M.R.O. 1—27,001—8-6-37.

(1) Number of pages _____

(2) Date of repair _____

3. Initials of the Reference _____

MADRAS RECORD OFFICE.

Government of Madras.

P. & L. (Genl.) DEPARTMENT.

G.O. No. 1272	Press Mis.
169-69	
Dated 11-12-69	18

Not to be folded or roughly handled

No. 163. Read the following Proceedings of the Government of India in the Public Works Department, (Railway,) dated Simla, 15th June 1871, Nos. 1,021—33-R:—

Timing of the through mail service between Bengal, Bombay, and the Punjab.

Read again:—

Public Works Department Circular No. 8 R, dated 16th June 1870.

" " " No. 42 R, dated 10th January 1871.

" " " Resolution Nos. 484—94 R, dated 20th March 1871.

Read also—

From the Government of Bengal, No. 647G, dated 31st March 1871.

" Director General of the Post Office, No. 77, dated 7th April 1871.

" the Government of the North-Western Provinces, No. 178½ G—R, dated 11th April 1871.

" the Bombay Government, No. 486, dated 28th April 1871.

Public Works Department, No. 765 R, dated 6th May 1871, to Government of Bengal.

From the Government of the North-Western Provinces, No. 263 G—R, dated 9th May 1871.

" Government of Bengal, No. 997 G, dated 15th May 1871.

Note, dated 26th May 1871, by the Director General of the Post Office.

From Government of Bengal, No. 1,096 G, dated 27th May 1871.

Telegram, dated 25th May 1871, from Government of Bengal.

Public Works Department Telegram, dated 29th May 1871, to Government, Punjab.

Telegram, dated 30th May 1871, from the Government of Punjab.

RESOLUTION.—From the papers now read, regarding the re-arrangement of the mail service on the Chief Railways of Upper and Western India, it appears that the Government of Bombay and the Great Indian Peninsula Railway authorities still consider that passenger trains should not traverse the ghâts, except during the hours of day-light, and are of opinion that more time should be allowed for the journey between Bombay and Jubbulpoor during the monsoon. The East Indian Railway have suggested a timing of 23¾ hours between Howrah and Allahabad, and of 9¼* hours between Allahabad and Jubbulpoor. For the service above Allahabad, they are desirous of substituting a slow train performing the journey in 21 hours to Gazeeabad, for the present mail train which takes 17½ hours, but this sacrifice of the passenger traffic above Allahabad is opposed to the wishes of the Government of the North-Western Provinces. The Officiating Director-General of the Post Office would submit to any sacrifice rather than relinquish the arrangement under which the whole of the up and down fast passenger trains interchange mails at Allahabad, and has pointed out the serious disadvantages under which the postal service of Upper India must be conducted if that system be abandoned.

* Agency's letter, No. 142G, dated 10th March 1871.

2. The Governor-General in Council had hoped that the changes which were suggested in the Resolution of the Government in this Department, dated the 21st March 1871, would have resulted in a time table which would secure for the Post Office and the travelling public, the advantages which they had a right to look for on the opening of the chord line, without putting any undue burden on other railways or on the Post Office; but on careful consideration of the various proposals that have been made, His Excellency in Council is forced to believe that so long as only one fast train can be run daily, the interests of the public as well as those of the Post Office will be best consulted by a continuance of the system under which the fast passenger trains, to and from Lahore, Calcutta, and Bombay, arrive at, and depart from, Allahabad about the same hour.

3. Adhering to this system, and allowing two hours as the longest interval during which the six trains must reach and leave Allahabad, it appears to the Government of India that this interval may well extend from 10-30 to 12-30 at night, Madras time. A time table has accordingly been prepared, which appears to the Governor-General in Council to be practicable, and as convenient to the conflicting interests involved as is possible. It should be communicated to the several authorities concerned for adoption, subject to such minor alterations and improvements as may suggest themselves to the officers who are immediately responsible from the 1st August next, if not possible sooner. This time table demands on the East Indian Railway a much higher speed than at present, giving 32¾ hours between Howrah and Jubbulpoor, exclusive of the stoppage at Allahabad. On the Great Indian Peninsula Railway 27 hours are allowed, as at present, between Jubbulpoor and Bombay. So soon as the repairs of the bridges shall be finished and the line in thorough order, this may be reduced to 26 hours, and a more convenient hour of starting from Bombay will then be obtainable.

4. The speed of the East Indian Railway mail trains being increased under this arrangement, it may be necessary to exclude third class passengers, in order to prevent the trains becoming too heavy, and it may be well to charge as the lowest fare by the fast train on that Railway the intermediate rate of 4½ pies per mile. The proposal which has been made by the East Indian Railway Company to run only two passenger trains above Allahabad, instead of three daily as at present, should be separately discussed.

ORDER.—Ordered, that this Resolution be communicated to the Governments of Madras, Bombay, Bengal, and the Punjab, and to the Chief Commissioner of Oudh, with the request that the thorough mail train service may be expedited as soon as possible; also, for information, to the Home, Military, Foreign, and Financial Departments of the Government of India, to the Government of the North-Western Provinces, the Chief Commissioner of the Central Provinces, the Resident at Hyderabad, and the Director General of the Post Office.

(Signed) E. C. S. WILLIAMS, Major, R.E.,
Deputy Secretary.

Time Table for the Fast Mail Train between Lahore, