Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 760 Ry

DATED 11th July 1899

Includes Go's No. 618-9 Ry of 31/5/99

Proof sent 60

T. P. C.

2

[Despatch Abstract.]

Revised Travelling Allowance Rules for to Officers of the Madras Ry.

Comng: the Agent, W.Ry, + the Govt. Ed. Ry Auth:, Madras, letter from the Govt. of India passing further orders on the subject of ——.

Indexed.

[P. W. 16. 200—99-5-99.]

BACK PAPERS.

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RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. }1899. *Enclosures*

Regd. *Spare copies*

G.O., No. 760 Ry., 11th July 1899.

JULY.

Revised Travelling Allowance Rules for officers of the Madras Railway

Communicating to the Agent, Madras Railway, and the Examiner, Guaranteed Railway Accounts, Madras, letter from the Government of India passing orders on certain points raised by the Agent in connection with the —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

G.O., No. 783 Ry., dated 7th October 1897.
" " 21 Ry., " 6th January 1899.

Read also the following papers:—

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 17th March 1899, No. 9572/292.

I have the honour to address you again on the subject of the travelling allowance rules suggested for the Madras Railway by the Board of Directors.

2. In disposing of the question, the Government of India in its letter No. 3517 R.E., dated Simla, the 28th December 1898, is good enough to accept the proposed rules with certain exceptions, and it is to these exceptions I wish to confine my present remarks.

3. The Company's Chief Auditor writes me with reference to the first exception: The allowance of Rs. 5 per diem in addition to home line allowance hitherto drawn by the Company's officers has been in existence for nearly 22 years, having been originally passed at an official meeting held on the 11th April 1877, when it was recognised by the Consulting Engineer that when we are sent on duty over foreign lines, we are necessarily put to *considerably greater expense* than when employed only on our own line, and the additional allowance was duly sanctioned by Government (see G.O., No. 107 R. of 4th June 1877).

The extra allowance has no connection with cost of actual travelling in the shape of railway fares, but I may point out that, should the recent decision be adhered to, the result will be that when the Chief Engineer or other Head of Department travels on duty to Bombay or elsewhere, he will receive only the home line allowance, viz., Rs. 105 per month, or *Rs. 3-8-0* per diem, out of which he is expected to pay heavy hotel bills and carriage hire. I think it will be admitted that the extra allowance of *Rs. 5* per diem formerly granted under these circumstances does not err on the side of liberality.

Under the Civil Service Regulations, paragraph 1107, an officer is entitled to double the fare of the class in which he is entitled to accommodation; for a journey from Raichur to Bombay, he would therefore receive Rs. 55-6-0, or Rs. 27-11-0 more than the cost of the journey, while our officials are only to receive Rs. 3-8-0 for the day's journey.

The Heads of Departments are small in number, but the greater part of the officers under the new rules, if the first exception is not modified, will draw only Rs. 2-8-0, or Rs. 2 a day when absent from the parent line, and these sums will clearly not compensate an officer who has to proceed off the home line.

The monthly allowances were fixed at a low scale, in consequence of the Madras Railway having provided rest-houses for its officers, and in addition to these allowances being originally framed upon economical grounds, there is no question that the provision of rest-houses has prevented the expenditure of a large sum of money in providing reserved or officers' carriages.

I attach for ready reference a copy of the Madras G.O., dated the 4th June 1877, and I would urge that, under the circumstances explained, the Board's provision of Rs. 5 per diem to officers when absent from the home line be continued.

4. The second exception we are not quite clear about. The Chief Auditor writes:

The wording of this is not quite clear; it might be taken to mean that mileage *and* batta can only be drawn for a combined journey by rail *and* road or canal, so that an officer starting from his head-quarters for a road or canal journey would not be entitled to mileage and batta, as no rail journey would be included.

If the exception (ii) means that an officer always draws batta when travelling by rail and a mileage allowance in lieu of batta when travelling by road or canal for the numbers of days or hours he is absent from the Railway, then the arrangement seems to be equitable and I think my Board would accept the ruling.

5. The third (iii) exception will necessitate the submission of certificates, but the ruling seems to me to be equitable; and I am prepared to forward it to my Board for acceptance, when the question raised with reference to the first exception has been disposed of.

ENCLOSURE.

G.O., No 107 R., dated 4th June 1877.

Read the following papers:—

No. 13. Endt. of the Consulting Engineer for Railways, dated Madras, 1st May 1877, No. 254.

MINUTES of a meeting held at the Agent and Manager's office, Rayapuram Terminus, on Wednesday the 11th April 1877.

* * * * *

11. It was resolved that, subject to the approval of Government, officers and servants of the Company in receipt of Rs. 200 per mensem and upwards, shall be allowed Rs. 5 per day as travelling allowance when travelling on duty over foreign railways, in addition to the allowances which are already sanctioned to them when travelling on duty on the Madras Railway, and that, under similar circumstances, the local allowances of subordinate servants of the Company shall be doubled.

* * * * *

Order—No. 107 R., dated 4th June 1877.

Approved, with the exception of the proposed gratuity to Appasawmy Naick, orders regarding which will be decided when the views of the Board are received.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 29th April 1899, No. 485.

I have the honour to return your file of papers relating to the travelling allowance rules proposed for the Madras Railway.

My Board has attached importance to these rules being passed as they stand and while it is desirable to clear up misinterpretations I am afraid I cannot suggest any radical alterations in the rules, seeing that they have been accepted and approved and in many cases initiated by my Board.

Generally I may say that the officers of the Madras Railway have no desire to proceed beyond the limits of their own railway, but it happens occasionally that officers are instructed to attend Locomotive or other Conferences and it is very certain that under the limited scale of batta allowed under the proposed rules if the provision of Rs. 5 made by the Board for officers absent from the home line is withdrawn, journeys will hereafter be undertaken at the private expense of the officer who is instructed to proceed over a foreign railway.

Whatever may be expected from Government officers who are provided with pensions and who receive Presidency and other allowances which are not given to Madras Railway officers, I do not think a guaranteed railway officer from his small savings should be expected to incur a loss when he has to proceed off his own railway.

It is of course known that some of the larger railways grant special allowances when their officers visit Calcutta and other expensive towns.

I may perhaps be excused if in connection with this correspondence I refer to the fact that when I was a relieving clerk on the London and North-Western Railway I received 10*s.* 6*d.* a day for hotel expenses, my immediate Chief receiving 21*s.* per diem.

In this country where an officer has to travel with servants and to meet expenses for such servants in the shape of cart-hire, batta and warm clothing, it is necessary to meet extraordinary demands with fairness and this was recognised by the Consulting Engineer, when G.O., No. 107 R., dated 4th June 1877, was passed.

I still consider that the allowance of Rs. 5 per diem granted under Madras G.O., No. 107 R., dated 4th June 1877, and included by the Board in the new rules, should be allowed to stand.

The rule has worked well and there has not to my knowledge been any abuse of the concession granted to meet an officer's actual expenses.

A point that seems to have been lost sight of is that an officer who has a house and servants and horses in Madras cannot reduce his home expenses when he is called away from his own line.

I have previously stated that it is not often that our officers are called away, but the rule has been when officers have been required to proceed north of Raichur to ask other railways to furnish them with free passes.

(ii) I think it should be clearly laid down in the light of the remarks noted how and when an officer is entitled to batta and mileage allowances when undertaking a combined journey by railway and road, or by railway and canal.

Order—No. 618 Ry., dated 31st May 1899.

The Government of India will be addressed.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 31st May 1899, No. 619 Ry.

With reference to the correspondence ending with your letter, No. 3517 R.E., dated the 28th December 1898, on the subject of revised travelling allowance rules for Madras Railway officers, I am directed to forward a copy of a letter from that Company's Agent, No. 9572/292, dated the 17th March 1899, and of a second letter No. 485, dated the 29th April 1899, which resulted from an unofficial reference in regard to the intention of the earlier letter.

2. The proposed rules were approved by the Government of India with three exceptions. The third exception the Agent is prepared to agree to. He is also prepared to agree to the second exception provided that the Government of India's meaning is that "an officer always draws batta when travelling by rail and a mileage allowance in lieu of batta when travelling by road or canal for the number of days or hours he is absent from the railway."

