Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 151 Ry

DATED 7th February 1899.

Includes F. & P. No. 1379-80 Ry 10-11-98

Proof 10p 100

[Despatch Abstract.]

Gratuity to Mr. H. L. West, Chief Engineer, Madras & S. Railway.

Forwg. to the Agent & Manager, Letter from the Govt. of India Sanctioning the grant of a ——— on his retirement from the Company's Service.

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RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

G.O., No. 151 Ry., 7th February 1899.

FEBRUARY.

Gratuity to Mr. H. C. West, Chief Engineer, Madras Railway

Communicating to the Agent and Manager, letter from the Government of India sanctioning the grant of a — on his retirement from the Company's service.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., Nos. 1379-80 Ry., dated 10th November 1898.

Read the following paper:—

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways.
Dated—Madras, 26th October 1898, No. 10586/B.-1010.

Adverting to G.O., No. 814 Ry., dated the 15th June 1898, I have the honour to inform you that in accordance with my Board's instructions, Mr. H. C. West, Chief Engineer, retired from the Company's service on the 3rd instant, having handed over charge of his office to Mr. E. W. Stoney, who returned from furlough leave on the same date.

In connection with the retirement of Mr. West, I beg to enclose an extract, paragraph 19, from my letter to the Board, No. 2371, dated the 14th July 1898 (with enclosure) recommending that officer for a suitable bonus, and a copy of the Board's reply dated the 12th August 1898, in which they record their high appreciation of Mr. West's services and give their approval to the grant to him of a gratuity equivalent to 12 months' full salary of the appointment of Chief Engineer, viz., Rs. 21,600.

Detailed particulars of Mr. West's service are given in a printed memorandum which accompanied my letter to the Board, to which your kind attention is invited.

I beg to request that the Government will be pleased to accord sanction to the payment to Mr. West of the amount of gratuity recommended for him by the Board, viz., Rs. 21,600.

Enclosure.

Record of services of Mr. H. C. West, Chief Engineer, Madras Railway (with appendix).

Mr. H. C. West was entertained on 20th April 1863 as Sub-Assistant Engineer; was promoted to 3rd class Assistant Engineer in April 1866; to 2nd class in May 1868; to 1st class, 1st grade, in October 1870, and 2nd grade in October 1872. He was appointed Deputy Chief Engineer in August 1889, Chief Engineer on 23rd August 1894, and was retired by the Board on 22nd August 1898 on his attaining the age of 55 years.

2. On first joining the service in April 1863, he was for eight months posted to the survey of the north-west main line, then proposed from Cuddapah to Hyderabad, as assistant under the late Mr. T. H. Going, and on the completion of this work in December of that year, he was transferred as Assistant Engineer to the Reddipalli-Cuddapah section of the north-west line, then under construction.

3. From 1865 to 1869 he held executive charge of, and completed consecutively, several districts on the Cuddapah-Guntakal section of the north-west line, then under construction, and the excellence of the masonry works on portions of this length is recorded in the Consulting Engineer's report embodied in the Proceedings of the Madras Government, dated 19th April 1866 (*vide* Extract A in appendix).

4. In June 1869 he was appointed to undertake the survey of the Nilgiri Branch (Podanur to Mettupalaiyam), the preliminary survey and final location of which were carried out simultaneously. On the completion of this work in November 1869, he was placed in charge of the open line section from Mallapuram to Podanur for three months.

5. In February 1870 he was transferred to the Nuncherla-Kosgi section of the north-west line then under construction, to expedite the completion of this length departmentally, owing to the unsatisfactory progress made on this section by Mr. E. W. Barnett, the contractor. This resulted in the Company being enabled to open the north-west line for traffic up to the Tungabhadra river in December 1870, and to Raichur in March 1871.

6. In July 1870, for the same reasons, he was placed in charge of the Bellary branch, then under construction, with a view to secure its early completion, and during this period he retained the post of Resident Engineer on the open line section from Gooty to Raichur.

7. In March 1871 he was transferred to Nundalur to undertake the restoration of the old Cheyair bridge, which had been seriously damaged by abnormal floods in October 1870.

8. On completion of this work in July 1871, he was transferred to the temporary charge of the Central station buildings at Madras, then in progress, and he subsequently reverted to the post of Resident Engineer on the 1st and 3rd divisions of the north-west line (open line).

9. In March 1872 he was entrusted with the construction of the new Cheyair bridge, and in December 1874 promptly and successfully carried out the further restoration of the old Cheyair bridge, another portion of which had been injured by very heavy floods in the previous October. For this work his services were specially noticed by the Board of Directors, and by Government in G.O., No. 1792 R., dated 28th June 1875 (*vide* Extracts B, C, D and E in appendix).

10. In August 1875 he was posted to Arkonam as Resident Engineer on open line, and at the same time held charge of the Telegraph Department for two months, after which he resumed charge of the construction of the new Cheyair bridge.

11. In January 1877 he accepted, in addition to his own duties, and at the request of Government, the gratuitous supervision of the Cheyair famine-relief works, on which 3,000 labourers were employed in the construction of the protective river embankments at an estimated cost of Rs. 60,000. On this occasion he received the thanks of the Madras Government, recorded in G.O., No. 12 L., dated 3rd May 1877 (*vide* Extracts F, G and H in appendix).

12. In July 1878 he was, at the request of Government, deputed to make, and report upon, a reconnaissance of the proposed railway (29 miles in length) for famine protective purposes, from Vontimitta station (147th mile, N.W.L.) through the Pennair gorge to the Nellore frontier. For this work he received the thanks of the Government of Madras and an honorarium of Rs. 500, as recorded in Consulting Engineer's letter No. 1000, dated 11th September 1878, and G.O., No. 2632 F.R., of 28th December 1878 (*vide* Extracts J and K in appendix).

13. In December 1878 he was appointed to enquire into, and report upon, the deficit in the stock of English coal at Rayapuram, with a view to ascertain the cause of the discrepancy between the several shipments alleged to have been landed and the quantity stacked in the yard. The results of this investigation, which entailed considerable labour, were duly submitted in a report in which the deficiency was accounted for and fully explained.

14. From 1879 to 1887 he was posted as Resident Engineer on the 1st and 2nd Divisions, south-west line, and 3rd Division, north-west line, successively; and, being the senior executive officer on the staff, he was transferred to Madras on nine different occasions to "officiate" or "act" as Deputy Chief Engineer, and on two occasions to "officiate" as Chief Engineer.

15. In May 1885 he was placed for 3½ months in charge of the Calicut extension, then under construction, during the absence of the late Mr. F. B. Hanna on leave.

16. In July 1889, on the retirement of Mr. W. R. Robinson, he was appointed Deputy Chief Engineer in the place of Mr. H. R. P. Carter promoted to Chief Engineer.

17. In February 1890 he was deputed to carry out the preliminary survey of the projected line (265 miles in length) from Madras to Bezwada through Nellore, in compliance with the Consulting Engineer's request that an experienced officer of the Company's Engineering staff should undertake this duty with a view to avoid the repetition of the errors made in the alignment of the south-west line of the Madras Railway.

