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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1574. Press Mis;

246-248

Dated 29-10- 1873.

21/22

Not to be folded or roughly handled

No. 246. Read the following letter from Colonel M. K. KENNEDY, R.E., Secretary to the Government of Bombay, Railway Department, to the Hon. W. HUDLESTON, Chief Secretary to Government, Fort St. George, dated Bombay Castle, 11th October 1873, No. 1282 :—

I am directed to acknowledge the receipt of your letter, No. 1236, dated 31st August last, and to forward, for the information of the Government of Madras, copies of reports, marginally noted, and of the Resolution of the Bombay Government, No. 1281, dated 11th instant.

1. Letter from Agent, Great Indian Peninsula Railway, forwarding report from General Traffic Manager, No. 2408, dated 29th September, and accompaniment.
2. Memorandum by Consulting Engineer for Railways, No. 3848-A, dated 4th October 1873.

2. These papers will explain why the mail train cannot be timed to reach Bombay earlier than 11-15 A.M., or to leave later than 2-30 P.M., it being necessary that it should pass the Bhore Ghaut in day-light. It is necessary to run over the ghaut at low speed; but, by the arrangement ordered, the average speed over the rest of the Great Indian Peninsula Railway will be twenty miles an hour, including stoppages, and, if the same speed is maintained on the Madras Railway, the entire journey between Bombay and Madras will occupy forty-one hours only on the average of up and down-trains. It is hoped, therefore, that the arrangement will meet the views of the Madras Government.

3. As regards the special train for Overland Mails, I am to state that, rather than run the train to Kurjut at so high a speed as forty-five miles an hour, it would, in the opinion of the Bombay Government, be expedient to run it as far as Poona, or further if necessary, and that an average speed of twenty-eight miles an hour could hardly be exceeded with prudence, especially as the line is single above the ghauts. The occasions on which the mail steamer will arrive too late for the mails to be despatched by a special train leaving Bombay at 5 P.M., and running at the above speed to catch the ordinary mail at Poona, will, judging from past experience, be very rare.

From H. P. LEMESURIER, Esq., Agent of the Great Indian Peninsula Railway Company, Bombay, to Lieutenant-Colonel H. F. HANCOCK, R.E., Acting Consulting Engineer for Railways, dated Bombay, 2nd October 1873, No. 9229.

In continuation of our meeting yesterday. I send on to you Mr. Conder's letters, Nos. 2357 and 2408, on the subject of the new Time Table.

2. I think the suggestions put forward by Mr. Conder are based on thoroughly sound grounds, and I fully concur in the views he has expressed.

From H. CONDER, Esq., General Traffic Manager, to H. P. LEMESURIER, Esq., Agent of the Great Indian Peninsula Railway Company, Bombay, dated Bombay, 29th September 1873, No. 2408.

With reference to your letter, No. 9023, of the 25th instant, and also to your Memorandum, No. 8953, of 23rd, sending me the papers forwarded to you under the Consulting Engineer's Memorandum, No. 3656, of the 19th, I have carefully considered the remarks of the Postmaster-General of Madras in his letter, No. 416, of 28th July last, to the Chief Secretary to the Government of Madras, as to the mail train service between Madras and Bombay.

8. With regard to the general remarks in the papers as to the pace maintained on the lines in India, as compared with the speed kept up in England, I need hardly say that all who have to do with railway working know quite well that a speed of forty-five miles an hour is very much more expensive to maintain in the items of fuel, wear and tear of road, and stock, &c., &c., even if there are but few stoppages than a lower speed. And, moreover, the circumstances of the countries seem to be different to such an extent as to prevent any fair comparison. Our passenger traffic, for instance, is so small as to make one train each way per day sufficient on the greater part of the line. That one train has to carry the mails, but it is obvious that it cannot travel at any high speed; and I thought also that it was admitted by every body that there was no necessity for high speeds in India.

I do not recommend any departure from the arrangements for the daily trains proposed in paragraph 4 of this report, which are, I think, sufficient for all reasonable purposes.

9. I shall be glad to meet and discuss the matter with yourself and Colonel Hancock, as is suggested in his Memorandum, at any time you may arrange, which will, I hope, be soon, as the new Time Bill must be got out without delay.

GREAT INDIAN PENINSULA RAILWAY.

CIRCULAR No. 207.

Special Mail Trains.

The following arrangements have been made for the special trains for the conveyance of the Overland letters, when the time of arrival of the steamer prevents the mails being sent on by the ordinary trains from Bombay.

2. The Post Office authorities will give three hours' notice to the Station Master at Boree Bunder; and, on receiving such notice, the Station Master is authorized to arrange to start a special train, not later than 4 o'clock P.M. for the north-east line, and not later than 3-15 P.M. for the south-east line.

3. These trains are to run at a uniform pace of twenty-eight miles an hour, except that three-quarters of an hour is allowed for passing over the ten miles of the Thull Ghaut.

A special train, started from Bombay at 4 o'clock, should, therefore, reach Jabulpur not later than 2-15 P.M. on the following day.

The special mail train for the south-east line should take 2½ hours between Bombay and Kurjut, and it will not be run beyond that place.

