RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 10th.

Recd. *Encl.*

G.O., 10th June 1890, Nos. 823 R., 824 R.

JUNE.

Railway between Tiruvalur and Mutupet

Forwarding copy of Proceedings accepting the terms for the construction of a — by the South Indian Railway Company.

5243.

Govt. of {18 } Madras.

PUBLIC WORKS.

Dated 16/6

Recd. Encl.

G.O., 12th June 1890 No. 831. R.

To The Hon'ble
Traffic Manager
Madras Railway.

Ordered that the proposal to increase the maximum salary of — from Rs. 1564 to Rs. 1580 be approved for the sanction of the G.O.I.

To The Hon'ble
Traffic Manager
Madras Railway.

Forwarded for Govt. sanction to the proposal for increasing the maximum salary of — from Rs. 1564 to Rs. 1580.

No 847 R dy 22-10-88

Form No. 3.

P.W. Cus. 5243.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 387

Dated 4th
Received 5th } June 1890

No. OF ENCLOSURES, 2.

Subject.

Recommending proposal from the Agent and Manager, Madras Railway to increase the maximum salary of Mr Mott appointment as Traffic Manager, from Rs. 1364 to Rs 1500.

A
No 831-832 R dy 12th June/90.

A No 831 R dy 12th June/90.
Secs
12 June
Ordered to be for-
warded to the Government
of India with the strong
recommendation that the agree-
ment entered into between
the Board of Directors and
Mr Mott be confirmed.

Hl. No 832 R dy 12th June 1890.
Forwarded.

Rueds
11.6.90
Sork.

SC 12/6

To The Consg. Engr. for Rys
— Engr Gl. Rly Secs.

D 12/6

6/6/90

Hm. 11/6/90. R 12.6.90

the favorable consideration
of the Government of
India.

Sidney Smith
Major, R.E.
Offg: Cons: Engr: for Railways.

first increment.

4. Mr. Moss has discharged the duties in the important post he occupies, with credit to himself and advantage to the Company. During the three years he has been Traffic Manager the gross receipts of the line have increased by nearly 14 1/2 lakhs of rupees, or 18.84 per cent. The punctuality of the train service has greatly improved under Mr. Moss' management, the number of trains late being now 3.87 per cent per month, against 8.66 per cent in 1886.

5. The proposal to increase the maximum salary of Mr. Moss' appointment from Rs 1364 to Rs 1500 is recommended for the decision conveyed in G. O. No 847 R, dated 22d October 1888.

When Mr. Moss was appointed Traffic Manager, he entered into a new silver agreement with the Board, cancelling the sterling agreement under which he previously served. This seriously affected his salary as he was no longer able to send home remittances on the advantageous conditions he had hitherto enjoyed. Mr. Moss estimates that he was actually better off pecuniarily as Deputy Traffic Manager, than as Traffic Manager, prior to receipt of the first

now submitted, the Agent and Manager embodies an extract from letter No 832, dated 18th April 1890, from his Board of directors, in which it is explained that the agreement made by them, fixing Mr Moss' salary as Traffic Manager, at 1200 Rs, rising by biennial increments of Rs 100, to a maximum of Rs 1500 per mensem, was, by a much regretted oversight entered into without receiving the formal sanction of Government. The Board consider that the Company is absolutely bound to Mr Moss under the agreement, and request a reconsideration of the proposal of the Board of directors, Madras Railway, to fix the salary of Mr Moss, Traffic Manager, at Rs 1,200 a month rising by biennial increments of Rs 100 to a maximum of Rs 1,500, the arrangement to take effect from 18th December 1886, the date of his predecessor's death. The Government of India however did not approve of the agreement and limited Mr Moss' maximum salary to Rs 1,364 per mensem. The Agent and Manager, by direction of his Board now asks for a reconsideration of this decision.

3. In his communication now

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 4th June 1890.

Letter from the Agent and Manager, Madras Railway, No. 6313/579, dated 25th May 1890.