The field operations were put in hand between April and October 1890, and the plans and an approximate estimate were submitted early in 1891. This project, the construction of which it was at one time hoped would be entrusted to the Company, has, under its new title of the Bezwada-Madras Railway, been since constructed by State agency. It is however noted with satisfaction that the general alignment, as originally recommended by Mr. West, has, with one or two unimportant exceptions, been adhered to throughout its length of 265 miles.

A satisfactory final location has thus been secured for this important extension through Mr. West's gratuitous services, for it should be added that his salary was not debited to the expenses of the survey.

18. In July 1894 he was deputed by the Board to visit Lucknow (in company with the Locomotive Superintendent) to investigate, and report upon, the system of maintenance in force on the Oudh and Rohilkhund Railway as compared with that on the Madras Railway, with a view to secure, if possible, greater economy in the administration and working of this Company's Engineering Department. The results of this enquiry were duly submitted in a report, and although no special reforms were recommended for introduction, much valuable and useful information was elicited in course of the inspection and enquiry.

19. On 23rd August 1894, he was appointed Chief Engineer and was retired by the Board in August 1898 on his attaining the age of 55 years, on grounds which, under the circumstances, are admittedly just and reasonable (*vide* Extract L in appendix).

20. During the period of 35 years which he served the Company, Mr. West availed himself of privilege leave on seven occasions; but owing to the exigencies of the service he was not in a position to take furlough on more than three occasions (in 1873, 1880 and 1888), on the last of which he was recalled, previous to the expiry of his leave, to take up permanently the duties of Deputy Chief Engineer on the elevation of Mr. Carter to the post of Chief Engineer; and his intention to avail himself of the 20 months' furlough, for which he is eligible at the present time, is unfortunately frustrated by his compulsory retirement It is further pointed out that owing to his retirement having been fixed at the termination of the fourth year of his tenure of office as Chief Engineer, he has been precluded from the benefit of the second biennial increment in the salary of the post, and has consequently failed to draw the maximum pay of the appointment. It is therefore hoped that this forfeiture of both furlough leave and the maximum salary will receive favourable consideration at the hands of the Board.

21. The following particulars relating to the appointments and salaries of former Chief Engineers, during the past 40 years, are of interest, as they show how rapidly some of these officers had the good fortune to attain to the highest position in the Department, while in regard to others the conditions were the reverse, notably so in Mr. West's case :—

Name.	Entered the service.	Appointed Chief Engineer.	Length of service when appointed Chief Engineer.	Tenure of appointment.	Age on resignation, or retirement by Board.	Salary per mensem at date of resignation, or retirement by Board.	Remarks.
			Y. M.	Y. M.		Rs.	
W. G. Smart ..	December 1854.	August 1862 ..	7 7	5 8	..	1,818	
B. Anderson ..	February 1857.	May 1868 ..	11 3	8 6	..	1,818	£2,000 per annum at 1s. 10d. exchange.
W. R. Robinson ..	November 1858.	November 1876.	18 0	12 9	57	1,818	
H. R. P. Carter ..	Do.	August 1889 ..	30 9	5 0	61	2,027	Salary Rs. 1,800 + 227 personal allowance granted in 1885.
H. C. West ..	April 1863 ..	August 1894 ..	31 1	4 0	55	1,650	.....

22. From the foregoing statements it will be observed that the bulk of Mr. West's service has been spent on the north-west line and at Madras, and for two brief periods only was he permitted to enjoy the advantage of residence in the more genial and healthy climates of Bangalore and Podanur, as was the case with some of his colleagues. The above records moreover indicate the numerous transfers to which he was subjected, and the varied nature of the duties assigned to him; for whenever an important or difficult task presented itself, whether on the open line or on construction, he was invariably the officer selected to undertake it; and notwithstanding the exposure and risk to health which these changes involved, he has never found it necessary to resort to sick leave during the whole period of his service.

23. The changes authorized by the Board to be made in the constitution of the Engineering Department in 1894, when Mr. West became its head, added considerably to the responsibilities of his office. The abolition of the Deputy Chief Engineer, the conversion of the six "Divisions" into three "Districts," the increase in the length of the "Sections" allotted to each Inspector, the substitution of one central for the three district workshops, and the reduction of the clerical staff consequent on these changes, presented many difficulties which required special attention and treatment, in order that efficiency might not be sacrificed in giving effect to these economical measures. These difficulties have been gradually overcome, and the cost of maintenance of the Madras Railway stands lowest on the list of the older Guaranteed and State lines in India on the standard gauge—as recorded in the Administration Report on Railways, 1896–97 (*vide* Extract M in appendix).

24. In conclusion, Mr. West was appointed by the Board to act as the Company's Agent and Manager in Madras for 18 months during Mr. Moss' absence on furlough in 1896–97, and they have been pleased to express their appreciation of his services during that period (*vide* Extract N in appendix).

Lastly, it has been a source of gratification and pride to Mr. West that, while he was privileged to hold temporary tenure of the Agency, the first-half of the year 1897 proved such a prosperous one for the undertaking, and the Company, owing to the combined efforts and co-operation of the heads of departments and of the staff generally, were able to declare the highest surplus profits hitherto recorded in the history of the Madras Railway.

Madras,
12th July 1898.

LOUIS S. MOSS,
Agent and Manager.

APPENDIX.

Extract A from the Consulting Engineer's Report embodied in Proceedings of the Madras Government, Public Works Department, dated 19th April 1866.

It is scarcely possible to say too much in praise of the workmanship shown in the masonry works along this part of the line. Making every allowance for the excellence of materials which are everywhere available, the Engineers, Messrs. E. and T. M. H. Johnston and Mr. West, deserve great credit for the work they have turned out. Indeed I much doubt whether it would be possible to produce anywhere better work than can be shown on Districts VI, VII and VIII of this line.

Extract B from letter from—The Secretary, Madras Railway Company.
Dated—26th February 1875, No. 547.

The Directors have much pleasure in recording their appreciation of the zeal displayed by Messrs. Wilkinson, West and Haworth, and of their unremitting exertions which have contributed in so great a degree to the early resumption of through traffic.

Extract C from letter from—The Secretary, Madras Railway Company.
Dated—16th July 1875, No. 555.

They have much pleasure in recording their appreciation of the zeal and energy displayed by Mr. West and Mr. Haworth in the execution of these works, which have resulted so satisfactorily.

Extract D from letter from—The Consulting Engineer.
To—The Officiating Secretary to Government, Public Works Department, Madras.
Dated—11th June 1875, No. 330.

The completion of these repairs has been anxiously looked for; and too much credit cannot be given to the Engineers in charge, Mr. West and Mr. Haworth, to whose untiring and self-denying exertions the successful completion of the work is due.

Extract E from G.O., No. 1792 of 28th June 1875 (Railway No. 68).

