M.R. O. 1—10,006—28-2-50.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No.	3028	Press
~~B.P. No.~~ 244-245		~~Mis.~~
Dated	16-12-1878	~~195~~ .

Not to be folded or roughly handled

No. 274. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 28th November 1873, No. 639 :—

I HAVE the honour to submit, for the consideration and orders of Government, a correspondence which has passed between this office and the Postmaster General regarding the extent to which it is expedient that the Railway Authorities should be called upon by the Postmaster General, through this office, to explain the cause of delay when a train fails to reach a station at the hour entered in the time-table.

From	Postmaster General,	No. [illegible],	21st	Oct. 1873.
To	,,	,, 1,076,	4th	Nov. 1873.
From	,,	,, [illegible],	6th	,, 1873.
To	,,	,, 1,107,	11th	,, 1873.
From	,,	,, [illegible],	22nd	,, 1873.

2. From the correspondence it will be seen that the mail train which left Madras at 6 P. M. upon the 14th October 1873 reached Mettapolliem 85 minutes behind time. The Railway officials explained that the 6-30 A. M. goods train from Pothanore was late on that day, and that, through an error in judgment on the part of the Station Master at Jollarpett in not altering the meeting station, the mail train was detained at Gooriattum until the arrival of the goods train; and that 20 minutes were afterwards lost at the Palar and Gooriattum Bridges in consequence of both rivers being in full flood. It was also explained that the train was detained at Erode and Perandorai 19 minutes beyond the prescribed time, and that 17 minutes were lost in running between Salem and Pothanore. Between Pothanore and Mettapollium 16 minutes were made up, the last named station being reached 85 minutes after time.

3. The Postmaster General was not satisfied with the explanation given, and asked to be informed what steps had been taken to prevent the recurrence in future of such delays; adding that "the usual punctuality with which the mail trains have lately been running shows most clearly that there is no difficulty in maintaining this speed, provided proper arrangements are made by the Company's officers."

4. In reply, I stated that it did not seem necessary to make further inquiry into the cause of delay. I assured the Postmaster General that I was satisfied that every effort was made by the Madras Railway Company to work the mail trains according to the published time-table; and I added that, so long as the results are generally satisfactory, I did not understand it to be the desire of the Government that the Company should be called on to render a minute account to the Postal Department for every instance of delay.

5. In the last of the letters now submitted, the Postmaster General dissents from this view. He states that "it is usual for this department to be informed of the cause of delay to the mails, and that the right to do so has not hitherto been questioned, but on the contrary full information has always on previous occasions been freely given." He requests that the matter may be referred for the decision of Government, adding that it appears to him "absolutely necessary for the

proper administration of the mail service that the Postmaster General should always be informed of the cause of delay and detention to the mails in order that he may take whatever action he may deem necessary in the matter."

6. As regards the general question at issue, Major Bourke is mistaken when he states that it has been usual for the Consulting Engineer to explain to the Postmaster General the causes of delay to the mails. So far as I am aware, such explanation was asked for by the Postmaster General on the 5th June 1873 for the first time; and upon that and a few subsequent occasions the explanation asked for was sent to him as a matter of courtesy; but I do not consider either that he is entitled to call upon the Consulting Engineer to furnish him with such explanation, or that the public service is in any way benefited by compliance with his demand. On the contrary, a good deal of unnecessary correspondence has resulted from the action adopted by the Postmaster General within the last six months.

7. When the Postal Department sustains inconvenience from detention of the mail trains, it seems to me that the Postmaster General should notify the fact to this office; and that the Consulting Engineer should, after inquiry, inform the Postmaster General either that the delay was, in his opinion, unavoidable, or that proper measures have been taken to prevent its recurrence. I cannot see that any good can result from reporting to the Postmaster General the circumstances connected with every detention to which a train is subjected. I submit that the Postmaster General is not competent to decide whether a delay to a train could have been avoided, or whether satisfactory measures have been taken to prevent its recurrence. These are professional questions with which the Consulting Engineer is, under Government, alone qualified to deal. If the Postmaster General has reason to be dissatisfied with the result of the measures taken to insure punctuality, it is always open to him to address the Government upon the subject; but the necessity for this can very seldom arise.

8. In the particular case which has led to this reference, I submit that Major Bourke's demand for further explanation is unreasonable. He himself bears witness to the great punctuality with which the mail trains have been running of late. The present accelerated mail service was introduced on the 31st August; and, during the three months which have since elapsed, the Postmaster General has had occasion to complain of the mail train being detained upon only two occasions, one being that now under discussion, and the other being on the occurrence of the flood upon the North-West Line, recorded in the Proceedings of Government, under date the 17th instant, No. 2,785. When the season of year is taken into consideration, and the fact that the mail trains run daily over two lines of *single* railways, in length 406 and 351 miles respectively, I maintain that such punctuality is extraordinary, and that it reflects great credit upon the officers of the Railway.