No. 387

~~SUBMITTED.~~

Submitted to Government with reference to G.O. No 847R, dated 22nd October 1888 and for transmission to the Government of India.

2. With this office Endorsement No 105, dated 5th April 1888 (Embodied in G.O. No 847R dated 22nd October 1888) was submitted for the consideration of the Government of India, the

REGISTER No. 806
FILE No.

P.W. Enc. 5243/90.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 25th May 1890.
Recd. 29 May 90.

No. 6313/579.

Recommend transmission to the Traffic Branch.

8A

railway proposed by the Board in their letter No. 786 dated 4th November 1887.

I have the honour to be
Sir
Your most Obedt Servt

Agt Agent & Manager

MADRAS RAILWAY.

From The Agent and Manager.

To

The Consulting Engineer for Railways.

No.

Dated 188

Recd.

of Rs 200 a month granted to me on promotion to the office of Traffic Manager and for the years 1887 and 1888 my salary was really of less value to me than the salary paid to me for some years previously as Deputy Traffic Manager.

"The sum of Rs 1300 really gives me some Rs 80/- a month more than I drew as Deputy Traffic Manager when I have deducted the money I lose through my home remittance being reduced."

I am also to enquire when a decision of the Government of India may be expected with reference to the whole scheme for regulation of the Establishments of the several departments of the railway

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Read.

No.

"The Board × × × appointed me as Traffic Manager on a commencing salary of Rs. 1,200 a month rising by biennial increments of Rs. 100 to Rs. 1500/-.

"The Board when doing this sent out to India a new silver agreement for me to sign, and this agreement cancelled the sterling agreement under which I had served for 18 years.

"My pay as Deputy Traffic Manager was Rs. 1000/- per mensem and I was allowed under my sterling agreement to permit home for the support of my family £75 monthly.

"The effect of the silver agreement was to take away from me at once the increase of

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 188

Recd. No.

office of Traffic Manager to the lower sum of Rs 1364, as proposed by the Government of India; and the Board further venture to hope that the Supreme Government will, under the circumstances, no longer object to the arrangement made by them. There was undoubtedly an inadvertence in entering into a covenant without the formal sanction of Government, which the Board much regret."

The Traffic Manager draws attention to the loss he has sustained under his present agreement by the curtailment of the privilege he formerly enjoyed of remitting a portion of his salary for the maintenance of his family at home. Mr Moss writes:-

The

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 188

Read.

No.

40

Board's proposals; and the Madras Government, in their Order No 847 R., dated 22nd October, 1888, directed that the same be forwarded for the favourable consideration of the Government of India.

The Company are absolutely bound to Mr Moss under the agreement which was made with him in perfect good faith. The Board, therefore, trust that the Government of Madras, when forwarding the case, as you will request them to be good enough to do, for the reconsideration of the Government of India, will support their view that it would be unwise economy to restrict the maximum salary of the important office

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188.

Read.

No.

approved and sanctioned by the Government of India.

Mr. Moss was, in paras: 35 and 36 of the above letter, confirmed by the Board as Traffic Manager on Rs. 1,200, rising by biennial increments of Rs. 100 to a maximum of Rs. 1,500/- a month, and in their Pro. 792 dated 24th February, 1888, they approved, subject to the sanction of Government, of his appointment and salary taking effect from the 18th December, 1886, the date of his predecessor's death.

The Government Consulting Engineer, in submitting the subject to Government, expressed himself in favour of the

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Read.

No.

Engineer thereon by letter;- I have the honour to forward a communication from the Board of Directors and to request you to be good enough to submit the case for the reconsideration of the Government of India.

Extract from a letter from the Board of Directors N°. 832 dated 18th April 1890.