The Honourable the Governor in Council notices with pleasure the highly creditable exertions of Mr. West and Mr. Haworth, to which are attributed the timely completion of the repairs to the bridges over the Cheyair, Paupugnee and Chittravutty rivers.

Extract F from letter from—The Acting Collector of Cuddapah.
To—The Acting Secretary, Board of Revenue, Madras.
Dated—6th December 1876, No. 333.

The work is to be made over altogether to the Railway Company; Mr. West undertaking to make all the arrangements in regard to the hutting and feeding of the coolies.

What I propose is that the work be entrusted to Mr. West, who will carry it out according to the plan, paying the coolies the rates of wages given at the other Relief Works in the district; its execution may be safely left to his judgment.

Extract G from G.O., No. 3504 of 20th December 1875 (Irrigation No. 41).

The Governor in Council authorizes immediate commencement of the Cheyair embankments under the direction of Mr. West, whose services have been made available for the purpose by the Agent and Manager of the Madras Railway.

Extract H from G.O., No. 12 I. of 3rd May 1877.

The thanks of Government will be conveyed to Mr. West for the valuable assistance he has rendered in supervising the right embankment above the bridge.

Extract J from the Consulting Engineer's letter, No. 1000 of 11th September 1878.

I am directed to convey the thanks of Government to Mr. West for his clear report, and for the prompt and very careful manner in which the examination of the proposed line from Vontimitta to the Pennair gorge has been carried out by him.

Extract K from G.O., No. 2632-F.R. of 28th December 1878 (Miscellaneous).

The Governor in Council resolves to sanction the disbursement of Rs. 500 to Mr. West, Assistant Engineer, Madras Railway, for his services in connection with the survey of the line for the proposed railway from Vontimitta to the Pennair gorge.

Extract L from letter from—The Secretary, Madras Railway Company.
Dated—14th January 1898, No. 967.

The Board learn that you have been advised by the Chief Auditor, in reference to the rule regarding the retirement of officers reaching the age of 55, that Mr. West, the Chief Engineer, will attain that age in August next, a few days before the expiration of his agreement on the 22nd of the same month.

Mr. West will also in August next complete his service of four years as Chief Engineer, the time fixed by the Board as the limit of his tenure of that appointment, which, in ordinary circumstances, can never be held longer than five years.

The object of both rules was to prevent the blocking of the promotion which from time to time is fairly due to officers in the several departments.

Mr. West has served the Company with marked distinction for a period of nearly 35 years, and is certainly entitled to special consideration for the grant of a suitable allowance on retirement.

The Board have the less hesitation in deciding not to retain the services of Mr. West as Chief Engineer beyond the fixed period of four years, because as regards Mr. Stoney, the Engineer next in rank, they have an officer of great and varied attainments, who has already completed 31 years of service with the Company, and will reach the age of 55 early in 1899, and who is justly entitled to immediate promotion.

Both Mr. West and Mr. Stoney have done very excellent service for the Company, and it is only fair to the latter gentleman that his promotion to the highest office of the Engineering Department should not be barred.

Extract M from Administration Report on Railways in India for 1896-97, Part II, pp. 71 and 72. Maintenance expenses per mile of track including sidings (standard gauge).

Name of Railway.	Age of line. YEARS.	Rs.
Bombay, Baroda and Central India Railway	30·34	3,003
Great Indian Peninsula Railway	32·33	2,131
Eastern Bengal State Railway	26·89	1,760
North-Western State Railway	16·20	1,709
East Indian Railway...	39·81	1,681
Oudh and Rohilkhand Railway	18·52	1,398
Madras Railway	32·70	1,247

Extract N from letter from—The Secretary, Madras Railway Company.
Dated—22nd October 1897, No. 962.

The Board have pleasure in recording their appreciation of the ability and good sense with which Mr. West has managed the affairs of the Company during the 18 months he has acted as Agent and Manager.

Extract from letter from—The Agent and Manager, Madras Railway.
To—The Secretary, Board of Directors, Madras Railway.
Dated—14th July 1898, No. 2371.

19. *Mr. West recommended for gratuity.*—With reference to clause 4 of paragraph 18 of letter No. 967, I beg to submit, for the kind consideration of the Board, a recommendation in favour of Mr. H. C. West, Chief Engineer, for the grant of a bonus on his retirement from the service in September next. I enclose four printed copies of a memorandum, in which are recorded in detail particulars of Mr. West's service since his appointment in 1863. From this memorandum it will be observed that Mr. West has served the Company for the long period of 35½ years, during the earlier portion of which he was for the most part in charge of various difficult and important works on the open line and on construction, while in later years he held the important offices of Deputy Chief Engineer and Chief Engineer, having acted or officiated several times in the one or the other of these appointments before he was permanently appointed Deputy Chief Engineer in July 1889. In whatever position of trust and responsibility Mr. West has been placed, he has always served the Company with great zeal, and the Board and the Government have from time to time expressed their appreciation of the good service rendered by him. During the past four years, as the administrative head of the Engineering Department, Mr. West has, in the interests of the Company, carried out with creditable success many reforms of economy without sacrificing efficiency. Finally, as Acting Agent and Manager, Mr. West rendered valuable service to the Company which the Board acknowledged in their letter No. 962.

In consequence of the exigencies of the service, Mr. West was not able to avail himself of furlough leave on more than three occasions, and on the last occasion, in 1889, he was recalled previous to the expiry of his leave, to take up the duties of Deputy Chief Engineer on the promotion of Mr. Carter to the position of Chief Engineer. Mr. West has now 20 months' furlough due, but he is unfortunately unable to avail himself of it, as he is compulsorily retired under the age rule. Further, Mr. West's term of office as Chief Engineer having been fixed at four years, he has been precluded from the benefit of the second biennial increment in the salary of the post, and has consequently failed to draw the maximum pay of his office. It is requested that both these points may receive due consideration at the hands of the Board in the disposal of this question, and I trust that the Board will be pleased to mark their appreciation of his long and meritorious service by the grant to him of a suitable bonus. Mr. West had Rs. 7,321-10-7 to his credit in the Provident Institution on the 30th ultimo, of which about one-third represents the contribution from revenue.

From—The Secretary to the Board of Directors, Madras Railway Company.
To—The Agent and Manager, Madras Railway.
Dated—London, 12th August 1898.

The Board have had under consideration the recommendation made in paragraph 19 of your letter No. 2371 of the 14th July in favour of the grant of a gratuity to Mr. H. C. West, their Chief Engineer, on his retirement after a service of upwards of 35 years. Mr. West has during that time rendered most excellent service to the Company in the many responsible duties which he has been called upon to undertake, including for a time those of Acting Agent and Manager, and the Board consider that the zealous and successful manner in which those duties have been performed and the recognition of their approval which he has from time to time received both from the Board and Government warrant the Board in the conclusion that his services have not only been valuable, but also distinguished and that the gratuity to be given should be 12 months' full salary of the appointment of Chief Engineer.

