indian Railway under the altered circumstances will be as follows:—

|                                                   | MILES.      |
|---------------------------------------------------|-------------|
| Old South Indian Railway ... ..                   | 654         |
| Pondicherry branch ... ..                         | 8           |
| Villupuram-Guntakal Railway to Dharmavaram ... .. | 301         |
| Nellore branch ... ..                             | 83          |
|                                                   | <hr/> 1,046 |

and when the Máyavaram-Muttupet Railway has been completed the open mileage will be 1,100 miles.

4. In applying for India's sanction to the existing scale it was stated that suitable reductions in the district staff would have to be made should any portions of the system be worked by other agencies. It would consequently appear that the district staff should be reduced in the following proportion, viz.:—1,280 : 1,100 :: 8 : 6·9, say 7 men. The Board in its letter \* G.O., Nos. 2051-52 R., 7th September 1891. No. 26,\* dated 19th June 1891, also state that they consider the district lengths should be about 175 miles which on a length of 1,100 miles gives 6·3, say 7 men.

5. The Company has hitherto worked up to the full sanctioned scale, and the Agent has been told that the sanction of his Board should be obtained to the employment of the one officer over and above the sanctioned scale on account of there being 3 officers on leave. The excess provision has been pointed out by this office on three occasions in submitting the rolls for the first and second halves of 1892 and those under consideration, and it has been brought to notice that with more than two officers on leave the present scale has not been able to be worked up to.

6. The Agent asks sanction to the employment of the full number of Assistant Engineers provided for in the permanent establishment approved by the Government of India, as he considers that this number is necessary for the efficient working of the line. I concur in these views and request that the Government of India may be asked to sanction the scale of 11 Assistant Engineers for the reduced mileage on condition that the Board approves of the Agent's proposal.

ORDER—dated 25th April 1893, No. 763 R., Public Works.

Ordered that the Government of India be addressed.

[Here enter No. 764 R., Public Works, dated 25th April 1893.]

(True Extract.)

(Signed) F. R. UPCOTT,  
Joint Secy. to Govt., P.W.D.,  
Railway Branch.

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

Exd. A. D. Xavier.  
Spare Copies

RAILWAY.

Gobt. of {1893} Madras.  
PUBLIC WORKS.

*Dated April, 25th.*

*Recd.*

*Encl.*

G.O., 25th April 1893, No. 763 R.

APRIL.

Engineer Establishment,  
South Indian Railway

Ordered that the Government of India be addressed on the subject of providing the full scale of 11 Assistant Engineers to the — for the reduced mileage.

25TH APRIL 1893, No. 764 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. R. UPCOTT, Esq.,  
*Joint Secretary to the Government of Madras,  
Public Works Department,  
Railway Branch,*

To

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

SIR,

With reference to your letter No. 378 G., dated 11th February 1893, I am directed to forward copy of Proceedings of this Government No. 763 R., dated 25th April 1893, on the subject of the engineering establishment for the South Indian Railway, and to request the sanction of the Government of India to the scale of 11 Assistant Engineers for the reduced mileage subject to the approval of the Board of Directors which will be forwarded on receipt. The grounds on which this proposal is recommended are given by the Chief Engineer with due regard to the leave rules being worked in justice to the Company's staff and to the efficient working of the line by a really effective supervision from the superior engineering establishment. These views are concurred in by the Consulting Engineer for Railways and by this Government.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) F. R. UPCOTT,  
Joint Secy. to Govt., P.W.D.,  
Railway Branch.

OOTACAMUND,  
25th April 1893.

Exd. A. D. Xavier.  
Spare Copies

RAILWAY.

Govt. of {1893} Madras.  
PUBLIC WORKS.

Dated April, 25th.

Recd.

Encl.

25th April 1893, No. 764 R.

APRIL

Engineer Establishment,  
South Indian Railway

Requesting sanction to the scale of 11  
Assistant Engineers being provided to the —  
for the reduced mileage subject to the  
approval of the Board of Directors which  
will be forwarded on receipt.

S.P. 2  
South Indian Railway.

Letter from the Chief Engineer, S.R.  
to the Agent, S.R. dated Trichinopoly  
18. March, 93 N. C. 747.

Referring to your letter N. 442  
of 24. February, 1893, I regret that  
through a misunderstanding on my  
part, this reference has remained so  
long unanswered.