3. The Consulting Engineer, and the Examiner, Guaranteed Railway Accounts, have noted as follows in respect to the Government of India's intentions in regard to exception (ii):—

(ii) Next as regards mileage *plus* batta for joint rail and road journeys. I read the Government of India as meaning that if the Madras officer spends as many hours of the day on his railway journey as would entitle him to batta (6 hours for half batta and 12 hours for full) he may draw mileage for his road journey in addition to batta, but otherwise he may only draw for the road journey. In other words that the addition of the road hours to the railway hours are not to be taken as validating an otherwise invalid claim for batta. The Government of India of course intend that when an officer makes a road journey he should get the mileage allowance proposed by the Company. It is not this they wish to interfere with, all that they desire is that road hours should not be added to railway hours to qualify a man for railway batta.—*Consulting Engineer.*

(ii) I agree with the Consulting Engineer's interpretation of the Government of India's meaning, and the revised rules suggested in my office-note of the 23rd ultimo in answer to his No. 961 were intended to, and would I think in practice, give effect to the Government of India's intention, *e.g.*, an officer absent from his head-quarters on a journey by road or canal would draw—(*a*) if the road or canal journey commenced at his head-quarters, *either* the fixed monthly allowance or batta if any to which he might be entitled, *or* mileage allowance; (*b*) if the road or canal journey was made in continuation of a railway journey, mileage allowance *plus* fixed monthly allowance or batta, provided that the time spent on the road or canal journey should be deducted in arriving at the time for which fixed monthly allowance or batta is due.—*Examiner, Guaranteed Railway Accounts.*

As the intention of the Government of India in regard to exception (ii) is not very clear, I am directed to ask that it may be elucidated.

4. The Agent offers strong objection to the Government of India's first exception. His employés when travelling on foreign lines invariably get free passes. The Government of India's intention in using the term "actual expenses" is not understood, *i.e.*, it is not known whether in the case of an officer spending some days in Bombay it is intended to cover cart and carriage hire, coolies, &c. The Agent is anxious that when absent from the home line his officers who draw Rs. 200 per mensem and upwards should get Rs. 5 *plus* batta (or *plus* fixed allowance) per day, and that those drawing less than Rs. 200 should get double the home line allowance.

5. As the cases of absence from the home line are very infrequent and will usually necessitate an officer having to disburse a good deal more money than he or the Agent thinks equitable, and as the matter is not really one of very great moment, this Government recommends that the Agent's wishes be acceded to.

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—Simla, 30th June 1899, No. 1241 R.E.

I am directed to acknowledge the receipt of your letter No. 619 Ry., dated 31st May 1899, submitting further remarks by the Agent and Manager, Madras Railway, in connection with the exceptions relating to the revised travelling allowance rules noted in the Public Works Department letter No. 3517 R.E., dated 28th December 1898.

2. In reply, I am to state that, under the circumstances explained with regard to exception (i), the Government of India are pleased to accept the original proposal to allow officers in receipt of salaries of Rs. 200 and upwards, when travelling on foreign lines, to draw Rs. 5 per day in addition to home line allowances, and those drawing less than Rs. 200 per mensem to draw double the home line allowance.

3. As regards exception (ii), I am to say that the Consulting Engineer's interpretation of the orders as stated in paragraph 2 of your letter under reply is correct.

Order—No. 760 Ry., dated 11th July 1899.

Communicated to the Agent and Manager, Madras Railway, and the Examiner of Guaranteed Railway Accounts, Madras.

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

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

Exd. T. K. Narayana Aiyangar.

RAILWAY.

Government {1897} of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*

Regd. } *Spare copies*

G.O., No. 783 R., 7th October 1897.

OCTOBER.

Travelling Allowance

Government of India letter permitting the existing practice of paying fixed —, including the grant of it while on privilege leave, being continued to present incumbents who joined the Madras Railway on the supposition that they would draw the allowance as a fixed addition to pay, and stating that the practice should be modified as regards future incumbents and should be assimilated to that in force on other railways, communicated to the Agent and Manager for information and for submission of draft travelling allowance rules for future employés of the railway.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Calcutta, dated Madras, 9th January 1897, No. 19 R.

Cases having recently occurred of officers on the Madras Railway having drawn special conveyance and tentage allowances during their absence on privilege leave, the matter was referred by the Government Examiner to the Accountant-General, Public Works Department, who ruled that the grant was inadmissible unless specially provided for in the company's leave rules. The Agent and Manager being asked to retrench the amounts from the officers' salaries, reported that the question was raised in 1875 and decided by the Board of Directors in favour of the company's officers—*vide* paragraph 8 of their letter, No. 548, dated 12th March 1875 (copy enclosed)—and that the Board's decision has been accepted by the Government Examiners since that date till now. The Examiner of Railway Accounts, however, does not consider that the Board's interpretation of the scope of rule 6 of the General Leave Rules for guaranteed railways should be accepted unless confirmed by Government. He adds that the rule in question merely lays down that an officer may be granted the privilege leave he is entitled to without deduction of *pay*, while it is a general principle that a permanent monthly travelling allowance cannot be drawn during leave, and suggests that an authoritative ruling on the point be obtained from the Government of India.

2. I am, therefore, to request the favour of orders as to whether fixed monthly, travelling or special conveyance allowances should or should not be drawn by officers on guaranteed railways when on privilege or other leave.

Enclosure.

Extract from a letter from the Secretary, Madras Railway Company, to the Agent and Manager, dated London, 12th March 1875, No. 548.

Tentage during privilege leave.

Paragraph 8.—Replying to paragraph 68 of 1140, with reference to the question raised by the Government Examiner of Accounts as to the tentage or batta allowances to be drawn by officers absent on privilege leave, I am instructed to inform you that in stating in your letter to the Chief Engineer of the 18th December 1872, that in your opinion an officer on privilege leave is entitled, on return to duty, to draw the full salary and allowances of which he may have been in receipt at the time his leave commenced, you correctly interpreted the views of the Board with regard to the scope of paragraph 6 of the new Furlough Regulations.

From the Under 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 Calcutta, 10th February 1897, No. 366 G.

With reference to your letter, No. 19 R., dated 9th January 1897, in which the question is raised as to the admissibility, under rule 6 of the General Leave Rules for guaranteed railways, and under paragraph 8 of the Madras Railway Board's letter, No. 548, dated 12th March 1875, of fixed monthly or special conveyance allowances to the officers of that railway when on privilege or other leave, I am directed to state that the rule quoted, as it stands, is not sufficient authority to allow of such allowances being passed as pay or salary, and that without further explanation of the reasons the Government of India are unable to accept the Board's letter of 1875 as sufficient to enable them to agree to the grant of the allowances.

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 13th May 1897, No. 341 R.

With reference to correspondence ending with your letter, No. 366 G., dated 10th February 1897, I am directed to forward, herewith, an extract (paragraph 11) from the Madras Railway Board's letter, No. 951, dated 9th April 1897, on the question of granting tentage allowance to officers on the Madras Railway while on privilege leave, and to request the favour of further instructions from the Government of India on the subject.

Enclosure.

Extract from a letter from the Secretary, dated 9th April 1897, No. 951.

Tentage allowance.

11. With advertence to paragraph 7 of 2297, the Board find, on referring to the correspondence prior to the Agent and Manager's letter to the Chief Engineer of the 11th December 1872, No. 4438, on the question of the grant to officers on privilege leave of their fixed tentage, that the principle laid down was that those officers whose duties required them to maintain horses and tents were to be allowed to draw such tentage for the time of their absence on privilege leave, and that other officers could not be allowed to do so. This principle is one which should, the Board think, have been maintained, as tentage is an allowance granted to meet expenses connected with travelling on duty, and such expenses, if not altogether non-existent, are but very small in amount, in the case of officers whose duties do not necessitate the provision and maintenance of tents and horses, except when they are so travelling.

However, as the question was brought fully before the Board in January 1875, and they decided * that rule 6 of the Leave Regulations (which refers to privilege leave only) was to be interpreted to mean that fixed tentage was included in the pay mentioned in that rule, which interpretation has been acted upon ever since, I am desired to say that no change of practice can now be equitably introduced, as regards officers at present in the service whose appointments entitle them to draw fixed tentage; but, on the other hand, it must be clearly understood that, for officers entering the service of the company after the end of 1896, and for those now in that service, but not at present holding appointments to which fixed tentage is attached, fixed tentage will not be allowed during privilege leave, unless tents and horses are required for the due performance of their duties, and are maintained at their expense during their absence on privilege leave. If the allowance be claimed on return from privilege leave, the claim must be supported by a certificate that tents and horses, or equivalent means of travelling and camping out, have been maintained.