Having regard to the fact that when Mr. West entered the Company's service, the grant of a bonus on retirement was the rule and not the exception, that the Provident Fund of the Madras Railway has been in existence for only some six years and that consequently the amount to this officer's credit was, on the 30th June last, only Rs. 7,322 of which about Rs. 2,440 represent the contribution from Revenue, and that the establishment of these funds for the benefit of Railway employés is a recognition of their claims to be materially assisted from Railway Revenue in making provision for their future, the Board trust that the Government of India will readily accord their sanction to the grant of a gratuity of Rs. 21,600 to Mr. H. C. West.

Order—No. 1379 Ry., dated 10th November 1898.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department, Simla.
Dated—Madras, 10th November 1898, No. 1380 Ry.

I am directed to forward a copy of a letter from the Agent and Manager, Madras Railway, No. 10586/B-1010, dated the 26th October 1898, and with reference thereto, to express this Government's strong support of the proposal to grant to Mr. H. C. West, late Chief Engineer of the Madras Railway Company, a bonus or gratuity of 12 months' full salary of his late appointment, or Rs. 21,600, as a mark of appreciation of his long and meritorious service.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, the 28th January 1899, No. 013 R.E.

I am directed to acknowledge the receipt of your letter No. 1380, Railway, dated the 10th November 1898, forwarding copy of a letter No. 10586/B-1010, of 26th October 1898, from the Agent and Manager, Madras Railway, and recommending the grant, to Mr. H. C. West, late Chief Engineer of that line, of a gratuity of 12 months' full salary of his late appointment at Rs. 1,800 a month or Rs. 21,600.

2. In reply, I am to communicate the sanction of the Government of India to the grant to Mr. West of a gratuity of Rs. 19,800 being the amount of his pay for 12 months at the rate of Rs. 1,650 *per mensem*, the actual pay drawn by him when he retired from the Company's service. The grant of a gratuity calculated on any sum higher than the pay actually drawn on retirement is inadmissible.

Order—No. 151 Ry., dated 7th February 1899.

Communicated to the Agent and Manager, Madras Railway, for information.

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent and Manager, Madras Railway.
„ Examiner of Railway Accounts.
„ Consulting Engineer for Railways.

Ed. A. Rungasawmy Aiyangar.

Circular No. XIV Railway.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

Simla, the 5th November 1894.

Gratuities, on retirement, to Officers in the Service of Companies constructing or working railways in India, under Contracts with Her Majesty's Secretary of State.

Read again—

Despatch to the Secretary of State, No. 58 Ry., dated 2nd June 1890.
Circular No. XIII Railway, dated 25th July 1890.
Despatch from the Secretary of State, No. 1 Ry., dated 8th January 1891.

Read—

Despatch to the Secretary of State, No. 20 Railway, dated 22nd March 1893.
„ from „ „ „ 68 Railway, dated 23rd August 1894.

Resolution.—The Government of India has again had under consideration the principles laid down for the grant of gratuities to officers in the service of Companies constructing or working railways in India under contracts with Her Majesty's Secretary of State.

2. It is observed that the charge for these gratuities falls, under the terms of the contracts, with varying incidence on the revenues of the Companies and the State respectively; but that in almost every case the charge falls chiefly upon the latter. For instance, in the case of a railway which does not earn its guaranteed interest, the charge falls wholly upon the State, while, in the case of a guaranteed Company earning surplus revenue, the charge is equally divided. In the case of a Company with a working contract, such as that of the East Indian Railway, it is divided between the Government and the Company in the proportion of $\frac{4}{5}$ths to $\frac{1}{5}$th.

3. It is further observed that the salaries of officers of Railway Companies are fixed at rates which are considered to be a full remuneration for the services rendered; but in every case the Companies have, with the approval of Government, established provident funds for the benefit of their servants. The sums deposited in these funds by the servants of the Companies to their own credit are largely increased by bonus additions charged to the revenue account of the railway. These fall chiefly upon the State revenues. These additions are equivalent to the capitalised value of moderate pensions. For instance, on the East Indian Railway, in the example given in the margin, the average value of the contribution made out of railway revenue to the deposits of the officer may be taken as Rs. 33,718.

	Per mensem, Rs.	
Example—		
A superior officer is appointed to the East Indian Railway on 1st January 1873, on	450	
Promoted on 1st January 1877 to	600	
Do. 1st January 1881 to	800	
Do. 1st January 1884 to	1,000	
Do. 1st January 1888 to	1,200	
Retires after 30 years' service—		Rs.
The aggregate of the Company's contributions would be *about*		17,160
And the half-yearly dividends and gain about		16,558
Total		33,718

In some cases the provident funds have been in operation for a few years only, and therefore the deposits at credit of the Companies' servants are not large. This has to be considered in dealing with the questions regarding gratuities which arise from time to time.

4. Under the circumstances above explained, it is clear that it would involve a serious additional burden to the State if gratuities were to be permitted to be given freely, or generally, to Companies' servants on retirement.

5. On the other hand, the Government of India recognise that cases arise, not infrequently, in which Companies' servants have on their retirement either on account of the character of the services they have rendered, or the circumstances of the termination of their employment strong claims upon their employers, and consequently upon Government, for special consideration. Such cases afford grounds for the sanction of gratuities.

They repeat, however, the principle which was stated in Circular XIII Ry., dated 25th July 1890, that length of service alone can give no claim to a gratuity on retirement, and that when an officer has served his full time without any specially distinguished service, and then retires in consequence of old age, having had sufficient opportunity to make suitable provision for himself and his family in anticipation of his retirement, the grant of a gratuity is not justifiable.

6. The Government of India are of opinion that the amount of the gratuity to be sanctioned should in no case exceed the equivalent of twelve months' pay of the officer receiving it, at the rate drawn immediately before retirement; or, if the service should have been under twenty years, six months' pay; and that the maximum gratuity of twelve months' pay should be sanctioned only in very exceptional cases.

7. On a full consideration of all the circumstances, the Governor General in Council is pleased to declare that the following rules shall be followed in granting gratuities to the servants of Railway Companies on retirement:—

I—No gratuity on retirement will be sanctioned by the Government of India except on the representation of the Board of Directors of the Company under whom the officer served.

II—Gratuities will not be sanctioned in cases where length of service is the only consideration advanced in support of the application.

III—Applications for sanction to gratuities on retirement, otherwise than under the circumstances mentioned in the following rule, must state the special services rendered, and explain in what respects they were exceptional, and how and to what extent they benefited the railway financially.

IV—Applications for gratuities will be received and considered in cases where officers are compelled to retire prematurely, in consequence of sickness, of accident met with in the performance of duty, or owing to abolition of appointment resulting in real reduction of expenditure on working the railway.

V—In all cases the sum contributed out of railway revenue to the provident fund of the officers concerned will be taken into account in awarding a gratuity or deciding upon its amount.

ORDER.—Ordered, that this Resolution be communicated to the Governments of Madras and Bombay and to the Consulting Engineers to the Government of India for Railways, Calcutta, Central Division, Lucknow and Assam, for information and gindance.