4. The ordinary mail train of either the north-east or the south-east line may be detained at any intermediate station for half an hour, if, by so doing, the special mail train can catch it up. The Station Master at Boree Bunder is also authorized to detain either of the ordinary mail trains for half an hour, if, by so doing, it will enable the Postal Department to despatch the Overland Mail letters by it. The ordinary south-east mail train is to be detained at Kurjut for the arrival of the special mail train.

5. If the Overland letters for the north-east line are sent by a special train, which starts from Boree Bunder at any time before 2-45 P.M., but after the ordinary south-east mail train has left, the Overland letters for the south-east district will be sent by the special train, and the ordinary south-east mail train may be kept at Callian until the arrival of the special. If the special mail train leaves Boree Bunder after 2-45 P.M., and not later than 3-15 P.M., the Overland letters for both the north-east and south-east districts should be sent in it; but, in that case, two engines must be employed, so that the trains may be divided at Callian for their respective districts.

6. The Station Master at Boree Bunder will telegraph to all District Traffic Superintendents concerned whenever a special mail train is ordered, giving the time at which it will start from Bombay; and District Traffic Superintendents are requested to issue the necessary instructions, and to make prompt arrangements to clear the road of all goods' trains that might interfere with the running of the special mail train; but the running of the passenger or mixed trains is not

Proceedings of the Madras Government, Financial Department,
29th October 1873.

to be altered on account of the mail express. The instructions in paragraph 3, as to uniform speed, should be adhered to as far as is practicable. All ordinary stoppages are to be considered as included in the twenty-eight miles an hour, but unavoidable delays for crossing other trains are not to be so included.

7. Whenever the mail train from the East Indian or the Madras Railways is late in arriving at Jabulpur or Raichore, respectively, this Company's up-mail train may be detained for not more than one hour. If, however, the other Company's train should be late on the days that the Overland Mails are being conveyed to Bombay, this Company's train may be detained for two hours; but if, on those days, the other Company's train does not arrive in time to catch the G. I. P. train, after waiting two hours, the instructions of the District Traffic Manager must be obtained, and he will use his discretion as to what is best to be done, it being of the utmost importance for the Overland letters, if possible, to come on by the usual day's train to Bombay.

8. The instructions contained in Circular, No. 250, of the 26th August last are to be still adhered to. The special trains must not be stopped at any places other than those named in that Circular, except only for unavoidable locomotive or traffic purposes.

BOMBAY,
23rd June 1873.

(Signed) HENRY CONDER,
General Traffic Manager.

No. 3848-A.

Submitted for the consideration and orders of Government, with reference to transfer No. 3268, dated 8th ultimo, from the Financial Department, and the Hon. Mr. Gibbs's Minute, dated 23rd idem.

2. It is the rule at present that no passenger trains should pass over the ghaut in the dark. Day breaks in January about 6-30 A.M., *Madras* time at Lanowlee, and twilight ends a little before 7 P.M. An inspection lorry precedes the first up-train down the ghaut by about an hour.

3. The up-mail train from Poona to Bombay must be timed so as not to clash with the up Calcutta mail train. There should be half an hour interval between them at Callian and Bombay. The up Calcutta mail is timed to leave Egutpoora at 7-11 A.M., *Madras*. It is desirable to leave it undisturbed, as any change affects the East Indian and Punjab Railway system, and the Time Table was settled after a long discussion with the Government of India.

4. The Hon. Mr. Gibbs proposes that the south-east mail train should leave Poona at 5-30, *Madras*, and reach Bombay at 11-30. The up Calcutta Mail reaches Bombay at 11-45, so that 11-15 would be a better hour than 11-30 to fix for the arrival of the Madras Mail.

5. Adopting the rates of speed, Mr. Gibbs proposes, a train arriving at Bombay at 11-15 would have to leave Lanowlee at 6-45 A.M., Madras, or just after day-break in the winter months. The previous lorry inspection would have to be done in the dark.

6. The Madras Government propose that the up-mail should reach Bombay at 9-30 A.M. This manifestly could not be arranged unless the train were run down the Bhore Ghaut before day-break. Adopting the standard of speed Mr. Gibbs proposes, it would have to leave Poona at 3-30 A.M.

7. As regards the down-train, Mr. Gibbs proposes that it should leave Bombay at 2-30 P.M., Madras, and arrive at Poona at 8-30. This would bring it to Lanowlee about 6-40 P.M., or just before dark in the winter months.

8. The Madras Government want the departure from Bombay at 3 P.M., making it half an hour later.

9. The General Traffic Manager, Great Indian Peninsula Railway, whose views are endorsed by the Agent, objects to any increase over the present running time, but proposes to reduce the length of stoppage at Lanowlee, which will make the journey between Bombay and Poona less by ten minutes than at present. He recommends maintaining the present hours of arrival of up-mail in Bombay 12-15, *Madras*, and departure of mail train from Bombay 2 P.M., *Madras*. The Up-train would leave Lanowlee about 7-30, and the lorry inspection could commence about day-break.

