

"The Railway Board do not con-
sider the case for adding the
"subsidiary rule to 39 strong
"enough to justify them in put-
ting it forward."

G. A. A.

2.

1st March 1906, para 8 for an
to be made to the Leave Rules t
bered 39(a) and their decision was
as a similar Rule is not allowed in
Government service and other Railways
do not allow it, the proposal cannot be
sanctioned.

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Extract, para 6(a and b), from the Notes made by Mr. Wake, Acting Agent and Manager, Madras Railway, on the Meeting held by the Railway Board at Bangalore City on the 18th July 1906, with remarks thereon by the Consulting Engineer for Railways, Madras.

x x x x
6. Revised Leave Rules of the Madras Railway.

(a) The Railway Board enquired whether the revised rules last submitted by the Company contain any departures from the Fundamental Leave Rules and my reply was to the effect that the whole of the objections raised in Railway Board's letter No. 396 R.E., dated 13th March 1905 had been met. In saying this I overlooked the following departures from the Fundamental Rules which however had already received the sanction of the Railway Board in their letter quoted above and this will now be brought to the notice of the Consulting Engineer for such action as he may consider necessary:--

Part II of Revised Leave Rules.

Rules II and III do not require an interval of six months between the grant of two periods of leave as required in Fundamental Rule No. 15.

Rule VI. allows 15 days casual sick leave on full pay per annum to non-Europeans and the Fundamental leave rules do not provide for this.

(b) Yes. In the words of the President as I remember them

"The

(b) The Railway Board then took up the proposal made in the Madras Railway Home Board's letter No. 1184, dated

29TH JULY 1890, No. 1076 R

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Assistant Secretary to the Government of India, Public Works Department (General), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 14th July 1890, No. 1853 G.

I am directed to acknowledge the receipt of your letter No. 687 R., dated 19th May 1890, and in reply to communicate the sanction of the Government of India to Mr. Phipps, Deputy Locomotive Superintendent, Madras Railway, being granted the full pay of his own substantive office *plus* a special allowance of Rs. 300 a month while acting for the Locomotive Superintendent.

ORDER—dated 29th July 1890, No. 1076 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to Proceedings, No. 686 R., dated 19th May 1890.

(True Extract.)

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

To the Consulting Engineer for Railways, } with copy of G.O., No. 686 R., dated 19th
" Examiner, Guaranteed Railway Accounts, } May 1890.

Exd. J. Moses.
Spare Copies

RAILWAY.
Govt. of {1890} Madras
PUBLIC WORKS.

Dated July, 29th.

Recd.

Encl.

G.O., 29th July 1890, No. 1076 R.

JULY.

Mr. Phipps, Deputy Locomotive
Superintendent, Madras
Railway

Letter from the Government of India sanctioning the grant to — the full pay of his own substantive office *plus* a special allowance of Rs. 300 a month while acting for the Locomotive Superintendent, communicated to the Consulting Engineer for Railways.

19TH MAY 1890, No. 686 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Consulting Engineer for Railways, dated Madras, 28th April 1890, No. 297.
From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 27th January 1890, No. 6426/100.

[Fixed Travelling Allowance, Locomotive Department.]

The Locomotive Superintendent draws a fixed travelling allowance of Rs. 105 a month, but there has not hitherto been in this department, as in the Engineer's and Traffic Departments, any fixed travelling allowance for the Deputy Locomotive Superintendent.

The Deputy Locomotive Superintendent has acted for the Locomotive Superintendent on two occasions, viz., from April 1884 to June 1885, and again from April 1888 to November 1889, and on both of these occasions he drew, according to rule, the fixed travelling allowance of the Locomotive Superintendent. He is now again acting for the Locomotive Superintendent, but in this instance the Locomotive Superintendent who is acting for the Agent and Manager draws according to rule his own fixed travelling allowance and the Acting Locomotive Superintendent complains that, under these circumstances, he is disheartened by receiving for duties which by reason of present short-handedness in the department are more onerous than before Rs. 105 a month less than he has already enjoyed in the same appointment for nearly 3 years.

Mr. Phipps, Deputy Locomotive Superintendent, now Acting Locomotive Superintendent, draws at present half his own substantive pay, viz., Rs. 450 a month, *plus* half the mean pay of the Locomotive Superintendent, Rs. 640-14-6 total Rs. 1,090-14-6.

As Deputy he drew Rs. 900 and until now he drew including the Rs. 105, fixed travelling allowance, Rs. 1,195-14-6 in the acting appointment.

The withdrawal of the Rs. 105, fixed travelling allowance, leaves but Rs. 190-14-6 a month difference between Mr. Phipps' pay as Deputy and his pay in the much more responsible position of Acting Locomotive Superintendent, and it is submitted that beside the hardship of loss of pay once enjoyed, the difference in pay can hardly be considered commensurate to the greater responsibilities of the higher appointment.

