MRO 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. 1686 Press Original
B.P. ~~No.~~ Mis.

Dated 4. 7. ~~195~~ 1876

Not to be folded or roughly handled

No 43 Read the following endorsement of the Chief Secretary to Government, dated Ootacamund, 8th May 1876, No 722 —

From H G TURNER Esq, C S, Acting Postmaster-General, to the Honorable W HUDLESTON, Chief Secretary to Government, dated Madras, 5th May 1876, No 1,051.

In accordance with the instructions of Government laid down in G O, dated 16th December 1873, No 3,028, I have made it a practice to request the Consulting Engineer for Railways to obtain explanation from the Companies of delays when they occur to the mail trains The Consulting Engineer obtains the explanations and forwards them to me usually without comment I would beg to draw the attention of His Grace the Governor in Council to the unsatisfactory nature of these replies, which are bare narrations of the supposed causes of the delay, and are unaccompanied, either by details of the measures taken to set right the particular catastrophe, or by assurances of the adoption of precautions to obviate its recurrence

2 I will take the case of the mail train which left Raichore at 1-35 P M. on the 20th December and was due in Madras at 6-30 A.M on the 21st This train was 2 hours and 40 minutes late On the 28th December I desired the Consulting Engineer to ascertain the cause of this, and on the 22nd January I received through him and the Agent and Manager a copy of a letter from the Traffic Manager, in which I was informed that "the mail train of the 20th ultimo due at Madras on the 21st was detained at meeting stations about 70 minutes, but lost time all the way between Ghooty and Cuddapah" This was forwarded through the offices mentioned above without a line of comment of any sort

3 In the same letter was an explanation of a delay of 2 hours and 20 minutes that occurred on the following day It is in precis in the appended statement The two delays were thus explained by the Traffic Manager, "that for the six first or seven days after the night service was restarted, the drivers appear to have been afraid of running even to time between Ghooty and Cuddapah, and this is the only way that the loss of time can be accounted for" No comment was made on this. No reason was adduced for the inaction of the Company in thus, for six or seven days, allowing the locomotives to be in charge of timorous drivers No hope was afforded of subsequent mitigation of their terror I submit that the explanation was wanting in precision, and should not have been accepted by the officials who sent it on.

4 To take another case —The mail train from Beypore on the 3rd January was due at Madras at 6 A M on the 4th. It came in at 7-10 A M, or 1 hour and 10 minutes late I wrote for information, and the Consulting Engineer replied that he had learnt from the Agent and Manager, Madras Railway, that the train was heavily loaded, 21 vehicles being run between Jollarpett and Arconum and 20 vehicles between Arconum and Madras, the ordinary load being 15 vehicles I replied to this, with a request that the Consulting Engineer would inform the Company that such an explanation could not be accepted, and that they had distinctly no right to sacrifice the speed of the mail train to their desire to run heavy traffic I further pointed out to them that their explanations betrayed a disposition to care little for the exigencies of the mail traffic. But I obtained to this no assurance of a recognition

of the Company's duties as mail carriers, either from the Consulting Engineer, or from the Company's officials

5 On the 15th January the train from Negapatam due at Erode at 5-50 P M did not reach till 8 P M, and the mails from south-west to Madras were thereby delayed for 24 hours The Superintendent of the Travelling Post Office reported this, stating that the cause of the delay was that the engine broke down near Cudumudy I asked the Consulting Engineer for explanation, and he replied that, as the cause of the delay had been made known to me by the Superintendent, he would be glad to know whether further information was desired This is a case on which I have the honor to request the instructions of Government. I may be mistaken, but it appears to me that it is the duty of the Consulting Engineer to see that the Company do carry out their obligations with Government, whether those lie in, for instance, the maintenance of a proper staff, or in due precautions for the public safety, or, as in the duty that concerns me, in running to time If the Consulting Engineer is not to see to this, I do not understand why I should address the Company through him But it appears to me to be beyond question that he is the intermediary between the Government and the Company *qua* all the functions of Government, and not only *qua* those that concern one department And this the reason why, in the instances I have gone into above, I have pointedly drawn attention to the absence of comment from this officer Taking the case in which the engine broke down at Cudumudy and the train was delayed 2 hours and 10 minutes, it may be that the train was too heavy for the locomotive, or that the engine itself was not in proper time Cudumudy is 17 miles from Caroor and 25 from Erode It is possible that a fresh engine might have been procured from either of these depôts It is almost equally possible that the cause of the break down could not have been prevented and was irremediable But in any case, it would have been satisfactory to me to know that proper inquiry had been made, and that the Company had been admonished to be on their guard against the recurrence of such an accident As it is, I know nothing