10. The Hon. Mr. Gibbs's proposals are feasible with the slight alteration of making the up-mail fifteen minutes earlier to prevent its clashing with the up Calcutta mail. The lorry inspection having to be done in the dark is an objection, but not a very serious one. The question

which Government have to decide is whether they are prepared to insist on the speed of twenty-five miles an hour being maintained above and below ghauts, and the time between Poona and Bombay restricted to six hours. This increase in speed cannot, of course, be attained except at increased cost, and the Company object to it.

11. The Madras Government ask that the whole journey between Madras and Bombay may be performed in forty hours.

12. The Great Indian Peninsula Railway Company are prepared to time the train so as to run between Bombay and Raichore at the rate of very nearly twenty miles an hour, excluding the Bhore Ghaut, for which they ask one hour and forty-five minutes, but including all stoppages except the halt for interchange of traffic at Raichore. If the Madras Company run at the same rate, the whole journey between Madras and Bombay will be forty-one hours and thirty-five minutes, with "down" and a few minutes more with "up" trains. Adopting Mr. Gibbs's proposals as to speed would reduce the total time to close on forty-one hours, on the average of up and down-journeys.

13. There is only one train between Poona and Raichore, which must stop everywhere, and the Postmaster-General, Madras, does not seem to have allowed extra time for the halt at Raichore. Carriages of the two Companies do not run through. If they did, the halt might be reduced, but it is the same as that now allowed at Jabulpur.

14. On the whole, the Hon. Mr. Gibbs's proposals would fairly meet the wishes of the Madras Government, the Railway Company's proposals as regards the time between Poona and Raichore being accepted.

15. The Railway Company propose that the local up-train shall leave Poona at 11 A.M., instead of 10 A.M., *Madras*, as now. This is an improvement.

16. The only point which remains to be remarked upon is the question of the speed of the special for English Mails. The Madras Government ask for forty-five miles an hour. The undersigned agrees with the Railway Company in strongly deprecating any increase in the speed of twenty-eight miles an hour, including stoppages, with an allowance for the ghaut already agreed to for the north-east line special. If such a speed as forty-five miles an hour were insisted on, the Company would be justified in asking much higher rates. It will be safer and better to sanction the special being run as far as Poona if necessary. It could then leave Bombay as late as 5 P.M. This is a later hour than the north-east line special can leave at, and the Madras Mails would less often suffer detention than the Calcutta and North-West Province Mails. With this the Madras Government will probably be satisfied.

17. Early orders are solicited, as the Krishna bridge will be opened on the 9th instant.

BOMBAY,
4th October 1873.

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

Proceedings of the Government of Bombay in the Railway Department, dated Bombay Castle, 11th October 1873, No. 1281.

From the Government of Madras, No. 1236, dated 31st August 1873.

Forwards copy of a letter from the Hon. Major Bourke, Postmaster-General of Madras, and requests that the proposals therein contained in connexion with the Mail Service between Bombay and Madras may receive the most attentive consideration of the Bombay Government, as they are calculated very materially to promote the interests of the public in the Madras Presidency.

Transfer from the Financial Department, No. 3268, dated 8th September 1873.

From the Postmaster-General of Bombay, No. 12,539, dated 22nd August 1873.

Minute by the Hon. Mr. Gibbs, dated 23rd September 1873.

From the Acting Consulting Engineer for Railways, dated 4th October 1873.

Submits, with observations and opinion, for orders letters from the Agent and the General Traffic Manager, Great Indian Peninsula Railway Company.

RESOLUTION.—His Excellency the Governor in Council, after a careful consideration of the various proposals and suggestions set forth in these papers, is pleased to decide that the Great

Proceedings of the Madras Government, Financial Department,
29th October 1873.

Indian Peninsula Railway Company should be called upon to carry out the following arrangements in respect to Mail Trains on the south-east line.

2. The journey between Bombay and Poona, both ways, to be performed in six hours.

3. The Inward Mail to be timed to arrive in Bombay at 11-15 A.M., Madras time, or half an hour before the Inward Calcutta Mail.

4. The Outward Mail to leave Bombay at 2-30 P.M., Madras time.

5. The entire journey between Bombay and Raichore to be performed in forty-five minutes less time than proposed by the Railway Company, or, taking the average of the up and down-journeys, in about twenty-three hours.

6. Assuming that the Madras Government require the Madras Railway Company to perform the journey between Madras and Raichore, 350½ miles, in 17½ hours, or at an average of twenty miles an hour, and allowing forty minutes for halt at Raichore, the trains will be timed as under :—

Madras	Dep. 6-0 P.M.	Bombay	Dep. 2-30 P.M.
Raichore	Arr. 11-30 A.M.	Lanowlee	Arr. (say) 6-40 ,,
,, ...	Dep. 12-10 P.M.	Poona	Arr. 8-30 ,,
Poona	Arr. 4-40 A.M.	,, ...	Dep. 9-0 ,,
Lanowlee	Dep. (say) 6-55 ,,	Raichore	Arr. 1-10 ,,
Bombay...	Arr. 11-15 ,,	,, ...	Dep. 1-50 ,,
		Madras	Arr. 7-20 A.M.

And the entire journey from Madras to Bombay will occupy forty-one hours and fifteen minutes, and from Bombay to Madras, forty hours and fifty minutes.