9. I trust that the course which has been adopted by the Postmaster General within the last few months will be seen by His Excellency in Council to be not only irregular, but unnecessary and objectionable. Not the least of the many arguments against it is that it tends to irritate the Railway Authorities by making them feel that not only have they to satisfy the Consulting Engineer, who

is placed by the Government in professional control of their operations, but that another official, without professional knowledge or experience, has also the power to call upon them for explanation upon purely professional points.

From Major the Honourable E. R. BOURKE, Postmaster General, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Camp at Trichinopoly, 22nd November 1873, No. 1,111.

In continuation of my letter No. 1,110, of 6th November 1873, and in reply to your No. 1,107, of 11th November 1873, I regret I cannot agree with you in thinking "it does not seem necessary to make further inquiry into the cause of delay to the mail train on the 15th ultimo."

2. It is usual for this department to be informed of the cause of delay to the mails and the right to do so has not hitherto been questioned, but on the contrary full information has always on previous occasions been freely given.

3. On the 15th October last the first detention to the mail train at Goorlatum has been explained by the Traffic Manager as being "due to an error in judgment on the part of the Station Master." Then a further delay occasioned by floods is accounted for satisfactorily by carrying out the orders of Government to be observed on such occasions. From these two causes, the mail train left Salem 65 minutes late.

4. The Traffic Manager then reports a detention at Erode and Perandorai of 19 minutes beyond the prescribed time, and a further loss of 17 minutes between Salem and Pothanore, amounting altogether to 101 minutes.

5. It would be seen that the only unavoidable delay appears to have been caused by the floods, amounting to 20 minutes only.

6. No explanation being given by the Traffic Manager of the delays between Salem and Pothanore, I addressed you in my letter above quoted.

7. If you still consider I am not entitled to the information I ask for, I think perhaps it would be as well that Government should decide the matter, for it appears to me that it is absolutely necessary for the proper administration of the mail service that the Postmaster General should always be informed of the cause of delay and detention to the mails in order that he may take whatever action he may deem necessary in the matter.

From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major the Honourable E. R. BOURKE, Postmaster General, dated Madras, 11th November 1873, No. 1,107.

In reply to your letter, dated the 6th instant, No. 1,110, I have the honour to inform you that it does not seem necessary to make further inquiry into the cause of delay to the mail train on the 15th ultimo. I am satisfied that every effort is made by the Madras Railway Company to work the mail trains according to the published time-table; and in your letter under reply you bear witness to the great punctuality with which these trains have of late been running. So long as the results are generally satisfactory, I do not understand it to be the desire of the Government that the Company should be called on to render a minute account to the Postal Department for every instance of delay.

From Major the Honourable E. R. BOURKE, Postmaster General, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Camp at Trichinopoly, 6th November 1873, No. 1,110.

From the Traffic Manager's letter No. 111, dated 1st November 1873, it appears that the delay occasioned by the floods in carrying out the rules only amounted to ten minutes, the remainder 91 minutes the Railway officials are solely responsible for.

2. Such protracted delays most seriously inconvenience the mail service and the public, and I would ask to be informed what steps have been taken to prevent their recurrence in future.

3. I would beg to point out the Traffic Manager has not explained the cause of delay of 17 minutes between Salem and Pothanore, or why the mail train was detained at Erode and Perandorai 19 minutes.

4. The usual punctuality with which the mail trains have lately been running shows most clearly that there is no difficulty in maintaining this speed, provided proper arrangements are made by the Company's servants.

From J. W. MELLIS, Esq., for the Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 3rd November 1873, No. 889.

WITH reference to your letter of the 25th ultimo, No. 1,015, I have the honour to enclose you a copy of the Traffic Manager's letter, No. C $\frac{811}{888}$, of the 1st instant, in which he explains the late arrival of the 6 P.M. mail train at Mettapolliem on the 15th ultimo.

From H. E. CHURCH, Esq., Traffic Manager, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 1st November 1873, No. C $\frac{811}{888}$.

Detention of 6 P.M. *Mail Train, 14th October.*

A DETENTION occurred in the first instance at Gooriattum and was due to an error in judgment on the part of the Station Master of Jollarpett in not altering the meeting station. He supposed that the 6-30 A.M. goods train would be able to make up time, but it so happened that, in addition to the 6-30 being late, the Palar and Gooriattum Rivers were in full flood, and a further delay of 10 minutes at each of these places occurred in carrying out the rules.