2. I am aware that the number of  
\* 11 Engineers was sanctioned in anti-  
cipation of the opening of the Kara-  
varan Mutpet and part of the  
+ 2 to be by Chief - Guntakal Bangalore lines. Without  
entering upon the question as to whether  
the number of Officers sanctioned, for  
the more extended charge would have  
been sufficient I beg to state that  
I do not see how the present system  
of over 1100 miles can be supervised  
with a due regard to efficiency and  
to the leave rules being worked as they  
should be in justice to the Company's  
Staff.

3. There are at present 4 Officers,  
to each of whom furlough leave vary-  
ing from 12 to 18 months in duration  
is due. There are also at present 6  
Engineers to whom from 1 to 3 months  
privilege leave is due.

4. It will be seen therefore that to  
work off this accumulation of  
well

well earned and therefore well deserved leave, a strength of 11 Officers will barely suffice. For instance, if, as proposed, 2 Engineers take furlough this year, I shall with 11 Officers, be left with only 9 on the effective strength leaving practically no margin for contingencies and privilege leave.

5 My own belief is that, there ought to be 12 instead of 10 Engineers to enable the amount of work there is in hand to be met (1) without distress, and (2) to enable the accumulated leave to be quickly worked off, and I suggest for your consideration whether it would not, under the circumstances, be wise to recommend this number for the sanction of the Board and of Government.

6. With the accumulated leave worked off, and with a consolidated line, I believe it probable that a Staff of 10 Engineers may be found sufficient to maintain it in efficiency. It should be borne in mind that it is now extremely difficult to enlist a really good, reliable and practical set of Inspectors and Supervisors. There are now in India so many miles of new line open and soon to be opened that the demand for such men is greater than the supply, and it is essential to safeguard

O.P.

3

S.P.4

Safeguard the travelling public by  
a really effective supervision from  
the Superior Engineer Establishment.  
For these and other reasons -  
sufficiently obvious to those who are  
fully acquainted with the conditions  
under which, we work, I trust you  
will see your way to supporting  
this appeal against any reduction  
in the last sanctioned establish-  
ment list of Engineers, even if you  
are unable to support my sugges-  
tion that 12 Officers instead of 10  
only should be allowed for the  
reasons given.

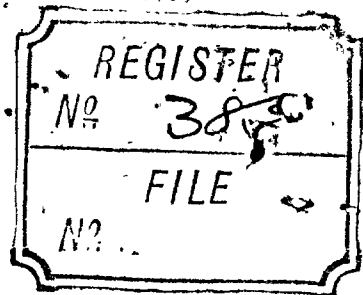
Agent's Office  
Tuchinopoly  
18 March 93.

True Copy  
Choppoready Jager  
Chief Clerk.

65/

1. Enclosure  
C.D.

A. 763-4 Ray 25<sup>th</sup> April 1893



No. 378

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

TRICHINOPOLY, 20<sup>th</sup> March 1893.

From

The Agent,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

With reference to your letters Nos 321 and 331 dated respectively the 14<sup>th</sup> and 16<sup>th</sup> instant, I have to inform you I have today telegraphed to the Managing Director as follows:-

"Filling Greenwell's post obeying (has been objected to) affability (stay action)."

Ch. M. 2/3  
G.D.

I have the honor to be  
Sir

Your most obedient servant  
William St. Beth  
Agent

DL 9.3  
3454/53

From  
The Agent,  
South Indian Railway,  
Trichinopoly,  
To  
The CONSULTING ENGINEER FOR  
RAILWAYS,  
MADRAS.  
Dated  
Received  
18.3.1893  
No. 377  
Enclosure.

REGISTER  
No. 393  
FILED

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 11<sup>th</sup> April 1893.

From A, No. 377, dt 18.3.93  
with enclos.

P-S

No. 186

SUBMITTED.

Subject.

To Government.  
with reference to P. W. D.  
endorsement No. 760 C. dated  
20th Feb. 1893 (herewith  
returned).

2. The scale of Engineer-  
ing establishment sanctioned  
for the S. I. Ry by the Govt.  
of India in its letter No.  
2781 G & 27.10.91 consisted  
of

- 1 Chief Engineer
- 1 Assistant
- 8 District officers
- 2 Relief officers

12

and was fixed for a total  
length of 1280 miles including  
the Maravaram - Mutupet  
railway when open, and the  
line

Dated  
Received

}

20.3.1893

ENCLOSURE.