7. The trains both ways will pass the Bhore Ghaut during day-light.

8. The accelerated service between Bombay and Poona will be somewhat more expensive to work than the slower trains recommended by the Agent and General Traffic Manager, but the extra expense is, in the opinion of His Excellency in Council, justifiable in the public interests.

9. The proposal of the Railway Company to start the up-local trains from Poona at 11 A.M., instead of 10 A.M. as at present, is approved.

10. With regard to the question of the Special Train to be run on the occasion of the English Mails arriving too late to be despatched by the ordinary train the same day, His Excellency in Council is of opinion that it would not be prudent or desirable to require the high speed of forty-five miles an hour suggested by the Postmaster-General, Madras. Orders on this subject will be passed, if necessary, hereafter, after a further consideration by the Postal Authorities of the remarks of the General Traffic Manager. The Government of Madras should be advised of these proceedings, and should be furnished with a copy of the reports of the Consulting Engineer and the General Traffic Manager.

(Signed) M. K. KENNEDY, Colonel, R.E.,
Secretary to Government.

No. 247. ORDER THEREON, 29th October 1873, No. 1574.

Ordered to be communicated to the Department of Public Works and to the Postmaster-General.

2. The thanks of the Governor in Council will be conveyed to the Government of Bombay for the full consideration that has been given to the question as affecting this Presidency.

(True Extract.)

Chief Secretary.

To the Postmaster-General.
,, Public Works Department.

Exd. F. R. Bantleman.

Govt. of {1873} Madras.

FINANCIAL.

To

THE POSTMASTER-GENERAL. &c., &c., &c.

Dated October, 29th.

Read.

G. O., 29th October 1873, No. 1574.

OCTOBER.
Nos. 246—248.

Postal.—Letter from Government of Bombay, furnishing explanation as to why the mail train of the Great Indian Peninsula Railway cannot be timed to reach Bombay earlier than 11-15 A.M., or to leave later than 2-30 P.M., &c., communicated to the Postmaster-General and Public Works Department, and thanks tendered to that Government for the full consideration which has been given to the question as affecting this Presidency.

2 93

The G. I. P. Railway Company
General Traffic Managers Office
Bombay 29th September 1873

No. 2408

The Agent.
G. I. P. Railway Co.
Bombay.

Dear Sir

With reference to your letter No. 9023 of the 25th instant and also to your Memo: No. 8953 of 23rd ult. sending me the papers forwarded to you under the Consulting Engineer's Memo: No. 3656 of the 16th I have carefully considered the remarks of the Post Master General of Madras in his letter No. 416 of 28th July last to the Chief Secretary to the Government of Madras as to the Mail train service between Madras and Bombay.

2 The Honble Major Bourke has, in calculating the existing, and the past speed upon this Railway between

between Bombay and Raichore, + and his proposals for the future, not made allowance for the fact that the time occupied in passing over the Bhore Ghaut which is reckoned at 16 miles is one hour and forty five minutes.—

The time lately occupied between the two places and the pace are therefore.—

Total time between Bombay & Raichore	hours 23 3/4	Distance	Miles 442 1/2
Less Bhore Ghaut —	1 3/4	— do —	16.
Actual time	22.		426 1/2

which works out, including all stoppages at 19 7/5 miles per hour.—

The Madras Railway distance is 350 1/2 miles, and the time occupied as stated by Major Bourke, 18 hours and 25 minutes, works out, including all stoppages, at only 18 9/10 miles per hour.—

The pace on the G. I. P. Railway is thus seen to be really + greater

greater per mile on the ordinary Line than that of the Madras Railway Our Railway is however laid out with worse gradients, independently of the Ghaut, and therefore our pace is naturally so much more difficult and expensive to maintain.—

It would not be wise to alter the speed on the Ghaut — In all negociations as to Mail trains the line over both the Ghauts has been treated as distinct and exceptional from our ordinary road.—

3 With regard to the Consulting Engineer's Memo: No. 3722 of the 25th to you with copy of minute made by the Hon'ble Mr Gibbs as to the train service between Poona and Bombay I beg to point out that the time given by Mr Gibbs for the Up south East Mail Train would bring it so close to the Up Jabulpur Mail as to make it unworkable — These two trains should not be nearer than at least

half

half an hour of each other between Callian and Bombay - The Up South East Train cannot come down the Ghaut earlier, and besides the more general request is to make the train later, rather than earlier, so as to avoid the very early start from Poona -

The time for the departure of the Down South East Mail Train was lately altered because during a large part of the year it was not able when it started at 2.30 AM to get over the Ghaut by day light - The present start at 2. AM is therefore the latest that can be adopted -

I think that in considering this question it should be borne in mind that there is a local intermediate Passenger traffic to be served as well as the traffic for and from Poona itself and that for nine months in the year the 1st & 2nd Class Poona traffic is very

very small indeed - It is therefore in my opinion not in the least degree necessary for us to run a faster train for Poona -

The "Husband's" Train on Mondays from Narel during the Matheran season is not a matter of much moment - It is merely putting some carriages on to a Goods Train on that morning from Narel to Callian - From Callian they come on into Bombay by the ordinary daily local train -