* Letter No. 548, 12th March 1875.

From the Under 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, 28th June 1897, No. 1688 G.

Referring to your letter, No. 341 R., dated 13th May 1897, on the subject of the grant of tentage allowance to officers on the Madras Railway while on privilege leave, I am directed to request that it may be stated what officers at present in the service are considered by the Board to be entitled under the conditions of their appointments to draw fixed tentage. I am also to enquire what condition there is in their covenant or engagement which is considered to entitle them to such allowances in cases where their duties are confined to the open line, for which the necessity for maintenance of tents and horses is unusual.

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 16th August 1897, No. 557 R.

With reference to your letter, No. 1688 G., dated the 28th June 1897, on the subject of the grant of tentage allowance to officers on the Madras Railway while on privilege leave, I am directed to forward herewith, for information, copy of a letter, with enclosures, from the Agent and Manager, Madras Railway, No. 9572/736, dated the 4th August 1897.

Enclosures.

From the Acting Agent and Manager, Madras Railway Company, to the Officiating Consulting Engineer for Railways, dated 4th August 1897, No. 9572/736.

With reference to your memorandum No. 94/O., of the 7th instant, I have the honour to invite your attention to your office letter, No. 493, of the 19th May 1857, a copy of which is forwarded for easy reference.

2. I desire to explain that fixed allowances are drawn by all Engineers employed on the Madras Railway in accordance with the rules on page 70 of the establishment list sanctioned by Government for years past, and although no mention is made of these allowances in the covenants, Engineers on open line have drawn fixed "tentage" since the line was first opened for traffic. The name "tentage" has been used since construction ceased, and is a misnomer, as the allowance is continued as commuted batta or fixed travelling allowance. And, as already advised in my letter, No. 9572/1122, of 16th December 1896, the Board have ruled that this allowance is to be drawn while an officer is absent on privilege leave.

3. I may add that at the time of their appointment Engineers are informed of the leave, promotion, tentage and other privileges, and these are held out to them as additional inducements to enter the service of the company; therefore, although these privileges are not mentioned in the covenants, the company is morally bound to act up to the inducements held out to officers entering the service.

4. In paragraph 11 of the Secretary's letter, No. 951, of 9th April 1897, a copy of which was forwarded to you with my letter, No. 9572/1427, of 4th May 1897, the Board expressly state that no change of practice can now be equitably introduced as regards officers at present in the service whose appointments entitle them to draw fixed tentage.

5. I request, therefore, that the Government will be pleased to permit the existing practice to remain undisturbed in the case of all officers at present in the service, on the understanding that, in regard to all officers entering the service after 31st December 1896, fixed tentage will be disallowed during privilege leave, unless tents and horses are required to be maintained at their expense during their absence on privilege leave as prescribed by the Board.

From the Consulting Engineer for Railways, dated 19th May 1857, No. 493.

I have the honour to communicate the sanction of Government to your adopting the system approved of by the Board of Directors of granting a fixed monthly allowance of Rs. 105 to a Resident Engineer and Rs. 75 to a Station or District Engineer to cover all expenses as travelling allowances, batta, &c., and also to an allowance of Rs. 3 for every 10 miles when an Engineer travels on duty without the limits of his district or division, and to the rules framed by you as to the mode in which this allowance should be drawn.

By the designation "Resident Engineer" the Government understand from your letter, No. 404, dated 9th May, an Engineer in charge of a division without reference to grade or class. You are requested to insert this definition and forward to this office a copy of the rules as now approved.

From the Under 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, 23rd September 1897, No. 2589 G.

With reference to correspondence ending with your letter, No. 557 R., dated 16th August 1897, I am directed to state that, under the circumstances represented by the Agent, Madras Railway Company, the Government of India are pleased to permit the existing practice of paying fixed travelling allowance, including the grant of it while on privilege leave, being continued to present incumbents who joined the Madras Railway service on the supposition that they would draw the allowance as a fixed addition to pay.

2. As, however, the grant of fixed travelling allowance is as a rule limited to officers employed on construction work, and is not suited to officers on open lines, who have no expenses to meet, when at head-quarters, in the shape of up-keep of horses, &c., the Government of India consider that the present practice of the Madras Railway should be modified as regards future incumbents, and should be assimilated to that in force on other railways.

I am to request that in this view the travelling allowance rules of the Madras Railway may be revised and may be kept wholly distinct from rules relating to other fixed allowances which should be drawn up separately.

3. I am also to request that, when the rules have been revised as above, they may be submitted to the Government of India for information.

Order—No. 783 R., dated 7th October 1897.

Communicated to the Agent and Manager, Madras Railway, for information and for submission of draft travelling allowance rules for future employés of the Madras Railway.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts.
" Consulting Engineer for Railways.

Ed. W. D'Moss.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

G.O., No. 21 Ry., 6th January 1899.

JANUARY.

Travelling Allowance Rules of the Madras Railway

Communicating to the Agent and Manager, letter from the Government of India sanctioning, with certain remarks, the revised —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

G.O., No. 783 R., dated 7th October 1897.

G.O., No. 1199 Ry., dated 3rd October 1898.

Read the following papers:—

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 17th September 1898, No. 9572/896.

In compliance with the request contained in G.O., No. 783 R. of the 7th October last, I have the honour to submit a scale * of travelling allowances for adoption by this railway. Those officers who on the date of the above Government Order were in receipt of fixed travelling allowances will continue to draw them, while all other officers who were in the service on that date and those who join subsequently will draw the daily rate of batta when travelling on the line. At present the daily rate for all officers other than the Agent and Manager is Rs. 5, but in the scale now submitted, which varies from Rs. 4–8–0 for the Junior officers to Rs. 7–8–0 for heads of departments, the rates conform more closely with those in force on other lines in India. The scale for subordinates remains as in force at present.

* Six copies.

Provision is made for allowances for travelling on foreign lines or off the line of railway by road or canal. Provision is also made for the grant of fixed batta to officers and subordinates when engaged on surveys or on construction.

The scale as now submitted has been approved by my Board with the exception of that portion which relates to the increased allowance for tonga or cart-hire on a journey to the Nilgiri hills. This was not included in the proposals sent forward to the Board, but the necessity for providing for such journeys has recently arisen as you are aware from the correspondence which has taken place regarding certain batta bills forwarded for special sanction.

Our officers may in the future have to travel up the ghaut and between Coonoor and Ootacamund on inspection duty, but as a rule I take it the journeys will be made at the expense of the Nilgiri Railway, as it will be very seldom an officer attached to the Madras Railway has to visit the hills on official duty connected with the parent company.

Enclosure No. 1.

MADRAS RAILWAY.

Travelling Allowance Rules.

Daily scale of batta to be drawn by officers and others employed on the *open* line of the Madras Railway when travelling on duty. To apply to all joining the service after the 7th October 1897 and to those who on that date were not in receipt of fixed travelling allowances.