6 The last case that I will trouble the Government with, is the delay of 3 hours on the 4th March to the mail from Madras to Raichore "The engine," I was informed, "failed at Rajampet, and another engine was sent from Cuddapah to take the train Information of the late running of the train was telegraphed to the Great Indian Peninsula Railway Company, and a reply received to the effect that the mail train would not be detained more than 1 hour except on overland mail days" This was important that every precaution should be taken to ensure punctuality on the North-west Line, for on it depends the maintenance of our communication with the rest of India and with Europe At first sight, it may be thought that the explanation of the Railway Company in this instance was adequate But it is to be noticed that presuming, as I have a right to presume, that the collapse of the engine was the only cause for delay, the accident occurred at a station only 32 miles distant from Cuddapah At this place engines are always to be had In all probability there was an engine in steam ready or nearly ready, for I am under the impression that locomotives are changed at this station At all events, even if none were ready, ordinary promptitude ought to have ensured the arrival of a sound locomotive to the aid of the mail

train within an hour and-a-half after the break down, and I am aware from a personal investigation (for I was on the Great Indian Peninsula Railway at the time) that that Company would have waited the extra half an hour beyond the margin of delay they have agreed to This case is I admit made up of conjectures on my part, but it well exemplifies the barrenness of these explanations that I am driven to guesses of this nature

7. I am quite aware that punctuality on a single line of railway is not a thing of such easy attainment as it is on a double line And it is within conjecture how such occurrences as special trains and the obstruction of the line, interfere with running to time But at the same time it must be remembered that beyond these particular cases, arrangements have been carefully made for working the line as a single line, and as, as I am happy to admit, punctuality is the rule and not the exception, it is apparent that the regulations themselves are sufficiently elastic and not such as small *contretemps* throw out of gear It therefore becomes excessively annoying to find that, when these delays do occur, there seems to be a disposition to attribute them to, as it were, rather a dispensation of Providence, than to preventible and remediable causes I have in this letter and in the appended statement enumerated but a very small percentage of the delays that I am as Postmaster-General aggrieved at It would be useless to trouble Government with them all Having watched the working of the mail train rather carefully when I have been travelling by them, I am of opinion that the principal cause of delay is the hap-hazard increase of the weight of a train. Carriages seem to me to be put on at the last moment without due regard to a limitation of weight that should characterize every mail train Passenger traffic is, in fact, thought of more importance than punctuality of the mail service The other day the engine failed a few miles out of Mettapolliem, and the first-class passengers were run on immediately, leaving the mails to follow afterwards I would suggest that the Government should prescribe a maximum number of carriages that may be run with mail trains, leaving it to the Consulting Engineer to make special concessions on extraordinary occasions And I think the privilege of the Quartermaster-General to have carriages attached should also be circumscribed, when that privilege is exercised in the case of these trains. If extra weight, as a cause of delay, were thus guarded against, I believe that other ordinary retardation would be found to originate in causes that are within the control of the Company's executive and which, if subjected to the rigorous scrutiny of the Consulting Engineer, might be made a matter of moment to the Company to obviate or to mitigate.

