M.R.O. 1—77,006—8-6-37.

(1) Number of pages 13

(2) Date of repair 10-12-12

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1236. Press Mis.-

224-226.

Dated 30-8-- 1823.

31/82

224-226

Not to be folded or roughly handled

Read the following papers :—

No. 224. From Major the Hon. E. R. BOURKE, Postmaster-General, to th Hon. W. HUDLESTON, Chief Secretary to Government, Fort S George, dated Ootacamund, 28th July 1873, No. 416.

In reply to your Official Memorandum, No. 203, of 11th July 1873, I beg t state that the existing arrangements for the Mail Service between Bombay an Madras are, by reason of the break at the Kistna River, only of a temporary nature

2. At the end of these rains the diversion across the bed of the Kistna wil again be in working order, and before the commencement of the next rain the Kistna Bridge, I believe, will be finished, and the whole line from Madras to Bombay be permanently completed.

3. I will, therefore, refer to the arrangements that existed when the diversion was working during the last hot season, which may be fairly taken to illustrate what description of service the Great Indian Peninsula Railway authorities were disposed to give.

4. The Madras Mails left Bombay at 2-30 P.M. and reached Raichore at 2-15 P.M. next day, accomplishing the distance of 442½ miles in twenty-three hours and three-quarters, the speed attained over the Great Indian Peninsula Railway being about 18¼ miles an hour including stoppages.

5. The remaining distance from Raichore to Madras, 350½ miles, was accomplished in eighteen hours and twenty-five minutes, or at a speed of about twenty miles per hour including stoppages. It will, therefore, be seen that the speed on the Great Indian Peninsula line, the lengthiest portion by ninety-two miles, was considerably below that attained on the Madras line, but neither were fully up to the standard of twenty miles per hour.

6. On the journey from Madras to Bombay while the rate over the Madras line was a little improved that on the Great Indian Peninsula was slower. If the stoppages of three-quarters of an hour at Raichore be taken into the calculation, of course the speed on both lines will be still further reduced; lately the hour for starting from Bombay has been fixed at 2 P.M. instead of 2-30 P.M., which is disadvantageous to the Madras Mails.

7. As respects the special arrangements to prevent the Overland Mail being detained at Bombay, and to catch up the ordinary train when the mails are landed too late to be forwarded by the daily mail train, the Government of India has sanctioned the employment of a special to run as far as Kurghut, only on occasions when it can catch the ordinary train. These arrangements for this special service have been the subject of considerable correspondence, a difference of opinion having existed between the Great Indian Peninsula Railway authorities and myself as to hours both the ordinary mail train and special should start, and the rate of speed the latter should travel so as to catch the mail, I consider that no final decision has as yet been arrived at, as I am very averse to an incomplete measure which would result in a final arrangement whereby the Madras Overland Mails would be henceforth always liable to serious and considerable delays and

detentions. The existing arrangements, as sanctioned by the Director-General of the Post Office of India, are as follow:—

The ordinary mail train leaves Bombay daily at 2 P.M.; the Postmaster, Bombay, is authorized to delay this train half an hour, if by so doing the Overland Mails can be forwarded.

When they cannot a special may be used when the last batch of Overland Mails arrive at the Bombay Post Office between 1-45 and 3 P.M. It follows, then, that if the ordinary train can be delayed till 2-30 P.M., and the special is not to be used unless the last batch of mails reach the Post Office before 3 P.M., the advantage to be gained by the employment of a special is the smallest possible.

8. In making a proposal for an efficient Mail Service between Bombay and Madras, the point to be borne in mind is this; I believe it is desirable that the train shall ascend the ghaut by daylight, that is, should reach Lonowlee not later than 7 P.M. The distance being eighty miles, it follows that travelling at an average rate of twenty miles per hour the train should leave Bombay at 3 P.M.

9. Having determined this, the question next to be settled is the rate the special shall run at.

10. The present rate fixed is twenty-eight miles per hour; I have suggested forty-five. If a calculation is made it will be found that, by reason of the special not being required to stop except once during the whole journey for water, the speed proposed by the Railway authorities, twenty-eight miles per hour, would hardly exceed that attained by an ordinary train when running between stations; the exceptionally light load to be carried by the special engine and brake-van only, the mails being carried in the latter should also be borne in mind when determining the rate the special should run at, and I do not think that the speed I have proposed, forty-five miles per hour, is at all extraordinary or excessive.

11. I consider this to be a very fitting time (before the Kistna Bridge is completed) that the whole question of the Mail Service between Bombay and Madras and *vice versâ* should be considered, and a final and satisfactory determination arrived at as to the precise description of service the two Railway Companies shall be directed to supply and maintain. I would, therefore, make the following recommendation for the consideration of the Madras Government.

12. The Madras Mails to leave Bombay at 3 P.M. daily, Madras time, and Madras at 5-30 P.M., and shall travel at a rate of speed not less than twenty miles per hour for the whole journey, including all stoppages and detentions, arriving at Madras and Bombay, respectively, in forty hours, that is, at Madras at 7 A.M. and Bombay 9-30 A.M. on the second day; the hours for arrival during the past hot season when the diversion over the Kistna was working was at Madras at 8 40 A.M., at Bombay 12-15 P.M.

13. It will be seen that the hours I propose are an improvement on what has been, and leaves sufficient time for correspondence of an urgent nature being replied to by return of post from both Bombay and Madras, which can hardly be said to be the case under past or existing arrangements.

14. From personal experience I can honestly say that if more economy of time was insisted on, and the length of the stoppages at small stations along the whole

Proceedings of the Madras Government, Financial Department,
30th August 1873.

of both lines curtailed, a very considerable saving of time would accrue without increasing the running rate or decreasing the load.