The whole question in respect to the Establishments of the several Departments of the Railway was very carefully considered by the Board in the year 1887, and their views communicated to you in N°. 986, dated 4th November of that year, and as, on the whole, a substantial saving was effected, it was assumed that their proposals would have been

approved

(No. 6313)

No. 579

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 28th May 1890

From

The Agent and Manager. MRly.

To

The *Consulting Engineer for Railways.*

SIR,

Adverting to Government Order dated 22nd October 1888 No. 847R. Public Works in which the sanction of the Government of India is conveyed to the maximum salary of the Traffic Manager being fixed at Rs. 1364 per mensem and a minute of the Official Meeting and Stores Committee of 28th November 1889 in which it was resolved that this matter be represented to Government and the Agent and Manager promised to address the Consulting Engineer

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 12th.

Read. *Encl.*

G.O., 12th June 1890, Nos. 831 R., 832 R.

JUNE.

Mr. Moss, Traffic Manager, Madras Railway

Requesting sanction to the proposal for increasing the maximum salary of — from Rs. 1,364 to Rs. 1,500.

(No. 6313)
No. 579

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 28th May 1890

From

The Agent and Manager. MRC

To

The Consulting Engineer for Railways.

SIR,

Adverting to Government Order dated 22nd October 1888 No. 847R. Public Works in which the sanction of the Government of India is conveyed to the maximum salary of the Traffic Manager being fixed at Rs 1364 per mensem and a minute of the Official Meeting and Stores Committee of 28th November 1889 in which it was resolved that this matter be represented to Government and the Agent and Manager promised to address the Consulting Engineer

12TH JUNE 1890, No. 831 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 4th June 1890, No. 387.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 28th May 1890, No. 6313/579.

Adverting to G.O., dated 22nd October 1888, No. 847 R., Public Works, in which the sanction of the Government of India is conveyed to the maximum salary of the Traffic Manager being fixed at Rs. 1,364 per mensem, and to a minute of the Official Meeting and Stores Committee of 28th November 1889 in which it was resolved that this matter be represented to Government, and the Agent and Manager promised to address the Consulting Engineer thereon by letter, I have the honor to forward a communication from the Board of Directors and to request you to be good enough to submit the case for the reconsideration of the Government of India.

EXTRACT from a letter from the Board of Directors, No. 832, dated 18th April 1890.

The whole question in respect to the establishments of the several departments of the Railway was very carefully considered by the Board in the year 1887, and their views communicated to you in No. 786, dated 4th November of that year, and as, on the whole, a substantial saving was effected, it was assumed that their proposals would have been approved and sanctioned by the Government of India.

Mr. Moss was, in paras. 35 and 36 of the above letter, confirmed by the Board as Traffic Manager on Rs. 1,200, rising by biennial increments of Rs. 100 to a maximum of Rs. 1,500 a month, and in their No. 792, dated 24th February 1888, they approved, subject to the sanction of Government, of his appointment and salary taking effect from the 18th December 1886, the date of his predecessor's death.

The Government Consulting Engineer, in submitting the subject to Government, expressed himself in favor of the Board's proposals; and the Madras Government, in their Order No. 847 R., dated 22nd October 1888, directed that the same be forwarded for the favorable consideration of the Government of India.

The Company are absolutely bound to Mr. Moss under the agreement which was made with him in perfect good faith. The Board, therefore, trust that the Government of Madras, when forwarding the case, as you will request them to be good enough to do, for the reconsideration of the Government of India, will support their view that it would be unwise economy to restrict the maximum salary of the important office of Traffic Manager to the lower sum of Rs. 1,364, as proposed by the Government of India; and the Board further venture to hope that the Supreme Government will, under the circumstances, no longer object to the arrangement made by them. There was undoubtedly an inadvertence in entering into a covenant without the formal sanction of Government, which the Board much regret.

2. The Traffic Manager draws attention to the loss he has sustained under his present agreement by the curtailment of the privilege he formerly enjoyed of remitting a portion of his salary for the maintenance of his family at home. Mr. Moss writes:—

"The Board * * * appointed me as Traffic Manager on a commencing salary of Rs. 1,200 a month rising by biennial increments of Rs. 100 to Rs. 1,500.