Statement showing particulars of instances of late arrival of the Mail Trains at Junction, &c, Stations where no satisfactory explanation has been afforded by the Railway Authorities

	Madras		Jollarpett	Erode	Raichore		
	From Beypore to Madras	From Raichore to Madras	From Bangalore to Jollarpett	From Negapatam to Erode	From Madras to Raichore	Number of Hours over the due time	Explanation of the Railway Company
	Arrival	Arrival	Arrival	Arrival	Arrival		
According to time-table	A M 6 0	A M 6 30	MID-NIGHT 12 10	P M 5 50	A M 11 30	HRS MS	
21st Dec 1875		9 10				2 40	The train was detained at meeting stations about 70 minutes, thereby losing time all the way between Ghooty and Cuddapah
22nd ,,		8 50				2 20	The train left Raichore 75 minutes late, waiting for the previous day's mail train from Madras, and lost time by alteration of meeting stations, also the drivers appear to have been afraid of running between Ghooty and Cuddapah
23rd ,,		7 45	...		,,	1 15	The delay was owing to the slow driving between Ghooty and Cuddapah and to weight of the train
4th Jan 1876	7 10		,,			1 10	The mail train was heavily loaded, viz, 21 vehicles being run between Jollarpett and Arconum, and 20 vehicles between Arconum and Madras, the ordinary load of the train being 15 vehicles
15th ,,				8 0		2 10	The engine of the mail train leaving Negapatam broke down near Cudumudy
17th ,,		8 20				1 50	The engine of the train failing at Adoni, and to detention at meeting stations between Cuddapah and Madras
18th ,,			A M 4 40			4 30	The Bangalore train broke down near Colar Road
4th Mar ,,	...				P M 2 30	3 0	The engine of the Madras train failed at Rajampet station and another engine was sent from Cuddapah to take the train on
11th ,,		8 35				2 5	The train was late in consequence of a very heavy train of "Troops"
24th ,,		10 5			,,	3 35	The Raichore train started late owing to the late arrival of the mail train from Arconum of the previous day and lost time all the way up to Cuddapah, and at Wontimetta it was further detained 75 minutes waiting for the up mail in consequence of some defect in the engine of the train, and arrived at Arconum 190 minutes late
No instances in February.							

TRANSFERRED to the Public Works Department for disposal.

(Signed) W. HUDLESTON,
Chief Secretary.

No 44 ORDER THEREON, 4th July 1876, No. 1,686.

RAILWAY, No. 8.

IN the letter above recorded the Postmaster-General represents want of punctuality in the running of the mail trains of the Madras Railway, and complains of the unsatisfactory nature of the explanations of delay with which he has been furnished by the Railway Officers and the Consulting Engineer.

2 It appears to His Grace the Governor in Council that the Postmaster-General is entitled to reasonable explanation of the cause of every delay to a mail train, and that it is his duty to seek that explanation But it is as much the object of a Railway Company as it can be of the Postal Department to avoid such occurrences, which are apt to derange the working of the traffic, and more especially the routine of duty of Enginemen and Guards. There should, therefore, be no difficulty in full explanation of all delays being furnished directly to the Postmaster-General without the intervention of the Consulting Engineer, who is not an officer at the disposal of, or to be directed by, departmental officers.

3 Probably a form of way-bill may be agreed on by the Postal Department and the Railway Company on which the Railway Guard would be instructed to endorse before leaving the station, on the arrival of the train at its destination, or *en route*, the cause of any detention that may occur in the train journey. This would not occupy any appreciable amount of the Guard's time at the end of his journey, would save much correspondence which would otherwise arise, and afford information as to cause of delay simultaneously with the arrival of the delayed mails Such particulars as the number of engine, name or number of train, &c, would be filled in by the postal subordinate himself on the journey. The precise form of way-bill might be settled by the Postmaster-General in communication with the Railway Authorities and the Consulting Engineer for Railways should his advice be found desirable

(True Extract.)

Colonel,
Offg Under Secy to Govt, P.W.D.

To the Consulting Engineer for Railways
,, Postmaster-General
,, Financial Department

Exd L C Shunker
Spare Copies

No. 1051.