15. As regards the special, I would propose that its speed be fixed at forty-five miles an hour; that the Government of India be asked to sanction its running to the top of the ghaut (Lonowlee), instead of as now to the bottom only (Kurghut); the extra distance is only 17½ miles, but the boon, if granted, would have the effect of permitting the despatch of the Overland Mails from Bombay up to 5-10 P.M., and obviate the necessity of ever detaining the ordinary mail till the special caught it up; the extra cost would only be 52½ Rupees, and with a pilot engine 105, this is trifling as compared with the results attained, viz., making it impossible for the Madras Overland Mails ever again being left behind for twenty-four hours in Bombay when it was possible for them to be forwarded, for the ordinary and special trains both being timed to ascend the ghauts by daylight, there is nothing left to be desired.

16. The total cost of the special would, when it had to run the whole distance to Lonowlee, amount to 291 Rupees.

17. If, however, the hour of departure of the ordinary train was fixed at 3 P.M., the number of times this expense would be incurred during the twelve months would probably not be many, for since the special has been sanctioned it has only been used twice.

18. Lonowlee being a refreshment station, where there is a stoppage of three-quarters of an hour for dinner, the transfer of the mails from the special to the ordinary train would not detain the latter beyond her fixed hour for leaving Lonowlee.

19. The arrangements both for the regular daily mail and for the special as proposed, I maintain, are not more than the requirements of the service and the importance of the correspondence demand. I would, therefore, leave the matter in the hands of the Madras Government in the hope that, in communication with the Government of Bombay, a complete and efficient Mail Service between the Capitals of the two Presidencies may be determined upon and finally arranged before sanction of the Bombay Government is accorded to the Great Indian Peninsula Railway Time Table, which will come into operation on completion of the Kistna Bridge.

20. I append copies of the latest correspondence that has passed between the Postmaster-General, Bombay, and myself on this important subject, together with the Director-General's sanction to existing arrangements.

From Major the Hon. E. R. BOURKE, Postmaster-General, to the Postmaster-General, Bombay, dated Ootacamund, 10th May 1873, No. 59—1048.

In reply to your's, No. 6672 of 1873, I would beg to remark that the present hour for starting the Madras Mail from Bombay, viz., 2-30 P.M., is full early, and I trust that, in contemplating any revision of the time table, that a later hour may be substituted. 3 P.M. would be better, as it would then reduce the chances of the Overland Letter Mails being left behind in Bombay to a minimum.

2. Respecting the special, I regret to find the Secretary, Great Indian Peninsula Railway, is of opinion that the "best plan" would be for the special to start at 3-30 P.M. in order to catch the ordinary train at Kurghut. I have not been informed as to the class of engine that has been agreed upon for this service, but conclude that a first-class one would be used; if so, I am strongly

of opinion, if this particular service is to be of any real benefit, that the distance, sixty-two miles, should be run *in one hour and twenty minutes.*

3. Considering the extremely light load and no stoppages, the speed throughout would hardly exceed that of the mail on the North-East Line when running between stations. It must be borne in mind that the expense of this special train service was sanctioned by the Government of India on the express understanding that it should do away with the possibility of the Overland Letter Mails being left in Bombay for twenty-four hours. Unless, then, the mail train is timed to leave at 3 P.M., and the special at 4 P.M., I fear this object will not be attained. Any one who has travelled by the Limited Mail and Scotch Express can judge that forty-five miles per hour can be done with perfect ease and safety, and without either extra expense or extra wear and tear, provided there are no stoppages.

4. I would, therefore, suggest that the arrangement as proposed by the Secretary, Great Indian Peninsula Railway, be reconsidered, and that he be asked to run the express at a speed of forty-five miles per hour.

No. 3—1048.

True copy forwarded to the Director-General of the Post Office of India in continuation of No. 290, dated 12th December 1872.

OOTACAMUND,
10*th May* 1873.

(Signed) E R. BOURKE, Major,
Postmaster-General.

From J. MACFARLAN, Esq., Officiating Postmaster-General, Bombay, to the Director-General of the Post Office of India, Calcutta, dated Bombay, 22nd March 1873, No. 262.

I have the honour to forward, for orders, copy of the reply of the Agent, Great Indian Peninsula Railway, on the subject of an express mail train to catch up the ordinary mail train for Madras. You will observe that it is proposed to run the train to Lonowlee, whereas the Government of India have sanctioned the employment of a special train only as far as Kurghut.

2. With reference to your endorsement, No. 4840, dated 28th December 1872, you will have learned from Colonel Battye's report, No. 1043, dated 18th December 1872, to your address, that the Railway Company will not increase their speed or lower their rate, and I consider there is no prospect of inducing them to change their mind.

3. But I think the object of having the special timed to start from Bombay at 3-45 may be attained if the Railway Company would detain the ordinary mail train at Kurghut for half an hour, instead of at Bombay.

Thus—

Mail train starts	... ...	2-30 P.M.
,, ,,	arrives at Kurghut	5-13 ,,
,, ,,	leaves ,, ...	5-20 ,,

If special left at 3-45 P.M., as desired by the Postmaster-General, Madras, in his No. 10172—3506, dated 22nd February 1873, it would reach Kurghut, sixty-two miles, at thirty miles an hour, at about 5-45 P.M. Detain the ordinary train thirty minutes, and it would leave Kurghut at 5-50. I shall address the Agent on this matter and report the result.

From H. J. P. THOMSON, Esq., Secretary, Great Indian Peninsula Railway Company, to Lieutenant-Colonel H. F. HANCOCK, R.E., Acting Consulting Engineer for Railways, dated Bombay, 15th March 1873, No. 2416.