Designation or Class of Office.	Rate per day. Rs.	A.	P.
Agent and Manager (already sanctioned)	10	0	0
Chief Engineer, Locomotive Superintendent, Traffic Manager (each)	7	8	0
Chief Auditor	6	8	0
Officers drawing Rs. 1,000 and over	5	8	0
,, ,, ,, 500 and under Rs. 1,000	4	8	0
,, ,, ,, 350 ,, ,, ,, 500	2	8	0
Upper Subordinates on Rs. 300 and above	2	0	0
,, ,, 200 and under 300	1	8	0
,, ,, 100 ,, 200	1	0	0
Others ,, 50 ,, 100	0	8	0
,, ,, 25 ,, 50	0	4	0
,, ,, 15 ,, 25	0	2	0
,, under ,, 15	0	2	0

2. List of fixed allowances authorised to be drawn by certain officers and other employés engaged on the *open* line.

* Chief Engineer	Rs. 105 per mensem.
* District Engineers	Fixed allowance, Rs. 75 per mensem. In charge of one District with an Assistant, Rs. 75 per mensem. In charge of one District without an Assistant, Rs. 105 per mensem. In charge of two Districts or their equivalent with an Assistant, Rs. 175 per mensem.
* Assistant Engineers ...	Fixed allowance, Rs. 75 per mensem.
* Engineering Assistants (2).	Rs. 2 per diem for each.
* Telegraph Engineer ...	Fixed allowance, Rs. 105 per mensem.
* Traffic Manager	Fixed allowance, Rs. 105 per mensem.
* Deputy ,, ...	Fixed allowance, Rs. 60 per mensem for each.
* Assistant ,, ...	
Assistant Traffic Managers on duty in Madras ...	Presidency allowances, Rs. 50 per mensem—also batta allowance according to scale when employed out of Madras on duty. (Minutes of Meeting, 29th September 1881 and 30th January 1893.) An officer residing in Madras and attached to the head office, called upon to do special duty away from head-quarters will be paid the batta allowance according to scale as well as the Presidency allowance for the whole period during which such special duty lasts, subject to a limit of two months.
	North-West line allowance, Rs. 50 per mensem.
Assistant Traffic Manager ...	Fixed allowance, Rs. 60.
Chief Inspector (Police) ...	,, ,, 15.
Police Inspectors	,, ,, 105.
Locomotive Superintendent* ...	,, ,, 50 for each when not occupying Company's quarters.
Travelling Auditors	,, ,, 35 ,, each when provided with Company's quarters.
,, ,, ...	,, ,, 7 for each.
Pay clerks	

Note.—The fixed allowances granted to officers marked with an asterisk * will only apply to officers who were permanently appointed to the service before the 7th October 1897—See Government of India Order No. 2589 G., Railway Branch, dated 23rd September 1897.

As a general rule, fixed travelling allowances cannot be drawn by officers during privilege leave, unless tents and horses are required for the due performances of their duties and are maintained at their expense, during their absence on privilege leave. Those officers who joined the service before 1st January 1897, and have been allowed under Board's letter No. 548 of 12th March 1875, to draw their fixed allowances when on privilege leave may continue to do so—*vide* Board's ruling in letter No. 951 of 9th April 1897, paragraph 11. This concession and the concession in respect to fixed monthly allowances are limited to the following officers :—

Engineering Department	Mr. E. W. Stoney.
" "	" H. J. Thompson.
" "	" G. A. F. French.
" "	" J. M. Ewing.
" "	" Ross Chisholm.
" "	" F. A. Pawley.
" "	" A. B. Strange.
" "	" J. B. Duncan.
" "	" A. C. Gale.
Locomotive Department	" C. E. Phipps.
Traffic Department	" F. W. Read.
" "	" D. Ross-Johnson.
" "	" W. A. Wilkinson.
" "	" J. L. Taylor.
" "	" W. H. Johnstone.
" "	" G. Wallington.
" "	" R. Greenall.
" "	" E. R. Ross.
Telegraph Department	" R. E. Pigott.

When travelling on foreign lines, Rs. 5 per day in addition to home line allowance to all drawing salaries of Rs. 200 and upwards; double the home line allowance to all drawing less than Rs. 200 per mensem.

When travelling off the line of railway by road or canal, employés of the Company are entitled to mileage allowances in addition to the home line allowanees as follows :—

First class.—All officers of the Company ...	8 annas per mile.
Second class.—Upper Subordinates and employés drawing Rs. 100 a month and upwards	4 annas per mile.
Third class.—Subordinates drawing less than Rs. 100 a month	2 annas per mile.

When it is necessary to incur tonga or cart-hire on a journey on the Nilgiri hills, the mileage allowances will be increased by 50 per cent. This is in accordance with the Civil Service Regulations, Chapter LI, paragraphs 1251–52.

Cases in which the allowance when travelling on foreign lines or by road or by canal may prove insufficient will be dealt with specially at the periodical meetings.

3. Scale of fixed monthly batta to be drawn by officers of the Madras Railway engaged on surveys or on construction.

Designation or Class of Office.	Fixed monthly allowance.
	Rs.
Engineer-in-Chief	150
Officers drawing Rs. 750 and over	100
" " " 350 and under Rs. 750	75

These fixed allowances are to cover all expenses of keeping up tents (supplied at first by Company), horses and conveyances and expenses incurred in moving about within the limits of a division or in visiting the head-quarters stations.

The Board have ruled in their letter No. 951 of the 9th April 1897 that, when tents and horses required by officers for the due performance of their duties are maintained at their expense during their absence on privilege leave, the fixed travelling allowance may be drawn. A certificate in support of the claim for the allowance when on privilege leave must be submitted.

4. Scale of fixed batta to be drawn by monthly paid subordinates of the Madras Railway engaged on surveys or on construction.

Designation or Class of Employés.	Fixed monthly rates.
	Rs.
Drawing Rs. 300 and above	50
" " 200 and under Rs. 300	40
" " 100 " " 200	30
" " 50 " " 100	20
" under Rs. 50	10

These fixed allowances are to cover all expenses of keeping up tents (supplied at first by Company), horses and conveyances and expenses incurred in moving about within the limits of a division or in visiting the head-quarters stations.

Enclosure No. 2.

Rules regarding Batta Allowances, with Examples (*sanctioned at Official Meeting of the 25th June* 1891).

1. The distinction between day and night batta is abolished.
2. Batta is claimable under the following rules :—

For absence from head-quarters—

Not exceeding 6 hours	= *Nil.*
Exceeding 6 and not exceeding 12 hours ...	= half a day's batta.
And for every period of 12 hours or part of 12 hours after the first	= half a day's batta.

In other words : an absence of

0 to 6 hours entitles to *no* batta.	
Over 6 and up to 12 hours inclusive, to half a day's batta.	
Over 12 and up to 24 " "	" full day's batta.
Over 24 and up to 36 " "	" 1½ days' batta.
Over 36 and up to 48 " "	" 2 days' batta, and so on.

3. Batta may only be drawn for actual absence from head-quarters on duty.

4. An employé transferred temporarily, from one station to another, may not draw batta continuously for a longer period than two months: transfers for over two months will be treated as permanent.

5. Heads of departments must see that every batta certificate shows clearly the date and hour of each departure and each return to head-quarters: the Audit office will disallow all batta drawn on certificates not giving the requisite information.

6. Batta certificates will continue to show the stations visited and the specific object of each journey, and these statements must be signed by the head of the department to which the employé belongs. When the claim is made by the head of a department, the certificate must be signed by the Agent and Manager.

Order—No. 1199 Ry., dated 3rd October 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.
Dated—3rd October 1898, No. 1200 Ry.

I am directed to forward a copy of a letter from the Agent, Madras Railway, No. 9572/896, dated 17th September 1898, submitting for sanction a scale of travelling allowance for the Madras Railway. The preparation of the scale was called for in this Government's Order, No. 783 R., dated the 7th October 1897, of which a copy is enclosed for reference.

The scale has been the subject of correspondence during the last 12 months between the Company's Agent, his Board, and the Consulting Engineer with this Government advised by the Examiner, Guaranteed Railway Accounts, Madras, and except in regard to the one item, Nilgiri journeys, referred to by the Agent in his letter now forwarded, it has received the approval of the Madras Railway Board of Directors.

I am instructed therefore to recommend it to the Government of India for sanction.

Read also the following paper:—

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Railway Branch.
Dated—Simla, 28th December 1898, No. 3517 R.E.

With reference to your No. 1200 Ry., dated 3rd October 1898, I am directed to communicate the sanction of the Government of India, to the revised travelling allowance rules of the Madras Railway therewith submitted; with the following exceptions:—

(i) When travelling on foreign lines, the employés of the Company should get either free passes in addition to daily allowance of the home line, or else actual expenses only in addition to the same.

(ii) Mileage in addition to batta (or daily allowance) can only be drawn for a combined journey by rail and road or canal, in which the circumstances are such as to entitle the officer to batta. The time spent on the road or canal journey in such cases, should however be neglected in calculating the period of absence for the purpose of claiming batta.

(iii) For upkeep of horses, &c., while on privilege leave, the employés should not get more than actual expenses within the limits of the fixed allowance admissible under the rules.

Order—No. 21 Ry., dated 6th January 1899.

Communicated to the Agent and Manager, Madras Railway.

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts.
" Consulting Engineer for Railways.

Exd. S. A. S. Raghaviengar.

Government of Madras.
Public Works Department.