The Governments of Bengal, the North-Western Provinces and Oudh and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Agents to the Governor General for Rajputana, Central India and Biluchistan.
The Resident at Hyderabad.
The Accountant General, Public Works Department.
The Director General of Railways.

Ordered also that a copy be forwarded to the Local Governments and Administrations and the officers noted in the margin, and to the Department of Finance and Commerce, for information.

G. H. D. WALKER,

Under Secretary to the Govt. of India.

G. C. Press, Simla.—No. 1206 P. W. D.—6-11-94.—940.

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

Recd. / *Regd.* } 1898. *Enclosures* / *Spare copies*

G.O., No. 814 Ry., 15th June 1898.

JUNE.

Mr. E. W. Stoney, the new Chief Engineer, Madras Railway

The proposal of Madras Railway Board that —, shall draw a salary commencing at Rs. 1,600 and rising by annual increments of Rs. 100 to Rs. 1,800, sanctioned.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 1st June 1898, No. 9653/B. 485.

I have the honour to inform you that the Board have appointed Mr. Stoney as Chief Engineer of the Company for a term of four years in succession to Mr. West, and he will take up his duties on his return from furlough in September next.

The sanctioned salary of the appointment is Rs. 1,500 rising to Rs. 1,800 per mensem, but as Mr. Stoney is now drawing a personal allowance of Rs. 181-10-2 which will be discontinued, and will also forfeit the privilege which he now possesses of remitting one-half of his salary at the contract rate of exchange, the Board propose that he should draw in his new appointment Rs. 1,600 for the first year, Rs. 1,700 for the second year, and Rs. 1,800 for the remainder of his service. I beg to request that you will communicate to me the sanction of Government to this proposal.

ORDER—No. 814 Ry., dated 15th June 1898.

Government is pleased to sanction the proposal of the Madras Railway Company's Board of Directors that Mr. E. W. Stoney, their new Chief Engineer designate, shall draw a salary commencing at Rs. 1,600 and rising by annual increments of Rs. 100 to Rs. 1,800 ; while at the same time he shall forfeit his present personal allowance and also the privilege of remitting to England one-half of his salary at the contract rate of exchange.

(True Extract.)

FRANCIS J. E. SPRING
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.

3 9 Print

RECORD OF SERVICES OF MR. H. C. WEST, CHIEF ENGINEER, MADRAS RAILWAY.

(WITH APPENDIX).

1. Mr. H. C. WEST was entertained on 20th April 1863 as Sub-Assistant Engineer; was promoted to Third Class Assistant Engineer in April 1866; to Second Class in May 1868; to First Class, First grade, in October 1870, and Second grade in October 1872. He was appointed Deputy Chief Engineer in August 1889, Chief Engineer on 23rd August 1894, and was retired by the Board on 22nd August 1898 on his attaining the age of 55 years.

2. On first joining the service in April 1863, he was for eight months posted to the survey of the North-West Main Line, then proposed from Cuddapah to Hyderabad, as assistant under the late Mr. T. H. Going, and on the completion of this work in December of that year, he was transferred as Assistant Engineer to the Reddipalli-Cuddapah section of the North-West Line, then under construction.

3. From 1865 to 1869 he held executive charge of, and completed consecutively, several districts on the Cuddapah-Guntakal section of the North-West Line, then under construction, and the excellence of the masonry works on portions of this length is recorded in the Consulting Engineer's report embodied in the Proceedings of the Madras Government, dated 19th April 1866.—*Vide* **Extract A in Appendix.**

4. In June 1869 he was appointed to undertake the survey of the Nilgiri Branch, (Podanur to Mettupalaiyam), the preliminary survey and final location of which were carried out simultaneously. On the completion of this work in November 1869, he was placed in charge of the open line section from Mullapuram to Podanur for three months.

5. In February 1870 he was transferred to the Nuncherla-Kosgi section of the North-West Line then under construction, to expedite the completion of this length departmentally, owing to the unsatisfactory progress made on this section by Mr. E. W. Barnett, the Contractor. This resulted in the Company being enabled to open the North-West Line for traffic up to the Tungabhadra river in December 1870, and to Raichur in March 1871.

6. In July 1870, for the same reasons, he was placed in charge of the Bellary Branch, then under construction, with a view to secure its early completion, and during this period he retained the post of Resident Engineer on the open line section from Gooty to Raichur.

7. In March 1871 he was transferred to Nundalur to **undertake the restoration of the old Cheyair bridge,** which had been seriously damaged by abnormal floods in October 1870.

8. On completion of this work in July 1871, he was transferred to the temporary charge of the Central Station buildings at Madras, then in progress, and he subsequently reverted to the post of Resident Engineer on the 1st and 3rd Divisions of the North-West Line (open line).

9. In March 1872 **he was entrusted with the construction of the new Cheyair bridge,** and in December 1874 promptly and successfully carried out the further restoration of the old Cheyair bridge, another portion of which had been injured by very heavy floods in the previous October. For this work his services were specially noticed by the Board of Directors, and by Government in G.O., No. 1792 R., dated 28th June 1875.—*Vide* **Extracts B, C, D and E in Appendix.**

10. In August 1875 he was posted to Arkonam as Resident Engineer in open line, and at the same time held charge of the Telegraph Department for two months, after which he resumed charge of the construction of the new Cheyair bridge.

11. In January 1877 he accepted, in addition to his own duties, and at the request of Government, the gratuitous supervision of the Chevair Famine Relief Works, on which 3,000 labourers were employed in the construction of the protective river embankments at an estimated cost of Rs. 60,000. On this occasion he received the thanks of the Madras Government, recorded in G.O., No. 12 I., dated 3rd May 1877.—*Vide* **Extracts F, G and H in Appendix.**

12. In July 1878 he was, at the request of Government, deputed to make, and report upon, a reconnaissance of the proposed railway (29 miles in length) for famine protective purposes, from Vontimitta station, (147th mile, N.W.L.) through the Pennair gorge to the Nellore frontier. For this work he received the thanks of the Government of Madras and an honorarium of Rs. 500, as recorded in Consulting Engineer's letter, No. 1000, dated 11th September 1878, and G.O., No. 2632 F. R. of 28th December 1878.—*Vide* **Extracts J and K in Appendix.**

13. In December 1878 he was appointed to enquire into, and report upon, the deficit in the stock of English coal at Rayapuram, with a view to ascertain the cause of the discrepancy between the several shipments alleged to have been landed and the quantity stacked in the yard. The results of this investigation, which entailed considerable labour, were duly submitted in a report in which the deficiency was accounted for and fully explained.

14. From 1879 to 1887 he was posted as Resident Engineer on the 1st and 2nd Divisions, South-West Line, and 3rd Division, North-West Line, successively ; and, being the senior executive officer on the staff, he was transferred to Madras on nine different occasions to "officiate" or "act" as Deputy Chief Engineer, and on two occasions to "officiate" as Chief Engineer.

15. In May 1885 he was placed for 3½ months in charge of the Calicut extension, then under construction, during the absence of the late Mr. F. B. Hanna on leave.