With reference to the accompanying correspondence, I am directed to state that there will be no difficulty in our undertaking to run a special express mail train from Bombay at 3-45 P.M., so as to catch the ordinary train at Lonowlee.

Proceedings of the Madras Government, Financial Department,
30th August 1873.

2. With regard to the cost of the train, the mileage rate is Rupees 3 a-mile; and under the same arrangement as that under which we run special express trains after dark over the Thull Ghaut, an engine going in front as pilot, we shall have to charge double mileage on the ghaut, so that the actual charge, if we ran to Lonowlee, would be as for ninety-eight miles, the actual distance being eighty miles and the extra distance from Kurghut being eighteen extra.

3. Three hours' notice for running this special will be required, as is now given for the overland special to catch the Jubbulpore Mail.

No. 1136.

Copy forwarded to the Postmaster-General with reference to his No. 375, dated 7th instant, and former letter.

BOMBAY,
20*th March* 1873.

(Signed) H. F. HANCOCK, Lieut.-Colonel, R.E.,
Acting Consulting Engineer for Railways.

From H. J. P. THOMSON, Esq., Secretary, Great Indian Peninsula Railway Company, to the Postmaster-General, Bombay, dated Bombay, 23rd April 1873, No. 3907.

With reference to your letter, No. 4938, dated 22nd ultimo, I have the honour to observe that it has always been understood that the ordinary train may be kept for half an hour at any station if, by so doing, the special express can catch it up, and this has, it appears, been carried out with respect to the south-east mail at Kurghut. But if we leave Bombay as late as 3 45 P.M., we cannot get to Kurghut under 2½ hours, which makes it 6 o'clock. The ordinary train leaves at 5-20 P.M., and by detaining it for half an hour, that would only bring us up to 5-50 P.M., by which time the special train would not have arrived. Then the difficulty is increased because the ordinary train, after being detained for half an hour, would be passing over the ghaut after dark. It is already quite late enough, particularly in the monsoon, and it has been suggested that in any altered time table we should make it half an hour earlier than the present time.

2. The better plan, it is thought, would be to allow the special express to start not later than 3-30 P.M., and that then we might undertake to catch the ordinary train at Kurghut, keeping it such time as may be necessary for the purpose.

3. With respect to the notice referred to in the second paragraph of your letter, I have to state that the present nominal time is five hours for notice of the special being required; but as in Bombay there are generally engines partially in steam, we endeavour to run it after three hours' notice only when it is possible to do so.

No. 6671.

Copy to the Postmaster, Bombay. The arrangement agreed to by the Agent should be carried out, as it is the best that can be made.

(Signed) J. MACFARLAN,
Offg. Postmaser-General.

No. 353.

Copies to Director-General. Sanction to the arrangement is requested.

BOMBAY,
30*th April* 1873.

(Signed) J. MACFARLAN,
Offg. Postmaster-General.

From F. R. HOGG, Esq., Officiating Director-General of the Post Office of India, to the Postmaster-General, Bombay, dated Simla, 16th May 1873, No. 778.

In reply to your endorsement, No. 353, dated 30th April, I beg to convey my sanction to the arrangement stated by you to be the best that can be made in connexion with the despatch of a special train with the inward Overland Mail for Madras.

2. That arrangement consists in the despatch of a special up to 3-30 P.M., when the Company will undertake to overtake the ordinary train before its departure from Kurghut.

No. 779.

Copy forwarded to the Postmaster-General, Madras.

SIMLA,
16th May 1873.

(Signed) E. R. DOUGLAS,
For *Offg. Director-General of the Post Office of India.*

EXTRACT from a letter from the Postmaster-General, Bombay, to Postmaster, Bombay.

On the South-East Line the express train should not be ordered unless the mails can be put in the train by 3-15 P.M. The time at present fixed is 3-30 P.M., but as the through train will start at 2 P.M. on and after the 11th instant, the time for starting the express is fixed as above.

The hours above referred to are by Madras time.

No. 8823.

Copy of extract to Postmaster-General, Madras.

BOMBAY,
9th June 1873.

(Signed) GUNPUT RAO,
For *Offg. Postmaster-General.*

MEMORANDUM.

	Madras Time.
Time of starting of the Raichore Train, South-East Line	2 P.M.
,, of arrival at Kurghut	4-41 ,,
	h. *m.*
,, occupied in transit	2 43
,, required in transit by express train at the rate of twenty-eight miles per hour	2 12

2. If the express train starts later than the ordinary one by 1*h.* 15*m.*, *i.e.*, at 3-15 P.M., the ordinary mail train to be detained at Kurghut until the arrival of the special.

3. A special train is to be employed when the last batch of Overland mail bags arrives in office between 1-45 and 3 P.M.

4. When the last batch of Overland mail bags arrives in office after 3 P.M. and 1-45 P.M. the next day, the mails are to be sent by the ordinary train of 2 P.M., attaching to it one of the special carriages.

5. When the North-East Express Train starts not later than 2-45 P.M., the mail of the South-East Line to be also despatched by it and transferred to the ordinary train at Cullian, where it will be detained for the special. On such occasions the two Post Office Sorting Carriages are to be attached to the North-East Line special.

(Signed) C. A. STUART,
Postmaster.

N.B.—The hours above mentioned are according to Madras Time.

No. 9583.

Copy forwarded to Postmaster-General, Bombay, for approval with reference to docket, No. 9705, dated 24th June 1873.

BOMBAY,
2nd July 1873.

(Signed) C. A. STUART,
Postmaster.