4. In the suggestions made in my letter No. 2357 of the 22nd Instant I have proposed to run the whole distance from Bombay to Raichore in 23 hours and 25 minutes - This will give us 21 hours and 40 minutes for the 426½ miles, excluding the Bhore Ghaut or an average speed including all stoppages of just about 20 miles per hour which is what Major Bourke asked for - If the Madras Company would

would undertake to run at the same pace their distance 350½ miles would occupy about 17½ hours. The through service Bombay to Madras would then take 41 hours and 35 minutes made up thus: viz (1/2)

		hours.	ms.
G.I.P. Bombay to Raichore 442½ miles	426½ miles	21	40.
	16 miles Jhant.	1.	45.
Halt at Raichore			40.
Madras Railway Raichore to Madras 350½ / 442½ miles		17.	30.
793 miles		41.	35

A halt at Raichore is essential and it could not be put at less than 40 minutes which is the time allowed at Jabalpur between the East Indian and ourselves.

This train service would be a very fair one and would probably be as acceptable on the whole to all parties as any that can be suggested.

Under it the Trains will be timed

timed as follows: namely

Noted 6.15 PM

Madras dep.	4/15 P.M.	Bombay dep.	2 P.M.
Raichore arr.	11/45 A.M.	Kurjat dep.	4/47 P.M.
" dep.	12/35 Noon	Lanowlee arr.	6/32 P.M.
Poona arr.	4/55 A.M.	Poona arr.	8/45 P.M.
" dep.	5/30 A.M.	" dep.	9/15 P.M.
Lanowlee dep.	7/35 A.M.	Raichore arr.	2/25 P.M.
Kurjat arr.	9/20 A.M.	" dep.	2/5 P.M.
Bombay arr.	12/15 Noon	Madras arr.	7/35 A.M.

The train into Bombay takes of necessity a little longer time on account of the Crossings which have been arranged to the best advantage.

The departure from Madras is practically fixed by the necessity of catching our Down Jabalpur Mail at Kallian for the transfer of the Madras side mails for Bengal and the North West; and by the fact that we cannot reach Bombay earlier on account of our requiring to pass down the Bhore Ghaut after day break. Taking it all the year round the present time barely does that.

The

The departure from Bombay is fixed at the latest time it can be to enable the trains to go over the Ghaut under ordinary circumstances and throughout the year by day light and gives therefore the greatest chance of the Overland Mail being sent by the Ordinary train. An arrival in Bombay at 9.30 A.M. and a three O'clock departure from Bombay as proposed by Major Bourke are not on these Accounts practicable.

5. With regard to the special train to catch the ordinary South East Mail train on the occasions when the Overland Mail Steamer may arrive too late to permit of the Madras Overland letters being sent by the regular train. I beg to send some copies of my Circular No. 207 of the 23rd June last to the staff giving instructions as to these express Mail trains and to explain that the times named in that

Circular were agreed to by the Post Master General of Bombay before it was issued. They make the best arrangement that he and I could devise under the existing circumstances.

6. The only point upon which the circumstances appear to admit of difference of opinion is as to the pace of the Express. This has been fixed for the North East line at 28 miles an hour exclusive of the Ghaut where a slower pace is adhered to. If altered for the South East line it will have to be also altered for the North East and as that speed includes the stoppages which are necessary for Engine purposes, greasing &c. it really means a much higher running speed. I should strongly deprecate any increase of that pace.

7. The only remedy for the possible

possible occasional delay to the Madras Overland Mails seems to be for Government to agree to run the South East line Special as far on this line as may be required, as is now done with the North East Special, paying for the extra Engine on the Bhore Ghaut when the special gets to Kurjut after 5. 30. P. M. - We could, in the case of a light train, such as the special would be, undertake to run up the Ghaut from Kurjut to Lanowlee in one hour and thirty minutes. - It would scarcely ever be necessary to run the Express beyond Lanowlee or possibly Poona, because the halt for dinner at the former place with the half hours detention which we have always agreed to permit to enable the special to catch the Ordinary Train, would make it possible for the express to start as late as 3. 50 P. M. or if it

it ran to Poona as late as 5. 15 P. M. - If Government sanction this and it were necessary the special could leave as late as 10. 40 P. M. and still overtake the Ordinary train at Raichore if the Madras Company would agree to detain their ordinary train for two hours at Raichore in the same way as we do with regard to + Jabalpur or Raichore, if the East Indian or the Madras train should be late on the day that the + Overland Mail is being brought to Bombay - I do not suppose that the Madras Company would object to a similar arrangement -

8. With regard to the + general remarks in the papers, as to the pace maintained on the lines in India, as compared with the speed kept up in England, I need hardly say that all who have to do with Railway working know

know, quite well, that a speed of
45 miles an hour is very much more
expensive to maintain in the items
of Fuel, wear and tear of road
and stock &c &c even if there
are but few stoppages than a
lower speed — And moreover
the circumstances of the Countries
seem to be different to such an
extent as to prevent any fair
comparison — Our passenger
traffic for instance, is so small
as to make one train each way
per day sufficient on the greater
part of the line :— That one
train has to carry the Mails —
but it is obvious that it cannot
travel at any high speed; and
I thought also that it was admitted
by every body that there was no
necessity for high speeds in India.