16. In July 1889, on the retirement of Mr. W. R. Robinson, he was appointed Deputy Chief Engineer in the place of Mr. H. R. P. Carter promoted to Chief Engineer.

17. In February 1890 he was deputed to carry out the preliminary survey of the projected line (265 miles in length) from Madras to Bezwada through Nellore, in compliance with the Consulting Engineer's request that an experienced officer of the Company's Engineering staff should undertake this duty with a view to avoid the repetition of the errors made in the alignment of the South-West Line of the Madras Railway.

The field operations were put in hand between April and October 1890, and the plans and an approximate estimate were submitted early in 1891. This project, the construction of which it was at one time hoped would be entrusted to the Company, has, under its new title of the Bezwada-Madras Railway, been since constructed by State agency. It is however noted with satisfaction that the general alignment, as originally recommended by Mr. West, has, with one or two unimportant exceptions, been adhered to throughout its length of 265 miles.

A satisfactory final location has thus been secured for this important extension through Mr. West's gratuitous services, for it should be added that his salary was not debited to the expenses of the survey.

18. In July 1894 he was deputed by the Board to visit Lucknow (in company with the Locomotive Superintendent) to investigate, and report upon, the system of Maintenance in force on the Oudh and Rohilkhand Railway as compared with that on the Madras Railway, with a view to secure, if possible, greater economy in the administration and working of this Company's Engineering Department. The results of this enquiry were duly submitted in a report, and although no special reforms were recommended for introduction, much valuable and useful information was elicited in course of the inspection and enquiry.

19. On 23rd August 1894, he was appointed Chief Engineer and was retired by the Board in August 1898 on his attaining the age of 55 years, on grounds which, under the circumstaces, are admittedly just and reasonable.—*Vide* **Extract L in Appendix.**

20. During the period of 35 years which he served the Company, Mr. West availed himself of privilege leave on seven occasions; but owing to the exigencies of the service he was not in a position to take furlough on more than three occasions (in 1873, 1880 and 1888), on the last of which he was recalled, previous to the expiry of his leave, to take up permanently the duties of Deputy Chief Engineer on the elevation of Mr. Carter to the post of Chief Engineer; and his intention to avail himself of the 20 months' furlough, for which he is eligible at the present time, is unfortunately frustrated by his compulsory retirement. It is further pointed out that owing to his retirement having been fixed at the termination of the fourth year of his tenure of office as Chief Engineer, he has been precluded from the benefit of the second biennial increment in the salary of the post, and has consequently failed to draw the maximum pay of the appointment. It is therefore hoped that this forfeiture of both furlough leave and the maximum salary will receive favourable consideration at the hands of the Board.

21. The following particulars relating to the appointments and salaries of former Chief Engineers, during the past 40 years, are of interest, as they show how rapidly some of these officers had the good fortune to attain to the highest position in the Department, while in regard to others the conditions were the reverse, notably so in Mr. West's case :—

Name.	Entered the Service.	Appointed Chief Engineer.	Length of service when appointed Chief Engineer.	Tenure of appointment.	Age on resignation, or retirement by Board.	Salary per mensem at date of resignation, or retirement by Board.	Remarks.
			Y. M.	Y. M.		Rs.	
W. G. Smart ...	Dec. 1854.	Aug. 1862.	7 7	5 8	—	1,818	£2,000 per annum at 1s. 10d. exchange.
B. Anderson ...	Feb. 1857.	May 1868.	11 3	8 6	—	1,818	Do. do.
W. R. Robinson ...	Nov. 1858.	Nov. 1876.	18 0	12 9	57	1,818	Do. do.
H. R. P. Carter ...	Nov. 1858.	Aug. 1889.	30 9	5 0	61	2,027	Salary Rs. 1,800+227 personal allowance granted in 1885.
H. C. West ...	Apl. 1863.	Aug. 1894	31 1	4 0	55	1,650	

22. From the foregoing statements it will be observed that the bulk of Mr. West's service has been spent on the North-West Line and at Madras, and for two brief periods only was he permitted to enjoy the advantage of residence in the more genial and healthy climates of Bangalore and Podanur, as was the case with some of his colleagues. The above records moreover indicate the numerous transfers to which he was subjected, and the varied nature of the duties assigned to him; for whenever an important or difficult task presented itself, whether on the open line or on construction, he was invariably the officer selected to undertake it; and notwithstanding the exposure and risk to health which these changes involved, he has never found it necessary to resort to sick leave during the whole period of his service.

23. The changes authorized by the Board to be made in the constitution of the Engineering Department in 1894, when Mr. West became its Head, added considerably to the responsibilities of his office. The abolition of the Deputy Chief Engineer, the conversion of the six "Divisions" into three "Districts," the increase in the length of the "Sections" allotted to each Inspector, the substitution of one Central for the three District Workshops, and the reduction of the clerical staff consequent on these changes, presented many difficulties which required special attention and treatment, in order that efficiency might not be sacrificed in giving effect to these economical measures. These difficulties have been gradually overcome, and the cost of maintenance of the Madras Railway stands lowest on the list of the older Guaranteed and State lines in India on the standard gauge—as recorded in the Administration Report on Railways, 1896-97.—*Vide* **Extract M in Appendix.**

24. In conclusion, Mr. WEST was appointed by the Board to act as the Company's Agent and Manager in Madras for 18 months during Mr. Moss' absence on furlough in 1896-97, and they have been pleased to express their appreciation of his services during that period.—*Vide* **Extract N in Appendix**.

Lastly, it has been a source of gratification and pride to Mr. WEST that, while he was privileged to hold temporary tenure of the Agency, the first half of the year 1897 proved such a prosperous one for the undertaking, and the Company, owing to the combined efforts and co-operation of the Heads of Departments and of the staff generally, were able to declare the highest surplus profits hitherto recorded in the history of the Madras Railway.

MADRAS RAILWAY COMPANY,
AGENT AND MANAGER'S OFFICE,
Madras, 12*th July* 1898.

LOUIS S. MOSS,
Agent and Manager.

APPENDIX.

EXTRACT A.—From the Consulting Engineer's Report embodied in Proceedings of the Madras Government, P. W. D., 19th April 1866.

It is scarcely possible to say too much in praise of the workmanship shown in the masonry works along this part of the line. Making every allowance for the excellence of materials which are everywhere available, the Engineers, Messrs. E. and T. M. H. Johnston and Mr. West, deserve great credit for the work they have turned out. Indeed I much doubt whether it would be possible to produce anywhere better work than can be shown on Districts VI, VII and VIII of this line.

(True Extract.)

(Signed) CHAS. A. ORR, COLONEL, R.E.,
Secretary to Government.

EXTRACT B.—From letter from the Secretary, M. R. Co., No. 547 of 26th Febr. 1875.

The Directors have much pleasure in recording their appreciation of the zeal displayed by Messrs. Wilkinson, West and Haworth, and of their unremitting exertions which have contributed in so great a degree to the early resumption of through traffic.