No. 10256.

Copy forwarded to the Postmaster-General, Madras, for information.

4th July 1873.

(Signed) J. MACFARLAN,
Offg. Postmaster-General.

No. 225. From Major the Hon. E. R. BOURKE, Postmaster-General, to the Chief Secretary to Government, Fort St. George, dated Ootacamund, 11th August 1873, No. 246—1725.

In continuation of my letter on the subject of Overland Mail Service between Bombay and Madras, I beg to enclose you a copy of a letter from the Postmaster, Bombay, from which it will be seen that there is no practicable difficulty in carrying out the suggestions therein contained.

From C. A. STUART, Esq., Postmaster, Bombay, to the Postmaster-General, Bombay, dated 23rd July 1873, No. 10736.

With reference to his No. 10059, dated 1st instant, begs to inform that, on the 5th June last, the special train with the overland mail had started from Bombay at 4-30 P.M. and reached Kurghut at 6-30 P.M.

2. The ordinary train on that day was not detained at Kullian.

No. 226. To the Chief Secretary to the Government of Bombay, dated Ootacamund, 30th August 1873, No. 1236.

I am directed to forward the accompanying copy of a letter* from the Honourable Major Bourke, Postmaster-General of this Presidency, and to request that the proposals contained in it may receive the most attentive consideration of His Excellency the Governor in Council, as they are calculated very materially to promote the interests of the public in this Presidency.

* Dated 28th July 1873, No. 416.

2. The proposals are in effect—

1*st.*—That the regular train from Bombay to Raichore shall leave Bombay at 3 P.M. and travel at the rate of twenty miles an hour, including stoppages, being the rate actually attained on the North-West Branch of the Madras Railway.

2*nd.*—That the special train allowed for the Overland Mails, when too late for the ordinary train, shall leave Bombay up to 5-10 P.M.; shall travel at the rate of forty-five miles an hour; and shall run to Lonowlee at the top of the Bhore Ghaut instead of only to Kurghut at its foot. This special train, consisting of only engine and brake-van, would be very light, and only one stoppage would be necessary between Bombay and Kurghut or Lonowlee. It could ascend the ghaut much more speedily than the ordinary heavy train, and the time allowed to this last for

refreshment at Lonowlee would suffice for changing the mails without additional detention.

3. The rate of forty-five miles an hour may appear excessive for this country, but the Government have reason to believe that, practically, it is frequently attained even by the ordinary trains; and, seeing that the result of these proposals may frequently be to accelerate the arrival of the Home Mail at Madras by twenty-four hours, and thereby very possibly to enable replies to be despatched home one mail earlier than they otherwise could be, the Governor in Council is confident that the Government of Bombay will do all in its power to secure these great benefits for Madras.

(Signed) W. HUDLESTON,
Chief Secretary.

Govt. of India 1873

FINANCIAL.

To

THE CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY.

Dated August, 30th.

Recd.

Read.

G.O., 30th August 1873, No. 1236.

AUGUST.

Nos. 224–226.

Postal.—Copy of a letter from the Postmaster-General, Madras, making certain suggestions for the efficient carrying out of the Overland Mail Service between Bombay and Madras, forwarded for favourable consideration.

☆

No 59
1048

Postmaster Generals Office
Octacamund 15th May 1873

To

The Postmaster General
Bombay.

Sir,

With reference to your's No 1672 of 1873, I would beg to remark that the present hour for starting the Madras Mail from Bombay viz, 2.30 P.M. is full early and I trust that, in contemplating any revision of the time table that a later hour may be substituted. 3 P.M. would be better, as it would then reduce the chances of the Overland Letter Mails being left behind in Bombay, to a minimum.

Respecting the Special, I regret to find the Secretary Great Indian Peninsula Railway is of opinion that the "best plan" would be for the Special to start at 3.30 P.M. in order to catch the ordinary train at Kurjut. I have not been informed as to the class of engine that has been agreed upon for this service, but conclude that a first class one would be used - if so, I am strongly of opinion if this particular service is to be of any real

benefit

benefit, that the distance, 62 Miles, should be run in one hour and twenty minutes.

Considering the extremely light load and no stoppages, the speed throughout would hardly exceed that of the mail on the North East Line when running between stations. It must be borne in mind that the expense of this special train service was sanctioned by the Government of India on the express understanding that it should do away with the possibility of the Overland Letter Mails being left in Bombay for 24 hours. Unless then, the mail train is timed to leave at 3 P.M. and the special at 4 P.M, I fear this object will not be attained. Anyone who has travelled by the Limited Mail and Scotch Express can judge that 45 Miles per hour can be done with perfect ease and safety and without either extra expense, or extra wear and tear, provided there are no stoppages.

I would therefore suggest that the arrangement as proposed by the Secretary Great Indian Peninsula Railway be reconsidered, and that he be asked to

to run the express at a speed of 45 Miles per hour.

I am &c,

(signed) E. R. Bourke,
Postmaster General.

13 10

No 3/1148

True copy forwarded to the Director General of the Post Office of India in continuation of No 290 dated 12th December/72.

signed E. R. Bourke,
Postmaster General.

Postmaster General's Office
Telegramed 15th May/73

No 282 of 1873

Bombay Postmaster General's Camp,
Dated 22d March 1873.

To

The Director General of the
Post Office of India,
Calcutta.

Sir,

I have the honor to forward for orders copy of the reply of the Agent, Great Indian Peninsula Railway, on the subject of an express mail train to catch up the ordinary mail train for Madras. You will observe that it is proposed to run the

the train to Lanowlee, whereas the Government of India have sanctioned the employment of a special train only as far as Kunjut.