POSTMASTER-GENERAL'S OFFICE,
MADRAS, 5th May 1876

From H. G. Turner Esqr C.S.
Ag Postmaster-General,

To Madras

The Chief Secretary to Government,
Public Department,
Fort Saint George.

SIR,

In accordance with the instructions of Government laid down in Government Order dated 16 December 1873, No. 3028, I have made it a practice to request the Consulting Engineer for Railways to obtain explanations from the Company of delays when they occur to the Mail Trains. The Consulting Engineer obtains the explanations and forwards them to me usually without comment. I would beg to draw the attention of His Grace the Governor in Council to the unsatisfactory nature of these replies which are bare narrations of the supposed causes of the delay and are unaccompanied either by details of the measures taken to set right the particular Catastrophe or by assurances of the adoption of precautions to obviate its recurrence.

2

2 I will take the Case of the Mail Train which left Raichur at 1-35 PM on the 20th December and was due in Madras at 6-30 AM on the 21st. This Train was 2 hours and 40 Minutes late. On the 28th December I desired the Consulting Engineer to ascertain the Cause of this and on the 22nd January I received through him and the Agent and Manager a Copy of a letter from the Traffic Manager in which I was informed that "the Mail Train of the 20th Ultimo due at Madras on the 21st was detained at Meeting Stations about 70 Minutes but lost time all the way between Ghooty and Cuddapah. This was forwarded through the offices mentioned above without a line of Comment of any sort.

3 In the same letter was an explanation of a delay of 2 hours and 20 Minutes that occurred on the following day. It is in precis in the appended Statement. The 2 delays were thus explained by the Traffic Manager,-that for the first or Seven days after the night Service was resumed, the drivers appear to have been afraid of running even to time between Ghooty and Cuddapah and this is the only way that the loss of time, can be accounted for. No comment was made

made on this, No Reason was adduced for the inaction of the Company in this, for 6 or 7 days, allowing the Locomotives to lie in Charge of Numerous drivers No hope was afforded of Subsequent mitigation of their terror. I Submit that the explanation was wanting in precision and should not have been accepted by the officials who sent it on.

4. To take another Case:- The Mail Train from Beyapore on the 3rd January was due at Madras at 6 Am on the 4th. It came in at 7-10 AM or 1 hour and 10 Minutes late. I wrote for information and the Consulting Engineer replied that he had learnt from the Agent and Manager Madras Railway that the Train was heavily loaded, 21 Vehicles being run between Jollarpet and Arconum and 20 Vehicles between Arconum and Madras, the ordinary load being 15 Vehicles. I replied to this with a request that the Consulting Engineer would inform the Company, that such an explanation could not be accepted and that they had distinct no right to sacrifice the Speed of the Mail Train to their desire to run heavy traffic. I further pointed out to them, that their explanations

betrayed

betrayed a disposition to care little for the exigencies of the Mail Traffic. But I obtained to this no assurance of a recognition of the Company's duties as Mail Carriers either from the Consulting Engineer or from the Company's officials.

5 On the 15th January the Train from Negapatam due at Erode at 5-50 PM did not reach till 8 PM and the Mails from South West to Madras were thereby delayed for 24 hours. The Superintendent of the Travelling Post office reported this stating that the cause of the delay was that the Engine broke down near Cudumudy. I asked the Consulting Engineer for explanation and he replied that as the Cause of the delay had been made known to me by the Superintendent he would be glad to know whether further information was desired. This is a Case on which I have the honor to request the instructions of Government. I may be mistaken, but it appears to me that it is the duty of the Consulting Engineer to see that the Company do Carry out their obligations with Government whether those lie in, for instance the maintenance of a proper Staff, or in due precautions for the public Safety, or, as in the duty that concerns me in running to time. If the Consulting Engineer is not to see to this, I do not understand why I should address the Company through him. But it appears to me to be beyond question that he is the intermediary between the Government and the Company qua all the functions of Government and not only qua those that concern one Department. And this the reason why, in the instances I have gone into above, I have pointedly drawn attention to the absence of comment from this Officer. Taking the Case in which the Engine broke down at Cudumudy and the Train was delayed 2 hours and 10 Minutes, it may be that the Train was too heavy for the Locomotive, or that the Engine itself was not in proper time. Cudumudy is 17 Miles from Salem and 25 from Erode. It is possible that a fresh Engine might have been procured from either of these Depôts. It is almost equally possible that the Cause of the break-down could not have been prevented and was irremediable. But in any case it would have been Satisfactory to me to know that proper enquiry had been made and that the Company had been admonished to be on their guard against the recurrence of such an accident. As it is I know nothing

The last case that I will trouble the Government with, is the delay of 3 hours on the 4th March to the Mail from Madras to Raichore. "The Engine" I was informed "failed at Rajampet and another Engine was sent from Cuddapah to take the Train" Information of the late running of the Train was telegraphed to the Great Indian Peninsula Railway and a reply received to the effect that the Mail Train would not be detained more than one hour except on Overland Mail days. This was forwarded to me without comment by the Consulting Engineer. It is of the greatest importance that every precaution should be taken to ensure punctuality on the North West Line, for on it depends the maintinance of our communication with the seat of India, and with Europe. At first sight it may be thought that the explanation of the Railway Company in this instance was adequate. But it is to be noticed that, presuming, as I have a right to presume, that the collapse of the engine was the only cause for delay, the accident occurred at a Station only 32 Miles distant from Cuddapah.

At this place Engines are always to be had. In all probability there was an Engine in steam ready or nearly ready for I am under the impression that Locomotives are changed at this Station. At all events even if none were ready, ordinary promptitude ought to have ensured the arrival of a sound Locomotive to the aid of the Mail Train within an hour and a half after the break down and I am aware from a personal investigation (for I was on the Great Indian Peninsula Railway at the time) that that Company would have waited the extra half an hour beyond the margin of delay they have agreed to. This case is I admit made up of conjectures on my part but it well exemplifies the barrenness of those explanations that I am driven to guesses of the nature.

I am quite aware that punctuality on a single line of Railway is not a thing of such easy attainment as it is on a double line. Indeed it is within conjecture how such occurrences as Special Trains and the obstruction of the line, pike fire work running to time. But at the same time it must be remembered that beyond these particular cases arrangements have been carefully made for working the line as a single line and as I am happy to admit punctuality is the rule and not the exception

it

it is apparent that the regulations themselves are sufficiently elastic and not such as small extra temps throw out of gear. It therefore becomes excessively annoying to find that when these delays do occur, it is deemed to be a disposition to attribute them to, as it were, rather a dispensation of Providence, than to prevent ible and remediable Causes. I have in the Letter enumerated but a very small percentage of the delays that I am as Postmaster General aggrieved at. It would be useless to trouble Government with them all. Having watched the working of the Mail Train rather carefully in how I have been travelling by them, I am of opinion that the principal cause of delay is the haphazard increase of the weight of a train. Carriages seem to me to be put on at the last moment without due regard to a limited sum of weight that should characterize every Mail Train. Passenger traffic is in fact thought of more importance than punctuality of the Mail Service. The other day the Engine failed in a few Miles out of Holyhead, and the first Class Passengers were run on immediately leaving the mails to follow afterwards. I would suggest that the Government should prescribe a maximum number of Carriages that may be run with Mail Trains, leaving it to the Consulting Engineer to make Special concessions on extraordinary occasions. And I think the privilege of the Quarter Master General to have Carriages attached should also be circumscribed, as how that privilege is exercised in the case of Mail Trains. If extra weight as a Cause of delay were thus guarded against, I believe that other ordinary retardations would be found to originate in Causes that are within the Control of the Company's executive and which if subjected to the rigorous Scrutiny of the Consulting Engineer might be made a matter of moment to the Company to obviate or to mitigate.

I have the honor to be
Sir
Your Most obedient Servant

Ag Postmaster General

P.O. Abstracts 3 — 3728
Act XVIII of 1854 —

No. 1876 / Despatch
Postal / No. 4809
Department

From

The Postmaster-General,

Madras

To

The Chief Secretary to Government,

Public & Department,

Fort Saint George.

No. 1051.

Dated 5th May 1876

Received 8th —— ——

Answered ——

Subject

Brings to notice the unsatisfactory nature of the explanations read from the Ry Coys thro' the Consulting Engr regarding delays to mail trains

No. 722 Comptroller & Auditor General's Office 8th May 1876

Copy forwarded to the Director General of Post Offices

By Order &c

Assistant Secretary

Rly Coy — 29.4.76 Ord 4.776
Rly Coy — 3.6.76 Ord 12.6.76
Rly Coy — 2.5.76 Ord 12.6.76
Rly Coy — 8.5.76 Ord 12.6.76

Copy forwarded to the Director General of Post Offices for information

FORMER CASES

Current No of 187

" "

" "

" "

" "

LATER CASES

Current No of 187

" "

" "

" "

P. W. 1876 Department

M WORKS FORM No 3

Current No 4809

From

Sec Financial Dept

No 722
Dated 8 May 1876
Recd

Subject:—

Transferring a letter from the Postmaster General & the Bringing to notice the unsatisfactory nature of the explanations received from the Railway Compys thro' the Canl Govt regarding delays to mails from

ENCLOSURES. One

From to

" "

" "

" "

Orders and Proceedings in file

Department	No.	Date	ENDORSEMENTS. Department	No	Dated

No 43

10

Read letter Rg. P.Rg. 5 May -

This letter raises questions
1st The question of the
Honouring by P.W.
2nd The policy of instructing
the Board of Trade Engrs
3rd The policy of
instructing Inspectors
J.J. Mr Jenner
in respect of Special
Trains —
As to the 1st question it
appears to me that the
Genl is entitled to
reasonable explanation
in case of
of long delay to mails
Trains — and that is a
duty which first
the duty devolves

Information. — If any case occur in which he is not satisfied that he has been furnished with the true cause — or he finds that false causes, frequently recurring, are becoming habitually regular or that there is a chronic want of energy causing delay — it will be his duty to direct the attention of Government to it — who will then give such orders or take such steps as they may deem fit —

But the P. M. G. appears to think that the Postmaster of the Town Leg.ᵈ of H. Q.ˢ Post Office is the competent officer of the Post in all matters connected with Railway and the channel of communication between

Immediately above this is the above. M.

Mr Lowder — the P. M. G. has reflected upon from the carefully kept & publishable but strictly confidential Returns — the expectation of perfect impartiality & public interest — will receive his attention

Journal — the Railway Post Office at Dinapore is considered by the Postal Authorities to be a Head Office — and the P. M. General has no authority to give them any directions — except to keep an Account and to render it to the Accountant General — when required. The Commissioner of Post Offices in Bengal will then issue such orders as may be necessary — to the Railway Superintendent — Bengal Division — who will be responsible for the due execution of them —

The Commissioner of Railways in Bengal has granted the Postmaster at Dinapore the same privileges in regard to occupying Waiting Rooms — and Refreshment Rooms — as are granted to Postmasters at Stations — The P. M. Gen.ˡ should be consulted before any change is made in the present arrangements —

delays as they occur — from
the Mismanagement of the
Contractors concerned — by
more explanations. He
did consider there was ground for
serving a complaint before
Government — he would do so
at all times before Parliament
should be taken
up. They might
if they thought
fit direct the Commissioners
to make inquiries —

There was no doubt
occasionally such delays
as Engine failures — Non
arrival of Steamers
Packets — but it is the chronic
recurrence of such Casualties rather
than particular Statements or
Instances occurs — That
Rumours occurs & prompt Enquiry
It is known as much
of a Railway Co. as it can be

Seen with Mr Jones &c.

Refer Capt & Ld's
Letter & Correspondence & peruse
in such matters — Bye Laws
Express & Local Powers as
to the Expediency of com-
municating by Electric Telegraph
with Railway Offices — Mr Jones
Practice in Circuit Towns
Court or Parliament may
Save time —
Seen with Mr Jones &c.

Seen with Mr Jones &c.

of the Post-Office Secretary
Communications with the
Railway Companies & the
Electric Telegraph Company
with a view to the Transmission
of Letters by the Mail Trains
& Police Regulations connected
therewith especially those
which require the Attendance
of Passengers at the Railway
Stations at certain Hours before
the Departure of the Trains
P.O. Measures for
explaining such
Delays

Probably the Public
& may like might be
prepared by P.O. Secretary
in Concert with the R. Co.
Guard could be furnished with
Duplicate Bills of the
Passengers booked at the
Stations at which the Train stops
in its Journey to its Destination
The P.O. Officer can receive
Bills of Passengers booked
Engine — Delay of Train

This would not occur
the Ground time — or would
occur less than 2 minutes
Could probably save

In such case—
as to the
2d question — The
effect of this would
if acted on be to cause
arbitrations to be even more
In England such ~~frauds~~
a limit has been made
in certain cases. But the
Int. P.O. Jury arbitration rate
for ~~carriage~~ such services
Thereon there is not much
analogy between the English
case — the Indian where
mails — P.O. officers & are
carried free —

As to the 3d
I do not think a case
for interference is made
out by the letter under
consideration —
The security asked —
to be at any time exacted

Comments with Mr Rose

The temptation to attack
a truck or two is very se-
vere — but a hard & fast
rule cannot be laid
down — I would simply say
that the Govt must take
cases is rarely permitted
by the Railway officials:
& if the Government enforce
[illegible] I think the Rail
Way authorities will look out for
& prevent the causes which create
the delay. W.

As a rule full notice is given
to the Railway authorities of
the number & description of
troops for whom transit by train
provided — and when these are
in excess of what can be conve-
niently carried by the Mail
Train, it remains for the Railway
officials to arrange for their
transport in communication
with the A. Mr. General's Offices

When not heard of any
clashing or inconvenience.
W.

Lentaigne agrees

Government can only make
rules for every day life —
When an emergency arises
common sense & temper
is the only guide left. W.

I & Mr C in C will see
the papers & then decide
what

To the well being of the
Public peace — B
& at times
times when an expansion for
the particular train existing
is to be found that the
Govt was so used as to
practically impede the wants
no doubt the C in C would
Mr Gubbins representation gives
such directions as should
upon this in communication
& the internal Joint-Committee
with the Agencies of the
Military Service —
I cannot see in the
present letter sufficients
grounds for entertaining
letter the 2d & 3d questions
at the present time at least
— If the 2d is raised
it will really involve the
question of entire change in the
whole system of Brazil

Service in India —

Suggest the Service
Letter Treasury Supply
Copying down the name &
Journal by the P.O. and
Suggesting that the N.W.
Offices P.O. agree upon
a form of return to be made
out in the P.O. weekly &
sent to the Head Office
Quarterly or the Year or
Annual — so as to save
Correspondence —
Difficult correspondence —
Simultaneously with the
arrival of the ~~Mail~~ delayed Mail
~~Bill~~ & cause of
delay —

RK 10/6

PUBLIC WORKS DEPARTMENT.

Letter from the Postmaster-
General No 1051 of 5th May 1876
transmitting to Financial Department.

FOR ORDERS.

Circulated for
Perusal.

Circulated for Major Cpt. Bar
Perusal up to Capt. D.M.

Ex. 2 Col

FOR ORDERS.

Recirculated with copy of Act XVIII of 1854, Sec II of which treats of the powers of the Company to refuse Passengers. The Railway Contract dated 19th December 1855 paragraph 19 deals with the subject of conveyance of mails.