I do not recommend
any departure from the arrangements
for the daily trains proposed in
para

para: 4 of this Report which are
I think sufficient for all reasonable
purposes.—

9. I shall be glad to
meet and discuss the matter
with yourself and Colonel Hancock
as is suggested in his Memo: at
any time you may arrange
which will I hope be soon as the
new Time Bill must be got out
without delay.—

Yours truly
(Sd) H. Condor
Genl. Traffic Manager

15235

Railways.—G. I. P. Railway.
Time Table.—Madras Mail Train.

No. 1281 OF 1873.

Railway Department.

Bombay Castle,
11th October 1873.

From the Government of Madras, No. 1236, dated 31st August 1873.

Forwards copy of a letter from the Honorable Major Bourke, Post Master General of Madras, and requests that the proposals therein contained in connection with the Mail Service between Bombay and Madras may receive the most attentive consideration of the Bombay Government, as they are calculated very materially to promote the interests of the public in the Madras Presidency.

Transfer from the Financial Department, No. 3268, dated 8th September 1873.

From the Post Master General of Bombay, No. 12539, dated 22nd August 1873.

Minute by the Honorable Mr. Gibbs, dated 23rd September 1873.

From the Acting Consulting Engineer for Railways, dated 4th September 1873.

Submits, with observations and opinion, for orders, letters from the Agent and the General Traffic Manager, Great Indian Peninsula Railway Company.

RESOLUTION.—His Excellency the Governor in Council, after a careful consideration of the various proposals and suggestions set forth in these papers, is pleased to decide that the Great Indian Peninsula Railway Company should be called upon to carry out the following arrangements in respect to Mail Trains on the South-East Line.

2. The journey between Bombay and Poona, both ways, to be performed in 6 hours.

3. The Inward Mail to be timed to arrive in Bombay at 11-15 A. M., Madras time, or ½ an hour before the Inward Calcutta Mail.

4. The Outward Mail to leave Bombay at 2-30 P. M., Madras time.

5. The entire journey between Bombay and Raichur to be performed in 45 minutes less time than proposed by the Railway Company, or taking the average of the Up and Down journeys in about 23 hours.

6. Assuming that the Madras Government require the Madras Railway Company to perform the journey between Madras and Raichur, 350½ miles, in 17½ hours, or at an average of 20 miles an hour, and allowing 40 minutes for halt at Raichur, the trains will be timed as under :—

Madras, Departure ..	6	0 P. M.	Bombay, Departure.	2	30 P. M.
Raichur, Arrival ..	11	30 A. M.	Lanowlee, Arr. (say)	6	40 „
„ Departure...	12	10 P. M.	Poona, Arrival.....	8	30 „
Poona, Arrival	4	40 A. M.	„ Departure...	9	0 „
Lanowlee, Dep. (say)	6	55 A. M.	Raichur, Arrival ...	1	10 „
Bombay, Arrival.....	11	15 A. M.	„ Departure.	1	50 „
			Madras, Arrival.....	7	20 A. M.

And the entire journey from Madras to Bombay will occupy 41 H. 15 M., and from Bombay to Madras, 40 H. 50 M.

7. The trains both ways will pass the Bhore Ghaut during daylight.

8. The accelerated service between Bombay and Poona will be somewhat more expensive to work than the slower trains recommended by the Agent and General Traffic Manager, but the extra expense is, in the opinion of His Excellency in Council, justifiable in the public interests.

9. The proposal of the Railway Company to start the Up Local Trains from Poona at 11 A. M., instead of 10 A. M. as at present, is approved.

10. With regard to the question of the special train to be run on the occasion of the English Mails arriving too late to be despatched by the ordinary Train the same day, His Excellency in Council is of opinion that it would not be prudent or desirable to require the high speed of 45 miles an hour suggested by the Post Master General, Madras. Orders on this subject will be passed, if necessary hereafter, after a further consideration by the Postal authorities of the remarks of the General Traffic Manager. The Government of Madras should be advised of these proceedings, and should be furnished with a copy of the reports of the Consulting Engineer and the General Traffic Manager.

M. K. KENNEDY, Colonel, R.E.,
Secretary to Government.

To

The Secretary to the Government of Madras.
(By letter.)
The Consulting Engineer for Railways.
The Agent, Great Indian Peninsula Railway Company.
The Post Master General, Bombay.

Great Indian Peninsula Railway.

9/253

CIRCULAR No. 207.

Special Mail Trains.

1. The following arrangements have been made for the Special Trains for the conveyance of the Overland letters, when the time of arrival of the steamer prevents the mails being sent on by the ordinary trains from Bombay.

2. The Post Office Authorities will give three hours notice to the Station Master at Boree Bunder; and, on receiving such notice, the Station Master is authorised to arrange to start a Special Train, not later than 4 o'clock P.M. for the North East Line, and not later than 3-15 P.M. for the South East Line.

3. These trains are to run at a uniform pace of 28 miles an hour, except that three quarters of an hour is allowed for passing over the 10 miles of the Thull Ghaut.