2nd With reference to your endorsement No 4840 dated 28th December 1872, you will have learned from Colonel Battye's report No 1043 dated 18th December 1872 to your address, that the Railway Company will not increase their speed or lower their rate, and I consider there is no prospect of inducing them to change their mind.

3rd But I think the object of having the special timed to start from Bombay at 3.45 may be attained if the Railway Company would detain the ordinary Mail train at Kunjut for ½ hour, instead of at Bombay.

Thus

Mail Train starts	P.M. 2.30
Arrives at Kunjut	5:13
Leaves do	5:20

If Special left at P.M. 3.45
as desired by the Postmaster General
Madras in his No 1072/3578 dated 22 Feby/73
it would reach Kunjut, 62 Miles, at
30 Miles an hour at about 5:45
detain the ordinary Train 30 Minutes, and it
would

would leave Kunjut at 5:50. I shall address the Agent on this matter and report the result.

I am &c,

(signed) J. Mac Farlan
Offg Postmaster General
Bombay.

No 2416 G. I. P. Railway Company
Bombay 15 March 1873.

Lieutt. Col. H. Hancock R. E.
Acting Consulting Engineer for Rys

Sir,

With reference to the accompanying correspondence, I am directed to state that there will be no difficulty in undertaking to run a special Express Mail Train from Bombay at 3.45 P.M. so as to catch the ordinary train at Lanowlee.

2. With regard to the cost of the Train, the mileage rate is Rs 3/ a mile and under the same arrangement as that under which we run special express trains after dark over the Thull Ghaut, an engine going in front as pilot, we shall have to charge

charge double mileage on the Ghaut, so that the actual charge if we ran to Lanowlee, would be as for 95 Miles, the actual distance being 80 Miles and the extra distance from Kurjut being 15 extra.

3. Three hours notice for running this Special will be required, as is now given for the Overland Special to catch the Jubbulpore Mail.

I have &c,
(signed) H. P. Thomson,
Secretary

No 1136 of 1873

Consulting Engineers Department
Bombay 26 March 1873.

Copy forwarded to the Postmaster General with reference to his No 375 Dated 7 Instant and former letters.

(signed) H. F. Hancock, Lt. Col.
Ag Consulting Engineer for Railways

No 3907 7/1873. The G. I. P. Railway Company
Bombay 28 April 1873.

The Postmaster General
Bombay.

Sir,

With reference to your letter No 4938 of

12
175

of 22 Ultimo, I have the honor to observe that it has always been understood that the ordinary train may be kept for half an hour at any station if, by so doing, the Special Express can catch it up and this has, it appears, been carried out with respect to the South East Mail at Kurjut. But if we leave Bombay as late as 3-45 P. M. we cannot get to Kurjut under 2¼ hours, which makes it 6 O'clock. The ordinary train leaves at 5:20 P. M. and by detaining it for half an hour, that would only bring us up to 5:50 P. M. by which time the Special train would not have arrived. Then the difficulty is increased because the ordinary train after being detained for half an hour would be passing over the Ghaut after dark. It is already quite late enough, particularly in the Monsoon, and it has been suggested that in any altered Time Table we should make it half an hour earlier than the present time.

2. The better plan, it is thought, would be to allow the Special Express to start not later than

than 3.30 P.M. and that then we might undertake to catch the ordinary train at Kurjut, keeping it such time as may be necessary for the purpose.

3. With respect to the notice referred to in the 2nd para of your letter, I have to state that the present nominal time is five hours for notice of the special being required but as in Bombay there are generally engines partially in steam we endeavour to run it after three hours notice only when it is possible to do so.

I have &c.,

/ signed A. J. P. Thomson,

Secretary.

No 667 of 1873

Copy to the Postmaster, Bombay. The arrangement agreed to by the Agent should be carried out, as it is the best that can be made.

/ signed J. Mac Farlan,

Offg Postmaster General.

No 353 of 1873

Copies to Director General. Sanction to the arrangement is requested.

/ signed J. Mac Farlan

Offg Postmaster General.

Bombay
P.M.G. Office
30 April 1873

No

No 778

From

F. R. Hogg Esqre,

Offg Director General of the Post Office of India,

To

The Postmaster General,

Bombay,

Dated Simla 16th May 1873.

Sir,

In reply to your endorsement No 353 dated 30th April, I beg to convey my sanction to the arrangement stated by you to be the best that can be made in connection with the despatch of a special Train with the inward Overland Mail for Madras.

2. That arrangement consists in the despatch of a special up to 3.30 P.M. when the Company will undertake to overtake the ordinary train before its departure from Kurjut.

I am &c.,

/ signed F. R. Hogg,

Offg Director General of the Post Office of India.

No 779.

Copy forwarded to the Postmaster General Madras.

Simla
The 16th May 1873

/ signed E. R. Wroughton,

for Offg Director General of the Post Office of India.

Extract from a letter from the Postmaster General Bombay to Postmaster Bombay.

On the South East Line the express train should not be ordered unless the mails can be put in the train by 3-15 p.m. The time at present fixed is 3-30 p.m. but as the through train will start at 2 p.m. on and after the 11th Instant, the time for starting the express is fixed as above.

The hours above referred to are by Madras time.

No 8823 of 1873.

Copy of extract to Postmaster General Madras.

Bombay
9 July 73

/ signed / Jumpetrao K
For Offg Postmaster General.