S P

4th June 1877, No. 107 R.
Railway.

Read the following paper :-

No. 13. Endorsement of the Consulting Engineer for Railways, dated Madras, 1st May 1877, No. 254

Madras Railway

Minutes of a Meeting held at the Agent and Manager's Office, Royapuram Terminus, on Wednesday the 11th April 1877.

× × ×

11. It was resolved that, subject to the approval of Government, officers and servants of the Company in receipt of Rupees 200 per mensem and upwards, shall be allowed Rupees 5 per day as travelling allowance when travelling on duty over foreign Railways, in addition to the allowances which are already sanctioned to them when travelling on duty on the Madras Railway, and that under similar circumstances the local allowances of subordinate servants of the Company shall be doubled.

× × ×

No.

6 S P

№ 14.

Order thereon, 4th June 1877, ct№ 107 R

Approved, with the exception of the proposed gratuity to Appasawmy Naick, orders regarding which will be decided when the views of the Board are received.

(True extract)

Sdf. J. H. M. Shaw-Stewart, Lt: Col: R.
Joint Secretary to Govt: P. W. D.
Railway Branch

(True extract)

Edc. P. L. to E.P. No. 1465 1899
No. 292 17-3-99
From Asst

Asst

24/3/77.

(No. 1.)

No. 9572.

292

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 17th March, 1899.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
20 MAR 1899
MADRAS

28

1465
20.3.99.

From

The *Agent and Manager.*

M. R. C.

To

The *Consulting Engineer for Railways.*

Madras.

SIR,

I have the honor to address you again on the subject of the Travelling Allowance Rules suggested for the Madras Railway by the Board of Directors.

2. In disposing of the question the Government of India in its letter No.3517 R.E. dated Simla the 28th December 1898 is good enough to accept the proposed rules with certain exceptions, and it is to these exceptions I wish to confine my present remarks.

3. The Company's Chief Auditor writes me with reference to the first exception :-

" The allowance of Rs. per diem in addition to Home Line
" Allowance hitherto drawn by the Company's Officers has
" been in existence for nearly 22 years, having been ori-
" -ginally passed at an Official Meeting held on the 11th
" April 1877 when it was recognised by the Consulting En-
" -gineer that when we are sent on duty over foreign lines
" we are necessarily put to considerably greater expense
" than when employed only on our own line, and the addi-
" -tional allowance was duly sanctioned by Government :
" see G.O.No.107 R of 4th June 1877.

Attached Flag M

12-98.]

3P

The extra allowance has no connection
" with cost of actual travelling in the shape of Railway fares,
" but I may point out that should the recent decision be adhered
" to, the result will be that when the Chief Engineer or other
" Head of Department travels on duty to Bombay or elsewhere, he
" will receive only the Home Line Allowance, viz Rs.105 per
" month or Rs.3-8-0 per diem, out of which he is expected to pay
" heavy Hotel bills and carriage hire: I think it will be admit-
" -ted that the extra allowance of Rs.5 per diem formerly grant-
" -ed under these circumstances does not err on the side of
" liberality.

not applicable to Railway Officers

"Under the Civil Service Regulations, para 1107, an Officer
" is entitled to double the fare of the class in which he is en-
" -titled to accommodation, for a journey from Raichur to Bombay, he
" would therefore receive Rs.55-6-0 or Rs.27-11-0 more than the
" cost of the journey, while our officials are only to receive
" Rs.3-8-0 for the day's journey ".

The Heads of Departments are small in number but the greater part of the Officers under the new rules, if the first exception is not modified, will draw only Rs.2-8-0 or Rs-2-0-0 a day when absent from the parent line, and these sums will clearly not compensate an officer who has to proceed off the home line.

The monthly allowances were fixed at a low scale in conse-
-quence of the Madras Railway having provided Rest Houses for its Offi-
-cers and in addition to these allowances being originally framed upon economical grounds, there is no question that the provision of Rest Houses has prevented the expenditure of a large sum of money in providing reserved or officers' Carriages.

4P

M

I attach for ready reference a copy of the Madras G.O. dated the 4th June 1877 and I would urge that under the circumstances explained the Boards' provision of Rs.5 per diem to officers when absent from the home line be continued.

on duty

24/3/99.

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 21st March 1899.

No. 961.

OFFICE NOTE.

Letter from the Agent & Manager Madras Railway, No. 9572/292,

dated 17th March 1899, forwarded to the Examiner of Railway Accounts for remarks.

R4

A/B.

for E. R.

EXAMINER'S REPLY.

E R.

A Govt: railway officer travelling on a foreign line is only eligible for daily allowance in addition to a free pass, and not for double Railway fare - Vide C. S. Regulations Art: 1171 with note I - and the modification suggested by the Govt of India is apparently intended to make the Railway rule conform to Govt: practice.

The chief Auditor quotes the case of officers drawing fixed monthly allowances, who presumably in

No 1001/24-3-99. 4

To E.R.

Is it intended that the grant of fixed allowances shall gradually cease & the daily scale of batta reposed then. Thus Mr. Storey is entitled to Rs. 105 pm mensem & no daily batta when absent on duty. On his retirement will the new Chief Engineer draw Rs. 7-8 pm day when absent on duty & no fixed allowance?

Jld 24/3/99.

AGENT & MANAGER'S OFFICE No 9572 30 MAR 1899 MADRAS RAILWAY

RAILWAY ACCOUNTS, MADRAS Regr. No. 178 27 MAR. 1899 Enclosures

[500—1-12-98.]

(4.M.1.) No

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 18

From

Sir,

To

Agent and Manager.

Consulting Engineer for Railways.

in the long run gain by doing so; Others are entitled to a larger daily allowance, the Chief Auditor himself for instance would draw Rs 7-8-0 per diem.

If the Local Govt. consider it advisable, however, the Govt. of India may be asked to reconsider their decision, and sanction the continuance of the rate of allowance which has been in force for many years.

Daily Allce: & mileage The intention of the Govt of India is here too apparently to introduce the Govt: procedure, & the Agent and Manager might be asked to submit a draft revision of the rule somewhat as under, which may be approved locally

" 1. When travelling off the line of railway by road or canal, an employé of the Company may at his option draw mileage allowances in lieu of batta as follows:—

First class – All officers of the Bay: 8 annas per mile etc etc etc

2. When an employé makes a journey by road or canal in ~~cambination~~ confirmation of a railway journey, he may draw mileage in addition to the batta to which he may be entitled, but the time spent on the road or canal journey should be deducted in calculating the period of absence for the purpose of claiming batta. "

E.R.

Please see note on page 2 of the revised rules (Slip B) and Govt of India letter No. 2589 G. dated 23 Sept 97 (Slip C).

I think the intention is that officers appointed from and after the 7th Oct 97 will not be eligible for a fixed monthly allowance, but if our Mr. Stoney's petitioner an officer who joined the Service prior to the date mentioned, is promoted to Chief Engineer, he will be entitled to the fixed allowance of Rs 105/- per mensem

FGH 27/3/99

C.R. 27.3.99

FGH 23/3/99

C.R. 23.3.99.

To A.M.

I shall be glad if you will read these notes & let me know if I am right in my conclusions viz

(1) that you are for a continuance of the allowance of Rs 5 per day in addition to home line allowance to officers who draw a fixed home line allowance only

(2) that the fixed allowances will cease as the present incumbents of posts to which fixed allowances are attached

P.T.O

leave the service. i.e that if a District Engineer is promoted to Chief Engineer, his T.A will be Rs 7/8 a day for the days he is absent on duty & not a fixed allowance of Rs 105 per mensem.

JLd
29.3.99.

1749
6-4-99

To A.M in original
JLd.

As I do not myself receive fixed batta I can write very impartially on the subject.

Louis. J. Moss
Agent + Manager
5-4-99

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
6 APR. 1899
MADRAS.

To The Consulting Engineer
for Railways

I understand it to be the intention of my Board that all officers when absent from the home or parent line shall receive Rs 5 per diem in addition to any batta which they are authorised to claim upon the local lines.

It is very seldom indeed that we have to send our officers off the home line but when they are absent in Bombay or Calcutta or Simla they should at least be paid the expenses they are put to.

Fixed allowances will continue to be held by all officers who were in the service previous to the 7th October 1897 whatever appointments they hold. This I think is very clear in fact any other ruling would introduce numerous complications.