A Special Train started from Bombay at 4 o'clock should therefore reach Jubalpur not later than 2-15 P.M. on the following day.

The Special Mail Train for the South East Line should take $2\frac{1}{4}$ hours between Bombay and Kurjut, and it will not be run beyond that place.

4. The ordinary Mail Train of either the North East or the South East Line may be detained at any intermediate Station, for half an hour, if by so doing the Special Mail Train can catch it up. The Station Master at Boree Bunder is also authorised to detain either of the ordinary Mail Trains for half an hour, if by so doing it will enable the Postal Department to despatch the Overland Mail letters by it. The ordinary South East Mail Train is to be detained at Kurjut for the arrival of the Special Mail Train.

5. If the Overland letters for the North East Line are sent by a Special Train, which starts from Boree Bunder at any time before 2-45 p.m., but after the ordinary South East Mail Train has left, the Overland letters for the South East District will be sent by the Special Train, and the Ordinary South East Mail Train may be kept at Callian until the arrival of the Special. If the Special Mail Train leaves Boree Bunder after 2-45 p.m., and not later then 3-15 p.m., the Overland letters for both the North East and South East Districts should be sent in it; but, in that case, two engines must be employed, so that the Trains may be divided at Callian, for their respective Districts.

6. The Station Master at Boree Bunder will telegraph to all District Traffic Superintendents concerned, whenever a Special Mail Train is ordered, giving the time at which it will start from Bombay; and District Traffic Superintendents are requested to issue the necessary instructions, and to make prompt arrangements to clear the road of all Goods Trains that might interfere with the running of the Special Mail Train; but the running of the Passenger or Mixed Trains is not to be altered on account of the Mail Express. The instructions in para. 3, as to uniform speed, should be adhered to, as far as is practicable. Allordinary stoppages are to be considered as included in the 28 miles an hour; but unavoidable delays for crossing other Trains are not to be so included.

7. Whenever the Mail Train from the East Indian, or the Madras Railways is late in arriving at Jabalpur or Raichore, respectively, this Company's Up Mail Train may be detained for not more than one hour. If, however, the other Company's train should be late on the days that the Overland Mails are being conveyed to Bombay, this Company's Train may be detained for two hours; but if on those days the other Company's train does not arrive in time to catch the G. I. P. train, after waiting two hours, the instructions of the District Traffic Manager must be obtained, and he will use his discretion as to what is best to be done, it being of the utmost importance for the Overland letters, if possible, to come on by the usual day's train to Bombay.

8. The instructions contained in Circular No. 250 of the 26th August last are to be still adhered to. The Special Trains must not be stopped at any places other than those named in that Circular, except only for unavoidable Locomotive or Traffic proposes.

HENRY CONDER,

BOMBAY; 23rd June, 1873. *General Traffic Manager.*

(0 273)

No. 3848 A of 1873.

Consulting Engineer's Department

Bombay 4th October 1873.

Submitted for the consideration and orders of Government with reference to transfer No. 3268 dated 8th Ultimo from the Financial Department and the Honble Mr Gibbs' minute dated 23rd idem —

It is the rule at present that no Passenger trains should pass over the Ghaut in the dark. Day breaks in January about 6.30 A.M Madras time at Lanowlee and Twilight ends a little before 7. P.M — An inspection Lorry precedes the first up train down the Ghaut by about an hour —

The Up mail train from Poona to Bombay must be timed so as not to clash with the up Calcutta Mail train — there

should

should be ½ an hour interval between them at Calicut and Bombay — The up Calcutta Mail is timed to leave Egutpoora at 7. 11. A.M. Madras — It is a desirable to leave it undisturbed as any change affects the East Indian and Punjaub Railway system and the Time Table was settled after a long discussion with the Government of India. —

The Hon'ble Mr Gibbs proposes that the South East Mail train should leave Poona at 5. 30 Madras and reach Bombay at 11. 30. — The up Calcutta mail reaches Bombay at 11. 45 — so that 11. 15 would be a better hour than 11. 30 to fix for the arrival of the Madras Mail. —

Adopting the rates of speed Mr Gibbs proposes a train arriving at Bombay at 11. 15. would have to leave Lanowlee at 6. 45 A.M.

A. M. Madras — or just after day break in the winter months. The previous lorry inspection would have to be done in the dark. —

The Madras Government propose that the up Mail should reach Bombay at 9. 30 A.M. — This manifestly, could not be arranged unless the train were run down the Ghaut before day break. Adopting the standard of speed Mr Gibbs proposes it would have to leave Poona at 3. 30 A.M.

As regards the Down train Mr Gibbs proposes that it should leave Bombay at 2. 30 P.M. Madras and arive at Poona at 8. 30. This would bring it to Lanowlee about 6. 40. P.M or just before dark in the winter months. —

The Madras Government want the departure from Bombay at

at 3. P.M - making it half an hour later.

The General Traffic Manager G. I. P. Railway whose views are endorsed by the Agent objects to any increase over the present running time but proposes to reduce the length of stoppage at Lanowlee which will make the journey between Bombay and Poona less by 10 minutes than at present. - He recommends + maintaining the present hours of arrival of Up Mail in Bombay 12.15. Madras and departure of Mail train from Bombay 2. P.M Madras. - The Up train would leave Lanowlee about 7. 30 and the long inspection could + commence about day break.