Memo

	Madras Time
Time of starting of the Raichore Train S.E. Line	2-0 P.M.
to of arrival at Kurnool	4-40 P.M.
to occupied in transit	H. M. 2-43
to required in transit by express train @ the rate of 25 miles per hour	H. M. 2-12

2. If the express train starts later than the ordinary one by 1-15 hours, i.e. @ 3-15 P.M. the ordinary mail train to be detained at Kurnool until the arrival of the Special

Special. 2 to 14

3. A Special Train is to be employed when the last batch of Overland Mail bags arrives in Office between 1-45 and 3 P.M.

4. When the last batch of Overland Mail bags arrives in Office after 3 P.M. and 1-45 P.M. the next day, the Mails are to be sent by the ordinary Train of 2 P.M. attaching to it one of the Special carriages.

5. When the South East Express Train starts not later than 2-45 P.M. the Mail of the South East Line to be also despatched by it and transferred to the ordinary Train at Cuttack where it will be detained for the Special. On such occasions the two Post Office Sorting Carriages are to be attached to the South East

Line

Line Special.

/signed/ C. A. Stuart,
Postmaster.

N.B. The hours above mentioned are according to Madras Time.

No 9583 of 1873.

Copy forwarded to Postmaster General Bombay for approval with reference to docket No 9705 dated 24 June 1873.

/signed/ C. A. Stuart,
Postmaster.

B. G. P. Office
Dated 2 July 1873

No 10250 of 1873

Copy forwarded to the Postmaster General, Madras, for information.

/signed/ J. MacFarlan,
Offg Postmaster General.

4 July 1873.

/ True Copies /

Postmaster General.

15

Postmasters General's Office,
London 11 August 1773

No. 246
1725.

225

Sir,

The Postmasters General
London
To The Chief Secretary to Govt.
Madras.

Sir.

In continuation of my letter on the subject of a overland mail service between Bombay & London, I enclose you a copy of a letter from the Honble Bombay from which it will be seen that there is no practicable difficulty in carrying out the suggestion therein contained.

I have the honor to be
Sir
Your obedient Servant

Postmaster General

For 30 August 1773
224

No 10736 of 1873
Dated 23d July 1873

27 D 54 2

From
The Collector &c
Bombay

To
The Collector & Genl
Bombay

With reference to his No 1006 dated 1st Instant, beg to inform that on the 5th June last, the Special train with the overland mail had started from Bombay at 4-30 P.M & reached Kurrpuk at 6-30 P.M

The ordinary train on that day was not detained at Shukkur.

Sdy C. A. Stuart
Pltl Secretary

(True copy)

Pltl Secretary

No 416.

Postm General's Office
Ootacamund 28 July 1873.

From,

Major the Honble E. R. Bourke
Postmaster General
Madras

To,

The Honble W Hudleston
Chief Secretary to Government
Ootacamund

Sir

In reply to your Official Memo No. 203 of 11th July 1873 I beg to state that the existing arrange-ments for the Mail Service between Bombay & Madras are by reason of the break at the Kistna river only of a temporary nature

At the end of these rains the diversion across the bed of the Kistna will again be in working order and before the commencement of the next rains the Kistna bridge I believe will be finished and the whole line

1873
Financial Department
From the Postmaster General
S.O. No 1236
No. 246 / 1725
[illegible]

from Madras to Bombay be permanently completed.

I will therefore refer to the arrangements that existed when the diversion was working during the last hot season which may be fairly taken to illustrate what description of service the Great India Peninsula Railway Authorities were disposed to give.

The Madras Mail left Bombay at 2-30 P.M. and reached Raichore at 2-15 P.M. next day accomplishing the distance of 442½ Miles in 23 hours and ¾ the speed attained over the Great India Peninsula Railway being about 18½ Miles an hour including stoppages

The remaining distance from Raichore to Madras 350½ Miles was accomplished in 18 hours

and 25 Minutes, or at a speed of about 20 Miles per hour including stoppages. It will therefore be seen that the speed on the Great India Peninsula line, the longest portion by 92 Miles, was considerably below that attained on the Madras line but neither were fully up to the standard of 20 Miles per hour

On the journey from Madras to Bombay while the rate over the Madras line was a little improved that on the Great India Peninsula was slower. If the stoppages of ¾ of an hour at Raichore be taken into the calculation of course the speed on both lines will be still further reduced. Taking the hour

hour for starting from Bombay has been fixed at 2 P.M. instead of 2-30 P.M. which is disadvantagious to the Madras Mails.

As respects the special arrangements to prevent the Overland Mail being detained at Bombay and to catch up the ordinary train when the Mails are landed too late to be forwarded by the daily Mail train the Government of India has sanctioned the employment of a special to run as far as Kurgaut only, on occasions when it can catch the ordinary train. These arrangements for the special service have been the subject of considerable correspondence; a difference of opinion having existed between the Great India Peninsula Railway Authorities &

& myself as to how both the ordinary Mail train & special should start & the rate of speed the latter should travel so as to catch the Mail, I consider that no final decision has as yet been arrived at as I am very averse to an incomplete measure which would result in a final arrange-ment whereby the Madras Overland Mails would be henceforth always liable to serious & considerable delays & detention. The existing arrangements as sanctioned by the Director General of the Post Office of India are as follows—

The ordinary Mail train leaves Bombay daily at 2 P.M. the Postmaster Bombay is authorized to delay the train

½ an hour if by so doing the Overland Mails can be forwarded.

When they cannot a special may be used when the last batch of Overland Mails arrive at the Bombay Post Office between 1-45 & 3 P.M. - It follows then that if the ordinary train can be delayed till 2-30 P.M. & the special is not to be used unless the last batch of Mails reach the Post Office before 3 P.M. the advantage to be gained by the employment of a special is the smallest possible

In making a proposal for an efficient Mail Service between Bombay & Madras the point to be borne in mind is that I believe it is

is desirable that the train shall ascend the Ghaut by day light that is should reach Lonowlee not later than 7 P.M. - The distance being 80 Miles it follows that travelling at an average rate of 20 Miles per hour the train should leave Bombay at 3 P.M.