I question whether the new rule abolishing fixed allowances will introduce economy & may be necessary in two or three years time to ask the Government to reconsider its order. Careful accounts will be kept + if as I suspect the new batta scale is found to be extravagant the Board will be addressed on the subject.

As

Form No. .

From approval of H. E.

PUBLIC WORKS DEPARTMENT

RAILWAY BRANCH.

Papers to be read in Proceedings:—

ain G.O., dated		189 , No.	
Again G.O., dated	6th January	1899, No	21 R.
Current No. 1465	of 1899, dated 20.3.99	, from	A.M to E.R. with enclosure
,, ,,	,, 189 , ,,	, ,,	
,, ,,	,, 189 , ,,	, ,,	

760 Rs

ORDER.

A.G.H 20.4.99

The Govt of India will be addressed.

To The Secy to the Govt of I

Sir.

1. With reference to correspondence ending with your No 3517 R. dt 28.12.98 I am directed to forward copy of paras 1, 2 & of a letter No 2572/292 dt 17.3.99 from A M to E. R. Flag A

2. A.M points out that under the ruling of the Govt of India officers at present in receipt of a fixed monthly T. A will when absent on duty from the parent line draw a very small sum

H.E 1.4.99.

12/14/99

quite inadequate to meet the expenses incident to travelling on a foreign line. In this view the Govt. of Madras concur and I am therefore to recommend that Sanction be accorded to the continuance of the grant of a daily allowance at Rs. 5 per diem in addition to the fixed monthly allowance to officers of the Madras Rly. Co. who joined the service prior to 7th October 1897 when travelling on duty on foreign lines.

3. Officers who have entered the service subsequent to the 7th Oct./97 in the opinion of this Govt. should, when on duty on a foreign line, draw only the daily allowances admissible on the home line.

J.L.
7.4.99.

[Form No. 5.]
[200—9-4-97.]

GOVERNMENT OF INDIA. P. W. DEPARTMENT.

RAILWAY BRANCH.

OFFICE NOTE.

No. 236

EXAMINER, GUARANTEED RAILWAY ACCOUNTS' OFFICE,
Madras. 15th April 1899.

To E. R.

Government Accountant's diaries pp. 65 67 and 68 dated 11 instant attached.

The Agent and Manager recently asked that the Govt. of India, be requested to reconsider their order contained in letter No. 3517 R. E, dated 28th Dec. 1898, regarding the allowances to be drawn for journeys on foreign lines; but until the rules are revised by that Government, and it is doubtful whether they will be, the company's employes must be passed allowances in accordance with the existing sanctioned rules only.

Will you kindly ask the Agent and Manager to direct a retrenchment of the overpayments and forward for my information the orders you may issue?

J.G.K. 15-4-99

C.R. Should the office of the Agent and Manager to direct a retrenchment of the overpayments and forward for my information the orders you may issue?

J.G.K. 15-4-99

C.R. Should the office
you will draft a note which will
be in accordance with regulations
for my signature J.G.K. 17/4
E. R.

(Form No. 11.)

[500—19-10-97.]

(For the use of the Government Accountant only.)

No. 65, dated 11th April 1899.

MADRAS RAILWAY.

Government Accountant's Diary.

EXAMINER Regr. No. 55 13 APR 1899 Enclosures RAILWAY ACCOUNTS, MADRAS

Enc. Pa 1 to C.E.'s C.No. 1992 of 1899 Letter No. 236 dt 15.4.99 From Asst CR

Report, &c., from the Government Accountant.	Examiner's Orders or Remarks.	Decision of the Consulting Engineer where necessary.	Remarks.
Traffic Officers pay Sheet for March 1899. Beg to report that in the above Mr D. Ross Johnson, Dy. Traffic Manager has been given the fixed travelling allowance of Rs 60 p.m. for the full month in addition to a daily allowance of Rs 17-8-0 @ Rs 5/- per diem for 3½ days from 16th to 19th March 99 while he was on special duty at Bombay in lieu of the actual expenses incurred by him. If he had travelled on the foreign line with a free pass he will only be entitled to the daily allowance of the home line; but it is not stated that if he had been supplied with a free pass. (vide Rule i. G of I letter No. 3517 R.E. dt 28-12-98 in 40 No. 21 Ry dt 6-1-98). The audit officer says			

(Form No. 11.)
[500—19-10-97.]

(For the use of the Government Accountant only.)
No. _____, dated _____ 189 .

MADRAS RAILWAY.

Government Accountant's Diary.

Report, &c., from the Government Accountant.	Examiner's Orders or Remarks.	Decision of the Consulting Engineer where necessary.	Remarks.
say that a reference has been made to the A.G. regarding the rules now framed by the Govt. of India & until receipt of fresh orders it is guided by the old rules. The Payabill has in the meanwhile been passed provisionally. Rakesabhapati Govt. Asstt.			

(Form No. 11.)
[500—19-10-97.]

(For the use of the Government Accountant only.)
No. 67, dated 11th April 189 9.

EXAMINER'S OFFICE Regd. No. 56 12 APR 1899 Enclosures ACCOUNTS, MADRAS

MADRAS RAILWAY.

Government Accountant's Diary.

Ex. 2 1992/98 ... do. 23b 15-12-99 Ex. 2

Report, &c., from the Government Accountant.	Examiner's Orders or Remarks.	Decision of the Consulting Engineer where necessary.	Remarks.
Police Department Pay Sheet for March 1899. — Beg to report that in the bills sheet accompanying the above Mr. H. J. Trunk Chief Prosecuting Inspector has been passed foreign bills at in accordance with the old rules of Rs 5/- per diem for 2 days for visiting Loco. Workshops at Negapatam in addition to the pay allowance of Rs 60/- p.m. The audit officer explains that the new rules promulgated in Govt letter No. 3517 R.E. Dy 28.12.98 are not yet acted upon as			

(Form No. 11.)

[500—19-10-97.]

(For the use of the Government Accountant only.)

No._____, dated_____189 .

MADRAS RAILWAY.

Government Accountant's Diary.

Report, &c., from the Government Accountant.	Examiner's Orders or Remarks.	Decision of the Consulting Engineer where necessary.	Remarks.
as a reference Report has been made to the Audit. The Cash Chest has been passed by Accts Office provisionally. I Ratnavarabhapati Govt Accts.			

(Form No. 11.)

(For the use of the Government Accountant only.)

No. 68

EXAMR Regr. No. 57 13 APR 1899 Enclosures RAILWAY ACCOUNTS, MADRAS

MADRAS RAILWAY

Government Accountant's Diary.

Enc. No. 3 ERs ero 1992/99
Ltr No. 236 15-4-99
From CR

Date.	Reports, &c., from the Government Accountant.	Remarks by the Chief Auditor.	Examiner's orders or remarks.	Decision of the Consulting Engineer, where necessary.	Final remarks.
1899. April 11	Traffic subordinates payshut for March 99. Begs to report that in the batta sheet attached to the above assistant Traffic canvassers V. Kaliana Raju & A. Ch Dando Pillay have both been passed for Rs batta ~~ab~~ in accordance with the old rules ~~ab~~ under: V. Kaliana Raju. for 5 days from 2 to 7 @ R2/- per diem — 10. — 3½ days from 9 to 12 @ R2/- p.d. — — — 7. Total — 17				

(Form No. 11.)

(For the use of the Government Accountant only.)

No.

MADRAS RAILWAY.

Government Accountant's Diary.

Date.	Reports, &c., from the Government Accountant.	Remarks by the Chief Auditor.	Examiner's orders or remarks.	Decision of the Consulting Engineer, where necessary.	Final remarks.
189 .	At Mr Sandhillais for 6½ days from 28.2.99 to 6-3-99. (At Kumbaconam & Mutupet) at 2R p.d. - R13. — 2½ days from 16-4 to 18- (at Dharapuram & Dharapuram) at R2 p.d. - - - - - R5. Total —— 18. The Daysheet has been passed provisionally by the Office. T Ratnasabhapati Govt Accts.				

D,

The draft submitted to H.E. is a very weak one, and being of so technical a nature H.E. naturally initialled it. But it will not know at present. Send the Note which I have drawn up overleaf, after C.R. has noted on it, to A.M. for further reply. When that comes I will take H.E's orders again. To send by mail. Letter on that despatch to India may mean an indefinite prolongation of the correspondence and perhaps everything left in the lurch in an unsatisfactory shape.