The Honble Mr Gibbs' proposals are feasible with the slight alteration of making the Up Mail 15 minutes earlier to prevent

prevent its clashing with the Up Calcutta Mail - The long inspection having to be done in the dark is an objection but not a very serious one - The question which Government have to + decide is whether they are + prepared to insist on the speed of 25 miles an hour being + maintained above and below Ghauts, and the time between Poona and Bombay restricted to 6 hours. - This increase in speed cannot of course be + attained except at increased cost, and the Company object to it.

The Madras Government ask that the whole journey between Madras and Bombay may be performed in 40 hours. -

The G. I. P. Railway Company are prepared to time the train so as to run between

Bombay

in strongly deprecating any increase in the speed of 28 miles an hour including stoppages with an allowance for the Ghaut already agreed to for the North East line special. — If such a speed as 45 miles an hour were insisted on the Company would be justified in asking much higher rates. — It will be safer and better to sanction the special being run as far as Poona if necessary. — It could then leave Bombay as late as 5 P.M. — This is a later hour than the North East Line special can leave at and the Madras Mails would less often suffer detention than the Calcutta and North West Province Mails. — With this the Madras Govt will probably be satisfied. —

Early orders are solicited as the Krishna Bridge will be opened on the 9th instant

(Sd) H. F. Hancock Bt Lt
As Consulting for Railways

The G.I.P. Railway Company
2nd October 1873.

No. 9229

To the Consulting Engineer
for Railways — Bombay

Sir,

In continuation of our Meeting yesterday, I send on to you Mr Conder's letters 2357 and 2408 on the subject of the New Time Table.

I think the suggestions put forward by Mr Conder are based on thoroughly sound grounds and I fully concur in the views he has expressed —

I have the honor to be &c
(Sd) H. P. Le Mesurier.
Agent.

14358

No. 1282 of 1873.

Railway Department.

From

The Secretary to the Government of Bombay.

To

The Chief Secretary to the Government of Madras.

Sir,

I am directed to acknowledge the receipt of your letter No. 1236, dated 31st August last, and to forward, for the information of the Government of Madras, copies of reports, marginally noted, and of the Resolution of the Bombay Government, No. 1281, dated 11th instant.

1. Letter from Agent, Great Indian Peninsula Railway, forwarding report from General Traffic Manager, No. 2408, dated 29th September, and accompaniment.
2. Memorandum by Consulting Engineer for Railways, No. 3848 A., dated 4th October 1873.

2. These papers will explain why the mail train cannot be timed to reach Bombay earlier than 11-15 A. M., or to leave later than 2-30 P. M., it being necessary that it should pass the Bhore Ghaut in daylight. It is necessary to run over the Ghaut at low speed, but by the arrangement ordered, the average speed over the rest of the Great Indian Peninsula Railway will be 20 miles an hour, including stoppages, and if the same speed is maintained on the Madras Railway, the entire journey between Bombay and Madras will occupy 41 hours only on the average of up and down trains. It is hoped therefore that the arrangement will meet the views of the Madras Government.

3. As regards the special train for Overland Mails, I am to state that rather than run the train to Kurjut at so high a speed as 45 miles an hour, it would, in the opinion of the Bombay Government, be expedient to run it as far as Poona, or further if necessary, and that an average speed of 28 miles an hour could hardly be exceeded with prudence, especially as the line is single above the Ghauts. The occasions on which the mail steamer will arrive too late for the mails to be despatched by a special train leaving Bombay at 5 P. M., and running at the above speed to catch the ordinary mail at Poona, will, judging from past experience, be very rare.

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

Colonel, R. E.,
Secretary to Government.

Bombay Castle,
11*th October* 1873.

Exd : J. D.

1873

Financial Department

GOVERNMENT OF BOMBAY.

RAILWAY DEPARTMENT.

To

THE SECRETARY TO THE GOVT. OF INDIA.
IN THE RAILWAY DEPT.

No. 1282.

Dated 11*th October* 1873.

Received 20. —

35/8 letter

E 1915

Cve

With reference to Government of Madras letter No. 1236 of 1873, forwards copies of papers explaining why the Mail Train of the Great Indian Peninsula Railway cannot be timed to reach Bombay earlier than 11-15 A. M., or to leave later than 2-30 P. M., &c.

R. D. Press.—11-10-73.

16

Bolac^d 29 Oct^r 1873 No 1574.

The Chief Secretary to Govt. of Bombay Public Works Department

C 20-10 R 22-10.

Govt. of {1873} Madras.

Financial

To The Post-Master General.

Dated Oct 29.

Recd. Encl.

G.O. 29 Oct. 1873, No. 574

Nos. 240. 248.

Postal. - Letter from Govt. of Bombay furnishing explanation as to why the mail train of the G.I.P. Raily. cannot be timed to reach Bombay earlier than 11-15 A.M. or to leave Poona sooner than 2-30 P.M. & Comm. to the Post Master Genl. & P.W. Dept. & thanks tendered to that Govt. for the full consideration which has been given to the question as affecting this Presy.