2. The mail train left Salem 65 minutes late, was detained at Erode and Perandorai 19 minutes beyond the prescribed time, and arrived at Pothanore 101 minutes late, so that some 17 minutes would seem to have been lost between Salem and Pothanore.

Copy of a docket from the Inspector of Post Offices, 4th Division, to the Postmaster General, Madras, No. 3,12[illegible], *dated* 19*th October* 1873.

HAS the honour to report that the mail train arrived at Mettapolliem on the 15th October 1873 at 10-55 A.M. instead of 9-30 A.M.; the mails will therefore reach Ootacamund correspondingly late. Cause of delay unknown.

No. 9,[illegible]24—3,944.

FORWARDED to the Consulting Engineer for Railways, Madras, with a request that he will be so good as to afford information as to this delay.

(True copy.)

MADRAS,
21*st October* 1873.

(Signed) E. R[illegible] BOURKE, Major,
Postmaster General.

No. 275. ORDER THEREON, 16th December 1873, No. 3,0[illegible]8.

RAILWAY, No. 38.

IT is, in the opinion of His Excellency the Governor in Council, the right and duty of the Postmaster General to require detailed explanation of delays in the mail service, and if not satisfied with

the explanation offered and precautions proposed to be adopted to obviate future similar delays, it will be incumbent on him to address the Government on the subject. In the instance under notice the explanation should have been afforded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Postmaster General.
" Consulting Engineer for Railways.
" Public Department.

Exd. W. H. French.
Spare copies.

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 639

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,
Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

From Postmaster General No. 2934/3944 21st October 1873.
To — " — 1076. 4th November 1873.
From — " — 940/3944 6th — " — 1873.
To — " — 1107 11th — " — 1873.
From — " — 1061/3944 22nd — " — 1873.

I have the honour to submit, for the consideration and orders of Government, the correspondence which has passed between this office and the Post Master General regarding the extent to which it is expedient that the Railway Authorities should be called upon by the Post Master General, through this office, to explain the cause of delay when a train fails to reach a station at the hour entered in the time-table.

2. From the correspondence it will be seen that the mail train which left

left Madras at 6 p. m. upon the 14th Oc-
-tober 1873 reached Mettapalliem 85 minutes
behind time. The Railway Officials ex-
-plained that the 6-30 a. m. goods train
from Pothanore was late on that day,
and that, through an error in judgment
on the part of the Station-master at
Sallarpett in not altering the meeting-
station, the mail train was detained at
Goriattum until the arrival of the goods
train; and that 20 minutes were after-
-wards lost at the Palar and Goriattum
bridges in consequence of both rivers
being in full flood. It was also ex-
-plained that the train was detained at
Erode and Peranderay 19 minutes beyond
the prescribed time, and that 17 minutes
were lost in running between Salem and
Pothanore. Between Pothanore and
Mettapalliem 16 minutes were made up,
the last-named station being reached
85 minutes after time.

3. The Post Master General was not-

not satisfied with the explanation given
and asked to be informed what steps
had been taken to prevent the recurrence
in future of such delays; adding that
"the actual punctuality with which the
"mail trains have lately been running
"shewed most clearly that there is no
"difficulty in maintaining this speed,
"provided proper arrangements are made
"by the Company's Officers".

In reply I stated that it
did not seem necessary to make further
inquiry into the cause of delay. I
assured the Post Master General that I
was satisfied that every effort is made
by the Madras Railway Company to work
the mail trains according to the publish-
-ed time-table; and I added that,
so long as the results are generally satis-
-factory, I did not understand it to be
the desire of the Government that the Com-
-pany should be called on to render a

minute

minute accounts to the Postal Department for every instance of delay. In the last of the letters now submitted, the Post Master General dissents from this view. He states that "it is usual for his department to be informed of the cause of delay to the mails, and that the right to do so has not hitherto been questioned, but on the contrary full information has always on previous occasions been freely given". He requests that the matter may be referred for the decision of Government, adding that it appears to him absolutely necessary for the proper administration of the mails that the Post Master General should always be informed of the cause of delay and detention to the mails in order that he may take whatever action he may deem necessary in the matter.

6. As regards the general

question at issue, Major Bourke is mistaken when he states that it has been usual for the Executive Engineers to explain to the Post Master General the causes of delay to the mails. So far as I am aware, such explanation was asked for by the Post Master General on the 5th June 1893 for the first time; and upon that and a few subsequent occasions the explanation asked for was sent to him as a matter of courtesy; but I do not consider either that he is entitled to call upon the Executive Engineer to furnish him with such explanation, or that the public service is in any way benefited by compliance with his demand. On the contrary, a good deal of unnecessary correspondence has resulted from the action adopted by the Post Master General within the last six months.