No. 378

To

THE CONSULTING ENGINEER FOR  
RAILWAYS,  
Madras.

From

THE AGENT,  
South Indian Railway,  
Trichinopoly,

line from Bangalore to Guntakal  
which it has been decided to  
make over to the Southern  
Maharatta Railway.

The open line of the  
S. I. Ry under the altered circum-  
stances will be as follows:-

|                      |             |
|----------------------|-------------|
| Old S. I. Ry         | 654 miles   |
| noricherry branch    | 8           |
| G. Ry to Dharmavaram | 301         |
| Vellore branch       | 83          |
|                      | <u>1046</u> |

When the Mayavaram Malabich  
Railway has been completed  
the open mileage will be 1100  
miles.

In applying for  
India's sanction to the existing  
scale it was stated that  
suitable reductions in the  
District Staff would have to  
be made should any portion  
of the system be worked by  
other agencies. It would  
consequently appear that the  
District Staff should be reduced  
in the following proportion  
viz:-

1280 : 1100 :: 8 : 6.9 say  
7 men.

The Board in its  
letter No 26 of 19.6.91 also  
state that they consider the  
District length should be  
about 175 miles which on a  
length of 1100 miles gives 6.3  
say 7 men.

The Company has hitherto  
worked up to the full sanctioned  
scale.

slit R  
para 4 of page 8  
7/9/91

\* G.O. 2057-2 R  
7.9.91

\* vide remarks on page 27  
G.O. 327 R (slit S)  
5.2.92  
don page 1 of G.O. 1775 R  
22.7.92  
(slit T)  
3099 R  
2 on page 1 of G.O. 24.12.92  
(slit Q)

Scale, & the Agent has  
been told that the sanction  
of his Board should be  
obtained to the employment  
of the one officer over and  
above the sanctioned scale  
on account of there being  
3 officers on leave. The  
excess provision has been  
pointed out by this office  
on three occasions in sub-  
mitting the Rolls for the  
first & second halves of 1892  
& those under consideration,  
it has been brought to  
notice that with more than  
two officers on leave the  
present scale has not been  
able to be worked up to.

The Agent solicits  
sanction to the employment  
of the full number of Asst.  
Engineers, provided for in  
the permanent establishment  
approved by the Govt. of  
India, as he considers that  
this number is necessary  
for the efficient working  
of the line. I concur in  
these views and request that  
the Govt. of India may be  
asked to sanction the same.  
In addition of 11 Assistant  
Engineers on condition that  
the Board approves of the  
Agent's proposal.

G.M.  
In the reduced mileage  
5  
4  
G.O. 293

P. W. CURRENT No. 3454

Encl. 3

Recd. 11. 6. 93

A

No 763 R d 25 April 93

Ordered that the

Government of India be  
addressed.

R

DESPATCHED

10 MAY. 93

To The Commr. for Ry.  
S. G. Ry. Secy.

S. G. Ry. Secy.

No. 764

Government of Madras.

PUBLIC WORKS DEPARTMENT,  
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

25 April 1893.

SIR,

With reference to your  
letter No. 378 G. dated 11<sup>th</sup>  
February 1893, I am directed  
to forward copy of Progs.  
of this Govt. No. 763 R. dated  
25<sup>th</sup> April 1893, on the subject  
of the Engineering Establishments  
for the South Indian Railway  
and to request the sanction  
of the Govt. of India to the  
scale of 11 assistant Engineers  
for the proposed miles subject  
to the approval of the Board  
of Directors which will be for-  
warded in prescript. The  
grounds on which this  
proposal

proposal is recommended  
are given by the Chief Engineer  
with due regard to the  
rules being worked in practice  
to the Company's staff &  
to the efficient working  
of the line by a really  
effective supervision from  
the Superior Engineering Es-  
tablishment. These views  
are concurred in by the  
Consulting Engineer for Railways  
& by this Government.

JNL

$\frac{14}{4}$

R

$\frac{21}{4}$

A No. 763-4 R of 25-4-93

R 16/5/93



MS 1/10  
Hm 17-4.