Mr. Phipps is a very competent officer of 19 years' service with the Company, and I have the honor to submit, for the consideration of Government, with my own strong recommendation, that a fixed travelling allowance be attached to Mr. Phipps' substantive appointment of Deputy Locomotive Superintendent, or that, as a special case, he be allowed to continue to draw, while acting for the Locomotive Superintendent, the allowance of Rs. 105 a month pertaining to that appointment.

From the Agent and Manager, Madras Railway Company, dated 18th April 1890, No. 427.

ENCLOSURES.

From the Agent and Manager, Madras Railway Company, to the Secretary, Madras Railway Company, London, dated Madras, 12th February 1890, No. 6426/1100.

Mr. Phipps, Acting Locomotive Superintendent, draws attention to his deprivation, since the 11th of December last, of a fixed travelling allowance of Rs. 105 a month which he had hitherto

drawn during a period of about 2½ years that he had acted for the Locomotive Superintendent before, viz., from April 1884 to June 1885 and from April 1888 to November 1889.

This deprivation arose under a combination of circumstances evidently not contemplated by the rules in force, and I addressed the Consulting Engineer requesting the sanction of Government to the preservation of Mr. Phipps, under the circumstances explained, of the allowance which he had lost. In reply, the Consulting Engineer suggests that the views of the Board should be ascertained before submitting the matter to Government. A copy of this correspondence is enclosed, and I have now to request that the Board will be good enough to favor me with their instructions.

Under the furlough rules it is specified that an officer acting for another is entitled to draw the full allowance of whichever of the two appointments has the higher allowance, and under this rule Mr. Phipps drew the travelling allowance while the Locomotive Superintendent was on furlough.

Mr. Phipps is now acting, however, for another officer who is himself acting for yet another officer on furlough, and under this combination of circumstances, apparently not contemplated when the rules were formed, the Locomotive Superintendent who is acting for the Agent and Manager takes with him according to rule his own fixed allowance and the Deputy Locomotive Superintendent who is acting for the Locomotive Superintendent gets no allowance at all.

Mr. Phipps, Deputy Locomotive Superintendent, now Acting Locomotive Superintendent, draws at present half his own substantive pay, viz., Rs. 450 a month, *plus* half the mean pay of the Locomotive Superintendent, Rs. 640-14-6; total Rs. 1,090-14-6.

As Deputy he drew Rs. 900 and until now he drew including Rs. 105, fixed travelling allowance, Rs. 1,195-14-6 in the acting appointment.

The withdrawal of the Rs. 105, fixed travelling allowance, leaves but Rs. 190-14-6 a month difference between Mr. Phipps' pay as Deputy and his pay in the much more responsible position of Acting Locomotive Superintendent and it is submitted that besides the hardship and the disheartening effect of loss of pay once enjoyed, the difference in pay can hardly be considered commensurate to the greater responsibilities of the higher appointment.

Mr. Phipps is a very competent officer of 19 years' service with the Company, and I would suggest, for the consideration of the Board, with my own strong recommendation, that either a fixed travelling allowance be attached to the appointment of Deputy Locomotive Superintendent, as in the case of the Deputy Chief Engineer and Deputy Traffic Manager, which under the rules he would continue to draw in his acting appointment, or that, as a special case, he be allowed to continue to draw while acting for the Locomotive Superintendent the equivalent of the allowance of Rs. 105 a month pertaining to that appointment.

EXTRACT from a letter from the Secretary, Madras Railway Company, No. 830, dated London, the 21st March 1890.

[Mr. Phipps' Acting Allowance.]

Para. 10. In your letter of the 12th ultimo, and also in para. 6 of 1920, you call attention to the question of the pay at present drawn by Mr. Phipps. While acting for the Locomotive Superintendent from April 1884 to June 1885 and from April 1888 to November 1890, he drew a fixed allowance of Rs. 105 a month, but since the 11th December last, when he was again appointed Acting Locomotive Superintendent, he has, to the above extent, received less remuneration, in consequence of the Locomotive Superintendent, now acting as Agent and Manager, drawing, according to the rules, his own allowance of Rs. 105, and there being no fixed allowance for his Deputy.

11. In your letter to the Consulting Engineer, dated 27th January 1890, you point out that Mr. Phipps receives at present Rs. 1,090-14-6 and that as Deputy he drew Rs. 900 a month and you submit, for the consideration of Government, that a fixed allowance be attached to his substantive appointment, or that, as a special case, he may be allowed to draw, while acting as Locomotive Superintendent, the allowance of Rs. 105 per mensem pertaining to that appointment. In reply to this communication, the Consulting Engineer suggests that before submitting the question to Government the Board's views should be sought thereon.

12. Having given the subject their consideration, the Board direct me to inform you that, in their opinion, the increased pay drawn by Mr. Phipps over his salary as Deputy Locomotive Superintendent is not commensurate with the greater responsibilities of the higher appointment in which he is now officiating. They think it will be preferable to make a special arrangement to meet the case of Mr. Phipps rather than introduce an increased permanent charge on the establishment by attaching to the office of Deputy Locomotive Superintendent a fixed allowance similar to that enjoyed by other officers, and they recommend that the sanction of Government be requested to his drawing the full pay of his own office, together with a special allowance of Rs. 300 a month while acting for the Locomotive Superintendent.