7. When the Postal Department sustains inconvenience from detention of the

the mail trains; it seems to me that the Post Master General should notify the fact to this office; and that the Consulting Engineer should, after inquiry, inform the Post Master General either that the delay was, in his opinion, unavoidable, so that proper measures have been taken to prevent its recurrence. I cannot see that any good can result from reporting to the Post Master General the circumstances connected with every detention to which a train is subjected. I submit that the Post Master General is not competent to decide whether a delay to a train could have been avoided or not, whether satisfactory measures have been taken to prevent its recurrence. These are professional questions with which the Consulting Engineer is, I submit, alone qualified to deal. If the Post Master General has reason to be dissatisfied with

the result of the measures taken to ensure punctuality, it is always open to him to address the Government upon the subject; but the necessity for this can very seldom arise.

In the particular case which has led to this reference, I submit that Major Rourke's demand for further explanation is unreasonable. He himself bears witness to the great punctuality with which the mail trains have been running of late. The present accelerated mail service was introduced on the 1st August, and during the three months which have since elapsed, the Post Master General has had occasion to complain of the mail trains being detained upon only two occasions, one being that now under discussion, and the other being on the occurrence of the flood upon the

North West line, recorded in the last Proceedings of Government under date the 4th instant, in which the season of year has been taken into consideration, and the fact that the mail trains run daily over these lines of single railway, in length 406 and 351 miles respectively, I maintain that such punctuality is extraordinary, and that it reflects great credit upon the Officers of the railways. I trust that no time will be lost in carrying which has been adopted by the Post Master General within the last few months, and by His Excellency in Council to be not only irregular, but unnecessary and objectionable. Not the least of the many arguments against it

is that it tends to irritate the Railway Authorities by making them feel that not only have they to satisfy the Consulting Engineer, who is placed by the Government in professional control of their operations, but that another official, without professional knowledge or experience, has also the power to call upon them for explanation upon purely professional points.

I have the honour to be

Sir

Your most obedient servant

V. Macpherson Lt. Col. R.E.

Cons. Engineer for Railways.

Madras

28th November

1873

Ed

Acct'd

Railway Department.

Public Works, 1873. No. 5-1/2 of 1873.
From 7-1/2 of 1873. No. 1-1/2 1480

The Controlling Engineer
for Railways.

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 26th November 1873.
Rec'd. 27th do.

Enclosure 6.

No. 699

Sir,

Subject — correspondence which has passed between this Office and the Postmaster General regarding the extent to which it is expedient that the Railway Authorities should be called upon by Rule 10 R. G. to explain the cause of delay when a Mail fails to reach a station at the hours entered in the Time Table

detention of the Local Train at Simonstown
has been explained by the Traffic Manager
as being "due to an Error in Marking"
in the Clerk's Office at Wynberg
Then a further delay occurred at
Claremont, as the Engine had
by Carrying out the orders of Conductor
to shunt on to the Main Line
from there to Cape Town
Left Salem 6h 5min p.m.
Arrived Cape Town 7h 10m p.m.

The Traffic Manager also
reports a detention of Express
Pretoria on the 17th Instant
Pretoria one hour and 17 minutes
of 17 minutes between Salem and Claremont
accounting altogether for 1h 34min
Should have been Past the Main
unavoidable delay which was
been caused by the Local
2 minutes only.

Salt River Junction
Salem
Claremont
Wynberg
Simonstown

The Traffic Manager reports a detention of the Express Train from Pretoria on the 17th Instant one hour and 17 minutes between Salem and Claremont which was accounted for by the following unavoidable delay which was caused by the Local Train from Simonstown to Wynberg.

Salt River Junction
Salem
Claremont
Wynberg
Simonstown

I am
Sir
Your obedient Servant
[illegible]
Chief Traffic Manager

Railway Department. Consulting Engineer's Office

No. 1107

To,

The Post Master General, Madras.

Sir,

In reply to your letter dated the 6th instant, No. 3944, I have the honour to inform you that it does not seem necessary to make further inquiry into the cause of delay to the mail trains on the 15th ultimo. I am satisfied that every effort is made by the Madras Railway Company to work the mail trains according to the published time-table; and in your letter under reply you bear witness to the great punctuality with which these trains have of late been running. So long as the results are generally satisfactory, I do not understand it to be the desire of the Government that the Company should be called on to render

render a minute account to the Hospital department for every instance of delay.