J.V.S

21/9/14

E.R.

(i) This view of the case is one that has not hitherto occurred to me. I think the M.R. Co assumed, what I believe to be the fact, that their officers would get free passes when traveling on foreign lines; and intended to ask for

officers on Rs 200 p.m. and upwards — Rs 5/- + batta / Rs 5/- + fixed allowance

officers on Rs under 200 p.m. — double home line allowance.

in addition to free passes, which are given on the home line. The Govt. of India seem to have

It seems to me that some unnecessary confusion is being imported into this matter. It would be as well to keep it clear.

I go certain things the Govt. of India three exceptions.

(i) Allowances when officers of the Company are travelling on foreign lines.

What the Company asked for was that in this case an officer over Rs 200 per month should get

5/- + batta

or 5/- + fixed allowance

according to whether he was or was not a fixed allowance man. I notice that the Company did not ask that their men should be given either free passes on the price of their tickets, on foreign lines, in addition to the above.

Now the Govt. of India, observing that the Company grounds in their rules for what concernibly might prove insufficient allowances for officers about on foreign lines, considerately offer to allow them either to get free passes or to draw actual expenses, in addition to the latter a fixed allowance.

"Actual expenses", I take it, cover all cab hire, cartage of luggage, coolies &c. but not of course hotel expenses. There is no recognition of hotel expenses in any set of Indian rules that I know of, and the Chief Auditor may much weaken his case by

overstating it when he ~~says~~ makes it a grievance that the Chief Engineer is expected to pay heavy hotel bills out of his Rs.105 per mensem. How about the many other days in the month when the Chief Engineer draws his Rs.3-8 per day and has no extra to pay in the shape of hotel bills? The ~~travelling~~ halta or the field allowance is supposed to suffice, in the long run, whether a man is on his own or on a foreign line, or in a town off his own line, to cover his extra halta expenses and hotel bills if any, and I have no doubt whatever but that in the long run, it does cover these expenses whether off his own line or on it.

~~For all expenses~~

For all expenses outside these halta and hotel expenses the Govt of India offer actual expenses (or free passes) in lieu of the Rs 5/- per day asked for; and I consider it a very good offer. If, as I suppose, it allows of the bills being submitted for cabs, carts and coolies in regard to which C.R. bills please note.

A Government Railway Officer (I for example) is entitled not to double railway fare as the Chief Auditor supposes, but to actual fare, or free pass, plus halta; and this halta is not an all round monthly but a daily one, after the 8 hours is about one 8 hours: and out of it he has to pay monthly, cab hire, coolies, &c. (but does not get his hotel bills ~~paid~~ out of his pay!) If I leave Madras by rail after 20 hours and return before 8 hours I get under Govt. rules no allowance of any sort for either day to meet my cab, Cart and coolie fare ~~under Government rules~~. The Madras R.Co Officer has his fixed allowance & his daily halta.

thought the additional Rs 5/- or the doubling of the home line allowance unnecessarily liberal; and I think the purport of Exception (1) was to bring the allowances on the Ry. side into line with those drawn by Govt. officers under C.S.R. Art. 1171, and that "actual expenses" in the exception should be taken to mean "the fares for themselves and for the servants and baggage accompanying them which a free pass would cover". I admit that "actual expenses" is rather "actual travelling expenses" as defined in C.S.R. Art 15 has a different meaning, but it would be contrary to the general principle laid down in C.S.R. Art 1087 to allow "actual travelling expenses" in addition to daily allowance. I do not think the intention can be to allow rail fares + carriage hire, carriage + coolie hire to daily allowance a fixed allowance, to be drawn

JgW 25/7/99
C.R.

To Agent & Manager
Madras Rly

for any remarks he cares to make. The case is sent in original to be returned

JGd
25.4.99.

(A. & M. 1.)

No 485

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 29th April, 1899.

2218
1-5-99

From

The *Agent and Manager.*

Madras Railway.

To

The *Consulting Engineer for Railways.*

Madras.

SIR,

I have the honour to return your file of papers relating to the Travelling Allowance Rules proposed for the Madras Railway.

My Board has attached importance to these Rules being passed as they stand and while it is desirable to clear up misinterpretations I am afraid I cannot suggest any radical alterations in the Rules seeing that they have been accepted and approved and in many cases initiated by my Board.

Generally I may say that the Officers of the Madras Railway have no desire to proceed beyond the limits of their own Railway but it happens occasionally that Officers are instructed to attend Locomotive or other Conferences and it is very certain that under the limited scale of batta allowed under the proposed Rules if the provision of Rs.5 made by the Board for Officers absent from the home line is withdrawn journeys will hereafter be undertaken at the private expense of the Officer who is instructed to proceed over a foreig

Form No. 33.

Railway.

Whatever may be expected from Government Officers who are provided with Pensions and who receive Presidency and other allow-ances which are not given to Madras Railway Officers I do not think a guaranteed Railway officer from his small savings should be expected to incur a loss when he has to proceed off his own Rail-way.

It is of course known that some of the larger Railways grant special allowances when their Officers visit Calcutta and other expensive towns.

I may perhaps be excused if in connection with this correspondence I refer to the fact that when I was a relieving Clerk on the London and North Western Railway I received 10/8 a day for Hotel expenses my immediate Chief receiving 21/ per diem.

In this country where an officer has to travel with ser-vants and to meet expenses for such servants in the shape of cart hire batta and warm clothing it is necessary to meet extraordinary demands with fairness and this was recognised by the Consulting Engineer when G.O. No.107 R dated 4th June 1877 was passed.

I still consider that the allowance of Rs.5 per diem granted under Madras G.O.No.107 R dated 4th June 1877 and included by the Board in the new rules should be allowed to stand.

The rule has worked well and there has not to my knowledge been any abuse of the concession granted to meet an officers actual expenses.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Recd.

No.

Form No. 33.

97

A point that seems to have been lost sight of is that an offi-
-cer who has a house and servants and horses in Madras cannot reduce
his home expenses when he is called away from his own line.

I have previously stated that it is not often that our Offi-
-cers are called away but the rule has been when Officers have been
required to proceed north of Raichur to ask other Railways to fur-
-nish them with free passes.

ii. I think it should be clearly laid down in the light of the
remarks noted how and when an officer is entitled to batta and mileage
allowances when undertaking a combined journey by railway and road,
or by railway and canal.

I have the honor to be,

Sir,

Your most Obedient Servant,

Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Read.

No.

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 1st May 1899.

EXAMINER OF RAILWAY ACCOUNTS, MADRAS.
Rec. No. 253
2 - MAY. 1899
Enclosures

No. 1394

OFFICE NOTE.

Letter from the Agent & Manager Madras Railway, No. 485,
dated 29th April 1899, forwarded to the Examiner of Railway
Accounts. for favor of remarks.

for E. R.

EXAMINER'S REPLY.

E R

Please see my marginal notes on your note of 29th ult. This note was sent to R. Rs. for remarks and his letter below is the result. I do not think it strengthens his case at all; and it is for the Madras Govt. to decide whether a further representation shall be made to the Govt. of India.

Personally I am of opinion

P

[500—1-12-98.]

that the daily allowances (batta) provided are more than sufficient to meet the bona fide travelling expenses of open line officers in the long run, whether on or off the home line, though of course they may not do so in isolated cases: and as the fixed monthly allowances on the Madras Railway are allowed to certain officers as a personal concession, it may be presumed that they pay those officers better than batta would.

If a recommendation is made to the Govt. of India, I would suggest that a copy of the whole of A. Ch's letter No 7572/292 dt. 17.3.99 be submitted; that it be clearly stated whether it is intended that the extra Rs 5 per day will be allowed to all officers drawing Rs 200 & over, only to those in receipt of fixed monthly allowances, and also what is recommended in the case of subordinates drawing less than Rs 20 per month,

Hayde

Hayde

also under the rules approved by the Board would get double the home line allowance; also that the modified rules suggested in my reply to your No 961 of 21.3.99 be submitted to the Govt of India for sanction.

The draft letter in the linked file should I think issue

JGH
5/5/99
CR

Seeking Allowance of Office
Free Railway when absent
on duty from the Home line.

8

Form No. 14.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

C. No.

NOTE FOR H-E.