Having determined this the Direction next to be settled is the rate the special shall run at.

The present rate fixed is 28 Miles per hour I have suggested 45 - If a calculation is made it will be found that by reason of the special not being required to stop except once during the whole journey, for water, the speed proposed

by the Railway Authorities 28 Miles per hour would hardly exceed that attained by an ordinary train when running between stations - the exceptionally light load to be carried by the Special Engine & Brake Van only the Mails being carried in the latter should also be borne in mind when determining the rate the special should run at & I do not think that the speed I have proposed 45 Miles per hour is at all extraordinary or excessive.

I consider two to be a very fitting time before the Krishna Bridge is completed that the whole question of the Mail Service between

Bombay

Bombay & Madras & vice versa should be considered and a final & satisfactory determination arrived at as to the precise description of Service the two Railway Companies shall be directed to supply & maintain - I would therefore recommend the following recommendation for the consideration of the Madras Government -

The Madras Mails to leave Bombay at 3 P.M. daily Madras time, and Madras at 5-30 P.M. and shall travel at a rate of speed not less than 20 Miles per hour for the whole journey including all stoppages and detentions, arriving at Madras & Bombay respectively in 40 hours that is at Madras at 7 A.M. and Bombay 9-30 A.M.

on

on the 2d day - the hours for arrival during the fast hot season when the diversion over the Kistna was working was at Madras at 8-40 A. M. at Bombay 12-15 P. M.

It will be seen that the hours I propose are an improvement on what has been & leaves sufficient time for correspondence of an urgent nature being replied to by return of post from both Bombay & Madras which can hardly be said to be the case under past or existing arrangements.

From personal experience I can honestly say that if more economy of time was insisted on and the length of the

the stoppages at small stations along the whole of both lines sustained a very considerable saving of time would accrue without increasing the running rate or decreasing the load.

As regards the special I would propose that she speed be fixed at 45 Miles an hour, that the Government of India be asked to sanction the running to the top of the Ghaut [Lonowlee] instead of as now to the bottom only [Khyhut] the extra distance is only 17½ Miles but the hour if granted would have the effect of permitting the despatch of the Overland Mails from Bombay up to 5-10 P. M. and obviate the

necessity

necessity of ever detaining
the ordinary Mail till the
special caught it up- the
extra Cost would only be
52 1/2 Rupees and with a
Pilot Engine 105. this is
trifling as compared with
the results attained viz
making it impossible for
the Madras Overland Mails
ever again being left behind
for 24 hours in Bombay
when it was possible for them
to be forwarded, for the ordinary
& Special trains both being
timed to ascend the Ghauts by
day light there is nothing left
to be desired

The total cost of the
special would when it had
to run the whole distance to

Lonowlee amount to 291 Rupees.

If however the hour of
departure of the ordinary
train was fixed at 3 P. M.
the number of times the
expense would be incurred
during the 12 Months would
probably not be many for
since the special has been
sanctioned it has only been
used twice

Lonowlee being a refreshment station where there is
a stoppage of 3/4 of an hour
for Dinner the two stars of
the Mails from the special &
to the ordinary train would
not obtain the latter beyond
their fixed hour for leaving
Lonowlee

The arrangements both
for the regular daily Mail &
for the special as proposed &

maintain, are not more than the requirements of the service and the importance of the correspondence demand I wanted therefore leave the matter in the hands of the Madras Government in the hope that in communication with the Government of Bombay a complete & efficient Mail Service between the Capitals of the two Presidencies may be determined upon & finally arranged before sanction of the Bombay Government is accorded to the Great India Peninsula Railway time table which will come into × being on com- × -pletion of the Kistna Bridge.

I append copies of the latest correspondence that has passed between the Post Master General Bombay & myself on this important subject together with the Director Generals sanction to existing arrangements.

I have the honor to be
Sir
Your Obed[t] Servant

Postm[r] General.

Public Department.

No 203. 45W

Off. Memo.

—

The Chief Secretary to Government has the honor to request the Postmaster General to inform him what are the orders in force regarding the despatch of the Overland Mail by Special Train when it reaches Bombay after the despatch of the ordinary Train —

Ootacamund
11th July 1873

(By order)
(Sd) W. Huddleston
Chief Secretary.

Public 1873 Oct.

S. Ord. 1236.

Dft. Memo
Ootacamund 28th July 1873
Received 29th July 1873

No 203 dated 11th inst. requesting to be informed what are the orders in force regarding the despatch of the Overland Mail by Special Train when it reaches Bombay after the despatch of the ordinary Train

Submit

Bombay Castle
13 Oct 1873

Requests to be informed what are the orders in force regarding the despatch of the Overland Mail by Special Train when it reaches Bombay after the despatch of the ordinary Train

Off. Memo.

No. 203.

To the Postmaster General.

9th July 1873.

47

7th August 1873

Dear Sir Rowland Hill

I send you copy of the D.T. from Bogg which I promised the other Post Office last Saturday. The leading points are that the Court of Russia will not interfere if they can help it — but the Bourse & Stock

Simla
10th June 1878.

51 D

My dear Bourke

I have received your D.O d/2d June in which you advocate the following arrangements in respect to the through mail train between Bombay and Madras viz:-

(1) That it shall not leave Bombay earlier than 3 P.M.

(2) That a speed of not less than 20 miles an hour shall be maintained between Bombay & Raichore.