I have &c

Madras
11th November 1873

Lt. H. M. Shaw Stewart R.E.
Asst. to Chief Engr. for Railways

Pt Chintadrepettah Camp Trichinopoly 6 Dec 73

No 940
3 Dec 73.

To
The Consulting Engineer
for Railways
Madras

Sir

I have the honor to report for the information of Government that the delay occasioned on the 1st December 1873 in the departure of the Mail Train from Salem was caused by the Engine not having been supplied with sufficient water.

The Mail Train was detained at Salem 45 minutes instead of 15 minutes

The usual punctuality with which the Mail Trains have been running

there is no

difficulty in maintaining this Steel, unless proper arrangements are made by the Company's Servants.

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

W. Mansfield
Dpt. Locomotive Engineer

No. 889

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 2nd December 1870

From

The Acting Agent and Manager, Madras Rly Co.

To

Messrs. Rendel Palmer & Tritton, C.E.

Consulting Engineer for Railways.

SIR,

With reference to your letter of date 25th ultimo & the 10th I have the honour to enclose you a copy of the Traffic Manager's letter No. 4/88 of the 1st instant in which he explains the late arrival of the 6 Dalh. Mail Train at Mettapollium on the 15th ultimo.

I have the honour to be,
Sir,
Your most Obedient Servant

J. W. Mellis.
for the Acting Agent & Manager.

(25)

No. 889

To Messrs. Rendel Palmer & Tritton C.E.

Dated 2nd Dec. 1870

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 3rd November 1873.

Recd. 4th

No. 889

Forwarding copy of Traffic Manager's letter as to the late arrival of the 6 P.M. Mail Train at Metcalfe on the 15th October last.

No. 1076

Copy to Postmaster General, in reply to his U.O. 9824/3944, dated the 21st October 1873.

4. Nov. 73.

P.W. 6480/73

GBco: 6029 - 18-12-73

docket

Copy of a ~~letter~~ from the Inspector of Post Offices 4 Dn.,
to the Postmaster General, Madras, No. 3128
dated 19th October 187 .

Has the honor to report that the mail train arrived at Kottapollium on the 15th October 1873, at 10-55 A.M. instead of 9-30 A.M. the mails will therefore reach Cotacamund — Correspondingly late - Cause of delay unknown.

No. 2824/3941

True Copy forwarded to the Consulting Engineer for Railways, Madras, with a request that he will be so good as to afford information as to this delay.

Postmaster General

Postmaster General's Office
Madras 21st October 1873.

Rec'd

Rec'd 25 Mond.
Read the following
From the Managers of Railways

(31)

H.R. Feb 29 1928 (No 73)

It is in the duty of H. S. The G. to call the attention of the P.M.G. to the frequent detailed explanations of the delays in the Mail Service - and if not satisfied with the explanations offered to be proposed to be adopted to obviate future similar delays, it will be incumbent on him to address the Govt. on the subject -

In the instance under notice the explanation should have been afforded -

To the Postmaster General

The Memorial of the Undersigned Managers of Railways

Respectfully Sheweth

That your Memorialists have been informed that the Mail Train between Bombay and Calcutta is frequently detained on the road for many hours, and sometimes for days together, and that the Passengers by that Train are thereby put to great inconvenience and loss.

That your Memorialists are willing to afford every facility in their power to the Post Office Department for the conveyance of the Mails, but they cannot undertake to be responsible for the punctuality of the Mail Train, when the Post Office Department does not afford them the means of working it with punctuality.

That your Memorialists are willing to undertake the conveyance of the Mails between Bombay and Calcutta in 72 hours, provided the Post Office Department will undertake to keep the Mail Train clear of all obstructions on the line of Railway, and will provide the necessary Establishment and Locomotive Power for working the Mail Train with punctuality.

And your Memorialists will ever pray &c &c &c

Bombay 25th November 1873

(Signed) Bruce
Agent, G.I.P. Railway

(Signed) Rutherford
Agent, B.B. & C.I. Railway

Nr 648 ☆
Govt. of 1873 Madras.

PUBLIC WORKS.

To The Postmaster General

Dated 13th August 1873

Recd. Encl. 6

G. O. No. 16 dated 1873, No. 3028.

Nos. 2744276

Mail Service. Passing orders on letter from the Collector submitting for orders correspondence as to the right of Postmaster General to call for detailed explanation of the delays in the Mail Service.

of the cause of delay of 17 minutes in running between Salem and Pettiamanaid of stoppage aggregating 19 minutes i. e. except of prescribed time as Extended and Sunday should have been complied with and will be attended to.

Dinkar

To The Post Master General
C. Engs for Rye
Public Depmt

Despd. this Dec 18/12/73.