On the 20th April, in my absence, a draft letter, below was initialled by your Excellency. I did not let it issue however, because I do not think that it properly presents to the Govt of India the somewhat technical case.

Some months has gone a letter to the Examiner the Agent Madras Ry. is urgently and I am now prepared to redraft the letter if Your Excellency has no objection to my doing so (the original draft having been found)

The revised draft shall be submitted for approval.

Kenyon.
AAH
11.5.99

7 KS.
10/5/99

Shd.
AAH
25.5.99

I put up a revised draft below. for H.E: approval

7 KS
16/5/99

7 KS
26/5/99

11/5/99 12/13/5 12.1645 12/26/5/99

E.R.

Draft letter to Agent & Manager below. I presume this, and not a draft G.O is what you require.

Z A.M.

Sir Draft

The Examiner Guaranteed Rys: Accts: having brought to my notice that in the cases given in the margin batta for journeys on foreign lines during March 1899 has been passed in accordance with the old rules instead of in accordance with those sanctioned by the Govt: of India in No 3517 R.E. 87 28-12-98,

I have the honour to request that the rules sanctioned by the Govt: of India may be strictly followed, and that a reinbursement of the amounts overpaid in the above cases may be ordered.

2. If upon the representation made by you the Govt: of India modify their order regarding batta when travelling on

No. 25
C
Dated 11/5 1899.

M/s D Ross Johnson Rly: Traffic Manager.
M. H. F. French, Chief Prosecuting Inspector
V. Kaliana Raju, A.M. David Pillai } Asst: Traffic Canvassers.

on foreign lines a readjustment may then be made with retrospective effect, but for the present no deviation from the Sanctioned ratio is permissible.

JGW 21/4/99

CR 18-4-99.

22.4.99.

Ems

Dispatched on 4/5/99

Form No. 1.

PUBLIC WORKS DEPARTMENT,

Railway Branch.

B/

Papers to be read in Proceedings:—

IDP

Again G.O., dated			189 , No.	
Again G.O., dated	6th January		1899, No.	21 Ry.
Current No. 1465	of 1899, dated	20th March 1899;	from	the Agent & Manager, Madras Railway, with enclosure.
" "	" 189 , "		, "	
" "	" 189 , "		, "	

ORDER No. 618 Ry., dated 31st May 1899.

The Government of India, will be addressed.

D. R.
1.6.99.

R. Form No. 14.

No. 619-Ry

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE Secretary,

to the Govt. of India,

P. W. Department.

Ootacamund the 31st May 189 9.

SIR,

With reference to the correspondence ending with your letter No. 3517 R.E., dated the 28th December 1898, on the subject of revised Travelling Allowance rules for Madras Railway Officers, I am directed to forward a copy of a letter from that Company's Agent, No. 9572/292, dated the 17th March 1899, and of a second letter No. 485, dated the 29th April 1899, which resulted from an unofficial reference in regard to the intention of the earlier letter.

2. The proposed Rules were approved by the Government of India with three exceptions. The third exception the Agent is prepared to agree to. He is also prepared to agree to the second exception provided that the Government of India's meaning is that "an officer always draws batta when travelling by rail and a mileage allowance in lieu of batta when travelling by road or canal for the number of days or hours he is absent from the railway."

3. The Consulting Engineer, and the Examiner, Guaranteed Railway Accounts, have noted as follows in respect to the Government of India's intentions in regard to exception (ii.)

"(ii). Next as regards mileage + "batta for joint rail and road journeys. "I read the Government of India as "meaning that if the Madras Officer "spends as many hours of the day on "his railway journey as would entitle "him to batta, (6 hours for half batta "and 12 hours for full) he may draw "mileage for his road journey in "addition to batta, but otherwise he "may only draw for the road journey. "In other words that the addition of "the road hours to the railway hours "are not to be taken as validating an "otherwise invalid claim for batta. "The Government of India of course "intend that when an officer makes a "road journey he should get the mileage "allowance proposed by the Company. "It is not this they wish to interfere "with, all that they desire is that "road hours should not be added to "railway hours to qualify a man for "railway batta." (Consulting Engineer).

"(ii) I agree with the Consulting "Engineer's interpretation of the "Government of India's meaning, and the "revised rules suggested in my Office "Note of the 23rd ultimo in answer to "his No. 961 were intended to, and "would I think in practice give effect "to the Government of India's intention, "e.g. an officer absent from his head-

"-quarters on a journey by road or "canal would draw:-

"(a) if the road or canal journey commenced ~~connected~~ at his head-quarters, "either the fixed monthly allowance "or batta if any to which he might "be entitled, or mileage allowance.

"(b) if the road or canal journey was "made in continuation of a railway "journey, mileage allowance, plus "fixed monthly allowance or batta, "provided that the time spent on the "road or canal journey should be "deducted in arriving at the time "for which fixed monthly allowance "or batta is due." (Examiner, Guaran--teed Railway Accounts).

As the intention of the Government of India in regard to exception (ii) is not very clear I am directed to ask that it may be elucidated.

4. The Agent offers strong objection to the Government of India's first exception. His employés when travelling on foreign lines invariably get free passes. The Government of India's intention in using the term "actual expenses" is not under--stood, i.e. it is not known whether in the case of an officer spending some days in Bombay it is intended to cover cart and carriage hire, coolies &c. The Agent is anxious that when absent from the home line his officers who draw Rs. 200/- per mensem and upwards should get Rs. 5+batta (or+fixed allowance) per day, and that those drawing less than Rs. 200/- should get double the home line allowance.

5. As the cases of absence from the home line are very infrequent and will usually necessitate an officer having to disburse a good deal more money than he or the Agent thinks equitable, and as the matter is not really one of very great moment, this Government recommends that the Agent's wishes be acceded to.

7 K.S.

R.

14/5/99

Documents accompg:
Nos & letters referred to.

Despatched on 31/5/99

A
A (Paint)
Quote
Print Dark

Public Works (1897) Department.

Ry no 783 Ry dt 7.10.97 Reasagain to P.W.Ry quote
" 21 Ry dt 6.1.99 Revised
Letter from Adm No 9572/292 dt 17.3.99.
" Adm No 485 dt 29.4.98.
G.O. No 618-19 Ry dt 31.5.99
Letter from the Govt of Ind No 1241 Rlg dt 30.6.99.

Print
Sheetproof

14P

CURRENT No. 888.

From The Govt of India.

Order - No 760 Ry dated 11/7/99
Communicated to the

Agent & Manager, Madras Railway & the Trustees of Guaranteed Railway Assamto, Madras.

No. 1241 Rlg.

Dated 30th June 1899
Received 10th July '99
Registered —— do ——.
Enclosures
Spare copies

Print

JA
for R.
11.7.99.

SUBJECT.

Revised Travelling allowance Rules - Forwarding Govt of India's remarks in connection with the exceptions relating to the —— noted in P.W.D letter No 2517 Rlg. d/28/12/98.

To Adm √ (by post & by mail)
CR Through Accts
ER. √ (by post & by mail)

Despatched on 3/8/99

11.7.99

S.A.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

JOINT SECRETARY TO
RECEIVED
10 JUL. 1899
GOVT. OF MADRAS RYS.
All communications should be addressed to the Secretary.

No. 1241 R.E.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY ESTABLISHMENTS.

13P

To

The Joint Secretary to the Government of Madras,

Public Works Department, Railway Branch.

Simla, the 30th June 1899.

Sir,

I am directed to acknowledge the receipt of your letter No.619 Railway, dated 31st May 1899, submitting further remarks by the Agent and Manager, Madras Railway, in connection with the exceptions relating to the revised Travelling Allowance Rules noted in Public Works Department letter No.3517 R.E., dated 28th December 1898.

2. In reply, I am to state that, under the circumstances explained with regard to exception I, the Government of India are pleased to accept the original proposal to allow officers in receipt of salaries of Rs.200/- and up-wards, when travelling on Foreign lines, to draw Rs.5/- per day in addition to home line allowances, and those drawing less than Rs.200/- per mensem to draw double the home line allowance.

3. As regards exception II, I am to say that the Consulting Engineer's interpretation of the orders as stated in paragraph 2 of your letter under reply is correct.

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

G H Walker

Under Secy. to the Govt. of India.

Documents accompanying:-

Nil.

S.A.