"The Board when doing this sent out to India a new silver agreement for me to sign, and this agreement cancelled the sterling agreement under which I had served for eighteen years.

"My pay as Deputy Traffic Manager was Rs. 1,000 per mensem, and I was allowed under my sterling agreement to remit home for the support of my family £75 monthly.

"The effect of the silver agreement was to take away from me at once the increase of Rs. 200 a month granted to me on promotion to the office of Traffic Manager and for the years 1887 and 1888 my salary was really of less value to me than the salary paid to me for some years previously as Deputy Traffic Manager.

"The sum of Rs. 1,300 really gives me some Rs. 80 a month more than I drew as Deputy Traffic Manager when I have deducted the money I lose through my home remittance being reduced."

3. I am also to inquire when a decision of the Government of India may be expected with reference to the whole scheme for regulation of the establishments of the several departments of the Railway proposed by the Board in their letter No. 786, dated 4th November 1887.

Submitted to Government with reference to G.O., No. 847 R., dated 22nd October 1888, and for transmission to the Government of India.

2. With this office endorsement No 105, dated 5th April 1888 (embodied in G.O., No. 847 R., dated 22nd October 1888), was submitted, for the consideration of the Government of India, the proposal of the Board of Directors, Madras Railway, to fix the salary of Mr. Moss, Traffic Manager, at Rs 1,200 a month rising by biennial increments of Rs. 100 to a maximum of Rs. 1,500, the arrangement to take effect from 18th December 1886, the date of his predecessor's death. The Government of India, however, did not approve of the agreement and limited Mr. Moss' maximum salary to Rs. 1,364 per mensem. The Agent and Manager, by direction of his Board, now asks for a reconsideration of this decision.

3. In his communication now submitted, the Agent and Manager embodies an extract from letter No. 832, dated 18th April 1890, from his Board of Directors, in which it is explained that the agreement made by them, fixing Mr. Moss' salary as Traffic Manager at Rs. 1,200 rising by biennial increments of Rs. 100 to a maximum of Rs. 1,500 per mensem, was, by a much regretted oversight, entered into without receiving the formal sanction of Government. The Board consider that the Company is absolutely bound to Mr. Moss under the agreement, and request a reconsideration of the decision conveyed in G.O., No. 847 R., dated 22nd October 1888.

When Mr. Moss was appointed Traffic Manager he entered into a new silver agreement with the Board, cancelling the sterling agreement under which he previously served. This seriously affected his salary, as he was no longer able to send home remittances on the advantageous conditions he had hitherto enjoyed. Mr. Moss estimates that he was actually better off pecuniarily as Deputy Traffic Manager than as Traffic Manager prior to receipt of the first increment.

4. Mr. Moss has discharged the duties in the important post he occupies with credit to himself and advantage to the Company. During the three years he has been Traffic Manager the gross receipts of the line have increased by nearly 14½ lakhs of rupees, or 18·84 per cent. The punctuality of the train service has greatly improved under Mr. Moss' management, the number of trains late being now 3·87 per cent. per month against 8·66 per cent. in 1886.

5. The proposal to increase the maximum salary of Mr. Moss' appointment from Rs. 1,364 to Rs. 1,500 is recommended for the favorable consideration of the Government of India.

ORDER—dated 12th June 1890, No. 831 R., Public Works.

Ordered to be forwarded to the Government of India with the strong recommendation of the Governor in Council that the agreement entered into between the Board of Directors and Mr. Moss be confirmed.

(Here enter No. 832 R., dated 12th June 1890.)

(True Extract.)

(Signed) SIDNEY SMITH, Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

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

ENDORSEMENT—dated 12th June 1890, No. 832 R., Public Works.

Forwarded.

(By Order.)

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

Exd. J. Moses.
Spare Copies