Of course the Government have almost absolute power in respect to the timing of mail trains, but the exercise of that power is a wholly different matter. The Govt of India will not interfere, if they can help it, in a question that affects local interests only.

The G.I.P have always, I believe, altered their Time Table on the 1st Oct. line during

49 W

The hours of departure from Bombay of the Train carrying the Madras Mails —

be fixed in such a way as to suit the convenience of the Bombay public, and the Madras Mail —

To the Honble [illegible] for
donation as a reward
& consideration for
the through carriage between
Bombay & Allahabad -
Of this more than
sanctioned to Bombay
from [illegible]
[illegible]
[illegible]

during the monsoon and the Bombay
Govt have now sanctioned (in their
Res: 6530 of 27/5) a Time Table under
which the departure of the Madras
mail train will be advanced by half
an hour leaving Bombay at 2 P.M.
instead of 2/30-

Probably the diffiently & danger
(real or supposed) of croping the Ghat
that has much to say to this change,
for it is said that the Ghaut cannot
be croped by night, especially in
the rains. Again, economy will be
advanced as a reason against any
increase of speed.

Your next plan is to ascertain
why the through train to Madras cannot
start at 3 P.M. & why a speed of 20 miles
per hour cannot be obtained. If a strong
case be made out drop the question,
for you cannot fight a hopeless battle.
Should the arguments be weak, then
address the Madras Government and get
them write strongly to the Bombay Govt
in

in favor of the two reforms mentioned
This will secure for greater weight
and attention than your individual
advocacy or mine for the Bo: Govt
will not like to refuse a direct &
reasonable request made by the
Govt of an adjoining Presidency. If
they fail, it will of course be open to
the Madras Govt to appeal to the
Supreme Government

The last point you give, viz:
that the Special train with the overland
mail should start up to 4 P.M. is one
wholly dependent on the departure of
the ordinary train.

The Govt of India have decided
already that a special train with
the overland mail may be used as
far as Kurnool only and that is a
condition which must govern the
despatch of a special train from
Bombay with the Madras overland
mail.

As respects the overland mail
for

for Bengal, the A.H.P., the Punjaub,
south, British Burmah, & a special
train is not used when the last batch
of overland mail bags is landed later

Yours &c.

yours sincerely

(Signed) J.R. Hogg.

DEPARTMENT.

No.

m

Dated 187 .

FOR ORDERS.

Major Bourke presents
his compliments to the Superintendent
Bombay & Baroda & Central India Railway
and requests that a special train
may be in readiness at 3 P.M. on the
arrival of the Overland Mail
to convey him to Ahmedabad.

2. Major Bourke requests that the Superintendent
will be pleased to cause a special train
for the use of Major Bourke to be in readiness
to leave Ahmedabad at 4 P.M. on the arrival of the
Overland Mail to convey him to Baroda
where he will arrive at 8 P.M. the same day.

instead of Rangehut at the foot of the Blue Mountains. - leaving Boat at 5.10 pm

I would strongly urge the positive necessity of Bourke - The route has decided for the ordinary train is that actually attained on the Western portion of the N. W. line - & the hour of departure suggested falls in well in the Special - when we consider it is necessary - that for this departure would be the same extent abridge the interval with which the Mail could be despatched from Bourke by

The second husband leaves Bourke both desirable & favorable. The train would be very light and but one stoppage would be necessary. A train existing of Mail Engine & Van would get up the Hill to Hawkesbury Heads by any Passenger train - and the time allowed for refreshment at Lawson for passengers would be ample for changing the Mails &c. I. O. M.

No. 1256 Financial Depart.t

To

The Chief-Secretary to the
Govt. of Bombay-

Sir,

I am directed to forward the accompanying copy of a letter from the Honble Major Bourke, Post Master-General of this Presidency, and to request that the proposals contained in it may receive the most attentive consideration of His Excellency the Governor in Council, as they are calculated very materially to promote the interests of the Public in this Presidency

Dated 28 July 1873 No. 416.

At speed of 45 miles an hour (miles) a steep ascent) seems to me rather high to expect in this country: but I agree with the Engineer & the Bombay Govt. that there can be no harm in recommending the line for the careful consideration of the Bombay Govt.

C31/7 295-8.

The proposals are
in effect:-
1st that the regular train
from Bombay to Raichore
shall leave Bombay at
3 P.M. and travel at the
rate of 20 miles an hour
including stoppages, being
the rate actually attained
on the North West Branch
of the Madras Railway -
2nd that the Special
Train allowed for the
Overland Mails, when
too late for the ordinary
train, shall leave Bombay
up to 5-10 P.M. - shall
travel at the rate of
45 miles an hour, and
shall run to Lanowlie
at the top of the Bhore
Ghaut instead of only
to Kurjut at its foot -

This Special train consisting of only Engine and ~~Tender~~ Inspection would be very light, and only one stoppage would be necessary between Bombay and Kurjut or Lanowlie. It could ascend the Ghaut much more speedily than the ordinary heavy train, and the time allowed for refreshment at Lanowlie would suffice for changing the Mails without additional detention.

3. The rate of 45 miles an hour may appear excessive for this Country, but the Government have reason to believe that practically it is frequently attained even by the ordinary trains, and seeing that the result of these proposals may

may frequently be to accellerate the arrival of the home Mail at Madras by 24 hours and thereby very possibly to enable replies to be despatched home one Mail earlier than they otherwise could be,

The Governor in Council is confident that the Govt of Bombay will do all in its power to secure these great benefits for Madras—

/By order/

Copies sent
30th August 1873

2 Ls Ethd L. 18