EXTRACT C.—From letter from the Secretary, M. R. Co., No. 555 of 16th July 1875.

They have much pleasure in recording their appreciation of the zeal and energy displayed by Mr. West and Mr. Haworth in the execution of these works, which have resulted so satisfactorily.

EXTRACT D.—From letter from the Consulting Engineer, No. 330 of 11th June 1875, to the Officiating Secretary to Government, P. W. D., Madras.

The completion of these repairs has been anxiously looked for; and too much credit cannot be given to the Engineers in charge, Mr. West and Mr. Haworth, to whose untiring and self-denying exertions the successful completion of the work is due.

EXTRACT E.—From G.O. No. 1792 of 28th June 1875 (Railway No. 68.)

The Honorable the Governor in Council notices with pleasure the highly creditable exertions of Mr. West and Mr. Haworth, to which are attributed the timely completion of the repairs to the bridges over the Cheyair, Paupugnee and Chittravutty rivers.

(True Extract.)

(Signed) J. O. HASTED, MAJOR, R.E.,
Offg. Joint Secretary to Government.

EXTRACT F.—From letter from the Acting Collector of Cuddapah, to the Acting Secretary Board of Revenue, Madras, No. 333 of 6th December 1876.

The work is to be made over altogether to the Railway Company; Mr. West undertaking to make all the arrangements in regard to the hutting and feeding of the coolies.

What I propose is that the work be entrusted to Mr. West, who will carry it out according to the plan, paying the coolies the rates of wages given at the other Relief Works in the district; its execution may be safely left to his judgment.

EXTRACT G.—From G.O. No. 3504 of 20th December 1875 (Irrigation No. 41).

The Governor in Council authorizes immediate commencement of the Cheyair embankments under the direction of Mr. West, whose services have been made available for the purpose by the Agent and Manager of the Madras Railway.

(True Extract.)

(Signed) G. W. WALKER, MAJOR-GENERAL, R.E.,
Secretary to Government.

EXTRACT H.—From G.O. No. 12 I. of 3rd May 1877.

The thanks of Government will be conveyed to Mr. West for the valuable assistance he has rendered in supervising the right embankment above the bridge.

(True Extract.)

(Signed) JOHN MULLINS, LIEUT.-COLONEL, R.E.,
Joint Secretary to Government, P. W. D.,
Irrigation Branch.

EXTRACT J.—From the Consulting Engineer's letter, No. 1000 of 11th September 1878.

I am directed to convey the thanks of Government to Mr. West for his clear report, and for the prompt and very careful manner in which the examination of the proposed line from Vontimitta to the Pennair gorge has been carried out by him.

(Signed) C. J. SMITH, MAJOR, R.E.,
for *Consulting Engineer for Railways.*

EXTRACT K.—From G.O. No. 2632 F. R. of 28th December 1878 (Miscellaneous):

The Governor in Council resolves to sanction the disbursement of Rs. 500 to Mr. West, Assistant Engineer, Madras Railway, for his services in connection with the survey of the line for the proposed Railway from Wontimittah to the Pennair gorge.

(True Extract.)

(Signed) J. H. GARSTIN,
Additional Secretary to Government.

EXTRACT L.—From letter from the Secretary, M. R. Co., No. 967 of 14th Jan. 1898.

The Board learn that you have been advised by the Chief Auditor, in reference to the rule regarding the retirement of officers reaching the age of 55, that Mr. West, the Chief Engineer, will attain that age in August next, a few days before the expiration of his agreement on the 22nd of the same month.

Mr. West will also in August next complete his service of four years as Chief Engineer, the time fixed by the Board as the limit of his tenure of that appointment, which, in ordinary circumstances, can never be held longer than five years.

The object of both rules was to prevent the blocking of the promotion which from time to time is fairly due to officers in the several departments.

Mr. West has served the Company with marked distinction for a period of nearly 35 years, and is certainly entitled to special consideration for the grant of a suitable allowance on retirement.

The Board have the less hestitation in deciding not to retain the services of Mr. West as Chief Engineer beyond the fixed period of four years, because as regards Mr. Stoney, the Engineer next in rank, they have an officer of great and varied attainments, who has already completed 31 years of service with the Company, and will reach the age of 55 early in 1899, and who is justly entitled to immediate promotion.

Both Mr. West and Mr. Stoney have done very excellent service for the Company, and it is only fair to the latter gentleman that his promotion to the highest office of the Engineering Department should not be barred.

EXTRACT M.—From Administration Report on Railways in India for 1896-97, Part II, pp. 71 and 72. Maintenance expenses per mile of track including sidings (standard gauge).

Name of Railway.	Age of line.	
	YEARS.	Rs.
Bombay, Baroda and Central India Railway...	30·34	3,003
Great Indian Peninsula Railway	32·33	2,131
Eastern Bengal State Railway	26·89	1,760
North-Western State Railway	16·20	1,709
East Indian Railway	39·81	1,681
Oudh and Rohilkhand Railway	18·52	1,398
Madras Railway...	32·70	1,247

EXTRACT N.—From letter from the Secretary, M. R. Co., No. 962 of 22nd October 1897.

The Board have pleasure in recording their appreciation of the ability and good sense with which Mr. West has managed the affairs of the Company during the 18 months he has acted as Agent and Manager.

(True Copies.)

LOUIS S. MOSS,
Agent and Manager.

LAWRENCE ASYLUM PRESS, MADRAS—1898.

Mr. West recommended for gratuity.

19. With reference to clause 4 of para. 18 of letter No. 967, I beg to submit for the kind consideration of the Board, a recommendation in favour of Mr. H. C. West, Chief Engineer, for the grant of a bonus on his retirement from the service in September next. I enclose four printed copies of a memorandum, in which are recorded in detail particulars of Mr. West's service since his appointment in 1863. From this memorandum it will be observed that Mr. West has served the Company for the long period of 35½ years, during the earlier portion of which he was for the most part in charge of various difficult and important works on the open line and on construction, while in later years he held the important offices of Deputy Chief Engineer and Chief Engineer, having acted or officiated several times in the one or the other of these appointments before he was permanently appointed Deputy Chief Engineer in July 1889. In whatever position of trust and responsibility Mr. West has been placed, he has always served the Company with great zeal, and the Board and the Government have from time to time expressed their appreciation of the good service rendered by him. During the past four years, as the administrative head of the Engineering Department, Mr. West has, in the interests of the Company, carried out with creditable success many reforms of economy without sacrificing efficiency. Finally, as Acting Agent and Manager, Mr. West rendered valuable service to the Company which the Board acknowledged in their letter No. 962.