Submitted to Government for transmission to the Government of India.

2. In his No. 6426/100, dated 27th January 1890, the Agent and Manager, Madras Railway, requested that Mr. Phipps, the Deputy Locomotive Superintendent, at present officiating as Locomotive Superintendent, might be allowed, as a special case, to draw the fixed travelling allowance of Rs. 105 per mensem pertaining to the higher post, instead of the daily allowance of Rs. 5 attached to the lower office. The question was referred to the Board of Directors, who shared the Agent and Manager's opinion that Mr. Phipps' present remuneration was inadequate to his higher officiating appointment, and they suggested that the sanction of Government should be asked to Mr. Phipps drawing the full pay of his own substantive office *plus* an allowance of Rs. 300 a month as a special case while acting for the Locomotive Superintendent.

3. Mr. Phipps on previous occasions when officiating in the higher post has done so during the Locomotive Superintendent's absence on furlough or sick leave and consequently drew that officer's fixed allowance of Rs. 105 per mensem. In the present case, however, the Locomotive Superintendent is officiating as the Agent and Manager, but keeps his fixed allowance of Rs. 105 under the Madras Railway rules instead of that drawn by the Agent and Manager, which is Rs. 10 for every day absent, so that Mr. Phipps can only draw the daily allowance of Rs. 5 attached to his substantive appointment. It thus happens that Mr. Phipps is drawing less now than formerly, it being highly improbable that he will travel 21 days per mensem.

4. The pay of the Deputy Locomotive Superintendent's post is Rs. 900 per mensem and while officiating for the Locomotive Superintendent he draws Rs. 450, half his own substantive salary, *plus* Rs. 640-14-6, half the mean pay of the Locomotive Superintendent, making a total of Rs. 1,090-14-6, *plus* Rs. 5 for every day, in the present instance, that he may be absent from head-quarters. If instead of this travelling allowance he draws, as he has done previously when officiating for the Locomotive Superintendent, a fixed allowance of Rs. 105, his total emoluments will amount to Rs. 1,195-14-6, the sum proposed by the Board being Rs. 1,200 per month, and which proposal the Agent now submits for sanction.

5. It is understood that the special allowance of Rs. 300 per mensem proposed by the Board will cover all travelling allowances whether fixed or daily.

ORDER—dated 19th May 1890, No. 686 R., Public Works.

Ordered to be forwarded for the favorable consideration of the Government of India.

(Here enter No. 687 R., dated 19th May 1890.)

(True Extract.)

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

ENDORSEMENT—dated 19th May 1890, No. 687 R., Public Works.

Forwarded.

(By order.)

Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

Exd. A. Aubert.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.
PUBLIC WORKS.

Dated May, 19th.

Recd.

Encl.

G.O., 19th May 1890, Nos. 686 R.,
687 R.

MAY.

Mr. Phipps, Acting Locomotive
Superintendent, Madras
Railway

Forwarding for favorable consideration
application for granting a special allowance
to — of Rs. 300 a month.

communications
addressed to
tary.

No. 1853 G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.
GENERAL.

To
The Joint Secretary to the Government
of Madras (Railway Branch)
Public Works Department.

Simla, the 14th July 1890.

Sir,

I am directed to acknowledge the
receipt of your letter No 687 R. dated 19th
May 1890, and in reply to communicate
the sanction of the Government of
India to Mr. Phipps, Deputy Locomotive
Superintendent, Madras Railway, &
being granted the full pay of his own
substantive office plus a special
allowance of Rs 300/- a month
while acting for the Locomotive
Superintendent

Superintendent.

P.W. Cdo 60

I have the honour to be,
Sir,

Your most obedient servant.

J. Dallas

No. 21-7-90

Asst. Secy to the Govt. of India.

del.

A. No. 1046 R of 29th July/90.

Documents accompanying
Nil

fr. Nos. 686-87 R of 15-5-90

26/7/90

Communicated to the

A

No. 1046 R of 29th July/90.

Consulting Engineer for Railways

with reference to Progs. No. 686 R.

dated 19th May 1890.

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To the Comr. Engrs for Rys } with copy of G.O.
2. Engrs. Dy. Asst. } No. 686 R of 15.5.90

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4. 23/7 R 21.7.90

6850.

Govt. of Madras.

PUBLIC WORKS.

Dated

Recd.

Encl.

G.O., 29 July 1890, No. 1070 R.

Mr Phipps, Dy. & Commr. in
Chg. of the

Letting from the Govt. I
am sorry to hear that
the full pay of his
own substantive office
plus a special allowance
of Rs 300 a month
which has been for the
Dy. Commr. in Chg. of the
C. & G. R. is

10/3
LAC 1/8/90