22.5.76

Public Works Department

16

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the

READ the following:—

Letter from the Post Master General through the Financial Department } G.O. No. 1051 dt 5th May 1876

In the letter above recorded the Post Master General ~~complains~~ of want of punctuality in the running of the Mail trains of the Madras Railway & complains of the inaccuracy & delay, nature of the explanations of delay with which he has been furnished.

2. ~~Thereupon~~ & the G.O. of the Engineer

2. Adverting to this Since the Governor in Council that the Post Master General

do

is entitled to reasonable explanation of the cause of every delay to a Mail train, and that it is his duty to seek that explanation.

But it is as much the object of a Railway Company as it can be of the Postal Department to avoid such occurrences, which are apt to derange the working of the traffic, and more especially the routine of duty of Engine men and Guards. There should therefore be no difficulty in ~~[illegible]~~ getting full explanations of all delays ~~being communicated before~~ and

being furnished directly to the Post master General without the intervention of the Consulting Engineer, who is not an officer at the disposal of, or to be directed by Departmental Officers

3 Probably a form of way bill may be agreed on between the Railway Co & Postal Department, on which the Guard would be instructed to endorse explanations of detention on the arrival of the train at its destination, or en route, the cause of any detention that may occur in the course of the journey. This would not occupy any appreciable amount of the Guards time at the end of his journey more than a few minutes, would

would save much correspondence which would otherwise arise, and ~~would~~ afford information as to cause of delay, simultaneously with the arrival of the delayed Mails. Such particulars as the number of Engine, Name or number of train, &c. would be filled in by the Postal Subordinate on his journey himself. The precise form of way bill might be settled by the Post Master General in communication with the Railway Authorities. ~~the Consulting Engineer~~ to be found desirable.

C. E. for Rep
P. M. General.
Fwd Sept

&c

(No 1057)

No. 1686 Public Works Department

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the 4th July 1876.

READ the following —

Letter from the Post Master General through the Financial Department. } (H.E. No. 1057 d/ 5 May/76)

In the letter above recorded the Post Master General requests want of precedent in the forwarding of the Mail trains of the Madras Railway and Company on the occasion of the opening of the Arcot line, which he has been furnished by the Railway Officers and the Consulting Engineer.

2. It appears to His Grace the Governor in Council that the Post Masters General is entitled to reasonable explanation of the cause of every delay to a Mail Train, and that it is his duty to seek that explanation Both is as much the object of a Railway Company as it can be of the Postal Department to avoid such occurrences; which are apt to derange the working of the traffic, and more especially the routine of duty of Engine men and Guards There should

should therefore be no difficulty in full explanation of all delays being furnished directly to the Post Master General, without the intervention of the Controlling Inspector who is not an Officer at the disposal of or to be directed by Departmental Officers.

3. Probably a form of way bill may be agreed on by the Postal department and the Railway Company on which the Railway Guard would be instructed to endorse, before leaving the Station, on the arrival of the train

train at its destination, or enroute, the cause of any detention that may occur in the tram journey. This would not occupy any appreciable amount of the Guards time at the end of the journey would save much correspondence which would otherwise arise, and afford information as to cause of delay simultaneously with the arrival of the delayed Mails. Such particulars as the number of Engine, name or number of tram, &c, would be filled in by the Postal Subordinate himself on the journey The Precise form of

way

way bill might be settled by the Post Master General in communication with the Railways Authorities, and the Consulting Engineer for Railways should his advice be found desirable

C. E. for Ry. ✓
P. M. Genl ✓
Fin. Dept. ✓
LBH

Desp. from Oct. 24/1876

4809 CH.

Govt. of Madras.

PUBLIC WORKS.

To

The Comr. Chg. Sec. Govt.

Dated

Rec'd

Read

Letter from

G. O. No. dated 1876. No. 1186

No. 43 —

Rec'd 24-7-76

Late arrivals of Mail trains ~~from~~ ~~to~~ ~~&c~~ Madras 23

~~Passing~~ Passing orders on letter from the Post Master General bringing to notice the unsatisfactory ~~reply~~ reply of the Authorities to the representations made to them connection with the ~~Mail~~