In consequence of the exigencies of the service, Mr. West was not able to avail himself of furlough leave on more than three occasions, and on the last occasion, in 1889, he was recalled previous to the expiry of his leave, to take up the duties of Deputy Chief Engineer on the promotion of Mr. Carter to the position of Chief Engineer. Mr. West has now 20 months' furlough due, but he is unfortunately unable to avail himself of it, as he is compulsorily retired under the age rule. Further, Mr. West's term of office as Chief Engineer having been fixed at four years, he has been precluded from the benefit of the second biennial increment in the salary of the post, and has consequently failed to draw the maximum pay of his office. It is requested that both these points may receive due consideration at the hands of the Board in the disposal of this question, and I trust that the Board will be pleased to mark their appreciation of his long and meritorious service by the grant to him of a suitable bonus. Mr. West had Rs. 7,321-10-7 to his credit in the Provident Institution on the 30th ultimo, of which about one-third represents the contribution from Revenue.

Eng. No. 3

Eng. ... No. 5015 of 1898
1010 | 26.10.98

(A. & M. 1.)

No 10586 / 1010

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 26th October 1898.

Print

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
27 OCT 1898
MADRAS

From

The Agent and Manager,

M. R. Co.

To

The Consulting Engineer for Railways,

Madras.

Flag A

C.R. can only act on this case in ... it on ... the ... of ... in ...
FKS
27/10/98

SIR,

Adverting to G. O. no 814 Ry dated the 15th June 1898, I have the honour to inform you that in accordance with my Board's instructions, Mr H. C. West, Chief Engineer, retired from the Company's Service on the 3rd instant, having handed over charge of his office to Mr E. W. Stoney, who returned from furlough leave on the same date.

In connection with the retirement of Mr West, I beg to enclose an extract, para 17, from my letter to the Board, no 2371 dated the 14th July 1898 (with enclosures) recommending that officer for a suitable bonus, and a copy of the

Flag I

Board's

Flag L

Board's reply dated the 12th August 1898, in which they record their high appreciation of Mr. West's services and give their approval to the grant to him of a gratuity equivalent to 12 months' full Salary of the appointment of Chief Engineer, viz. Rs 21.600/-

Flag N

Detailed particulars of Mr. West's services are given in a printed memorandum which accompanied my letter to the Board, to which your kind attention is invited.

I beg to request that the Government will be pleased to accord Sanction to the payment to Mr. West of the amount of gratuity recommended for him by the Board, viz. Rs 21.600/-

I have the honour to be,

Sir,

your most obedient Servant,

Encl.

Agent and Manager.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated

Recd.

No.

Form No. 10.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

ERs C. No. 5015

SUBJECT.

Gratuity to Mr. West - late Chief Engineer Madras R.

HIS EXCELLENCY THE GOVERNOR.

~~THE HON'BLE SIR HENRY BLISS, K.C.I.E.~~

~~THE HON'BLE MR. GROSE, C.I.E.~~

FOR ORDERS.

Flag V

This case differs from that of Mr. By in there being no question about the value of Mr. West's services to the Madras Ry. Co. They are recorded in the enclosure to the Agent's letter. I recommend that we forward the application to the Govt. of India with a strong recommendation that the amount of bonus agreed to by the Board of Directors may be granted to Mr. West on the occasion of his retirement.

F.J.S.
27/10/98

[illegible]
... 22.8.98
773 R 4.6.98
522 R 9.4.98

H.E.
27.10.98

Recd
2.11.98

Form No. 1.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

Again G.O., dated 189 , No.

Again G.O., dated 189 , No.

E.Rs. Curren No. 10586 / B1010 of 1898, dated 26 Octr 98, from the Agent & Manager M Ry with enclosures.

" " " 189 , " , "

" " " 189 , " , "

ORDER.

No. 1379 Rys d/ 10/11/98.

Print

The Government of India will be addressed.

P. 500—1-12-96

Form No. 11.

No. 1380 Ry.

Government of Madras,

Print

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secretary to the Government of India,

Public Works Department,

S I M L A.

Madras, [illegible] November 1898.

Sir,

I am directed to forward a copy of a letter from the Agent and Manager, Madras Railway, No. 10586/R.1010, dated the [illegible] October 1898, [illegible] to express this Government's strong support of the proposal to grant to Mr. [illegible], late Chief Engineer of the Madras Railway, [illegible] a bonus or gratuity of 12 months full salary [illegible], or Rs. 31,000, as a mark of appreciation of his long and meritorious service.

I have the honour to be,

Sir,

Your most obedient Servant,

Joint Secretary.

Documents accompanying:-

Agent's letter referred to, and its enclosures.

P. 500—1-12-96.

2727

No 1380 Rev of 10/11/98.

To
The Secretary to the Govt of India
P.W.D.

Sir,

I am directed to forward a copy of a letter from the Agent Madras Ry. No. $\frac{10586}{B.1010}$, dated the 26th Oct. 98, and with reference thereto to express this Government's strong support of the proposal to grant to Mr H. C. West, late Chief Engineer of the M. R. C. a bonus or gratuity of 12 months full salary of his late appointment, or Rs. 12,600, as a mark of appreciation of his long and meritorious services.

I have &c
F.J.S.
7/11/98

Draft the regular G.O. and put the G.O. of the letter with typewritten form for the file.
J.M.
7/

Don't [illegible] until [illegible]

[illegible] 10/11/98

Ind.
8/11/98.

All communications should be addressed to the Secretary.

JOINT SECRETARY TO GOVT. OF MADRAS RYS. RECEIVED 4 FEB. 1899

No. 013 R.E.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.
RAILWAY ESTABLISHMENTS.

To

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

Calcutta, the 28th January 1899.

Sir,

I am directed to acknowledge the receipt of your letter No.1380 Railway dated the 10th November 1898, forwarding copy of a letter No.10586-B.1010, of 26th October 1898, from the Agent and Manager, Madras Railway, and recommending the grant, to Mr.H.C.West, late Chief Engineer of that line, of a gratuity of 12 months' full salary of his late appointment at Rs.1,800/- a month or Rs.21,600.

2. In reply, I am to communicate the sanction of the Government of India to the grant to Mr.West of a gratuity of Rs.19,800/- being the amount of his pay for 12 months at the rate of Rs.1,650/- per mensem the actual pay drawn by him when he retired from the Company's service. The grant of a gratuity calculated on any sum higher than the pay actually drawn on retirement is inadmissible.

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

F. Rupert

Secretary.

Documents accompanying:-

Nil.

B.C.

A

Public Works (1899) Department.

Railway

CURRENT No. 177

Read the folly

G.O. No. 1379-80 Ry of 10th Nov 1898.

Read also the folly

Letter from the G of I. No. 013. R.E. d 28. Jan 1899.

From The Govt of India P.W.D.

No. 013 R.E.

Order No 151 Ry of 7/2/99 13

Communicated to the Agent and Manager, Madras Railway, for information.

Dated 28th January 99.

Received } 4. 2. 99.

Registered

Enclosures

Spare copies

4.2.99.

7/2/99

SUBJECT.

Mr. H. C. Neot. late Chief Engineer. Madras Railway

Sanctioning a gratuity of Rs 19800 to ——

To

The Agent & Manager M. Ry

" Examiner of Ry Accts

" Consg Engr for Rys

Despatched on 7/2/99

4.2.99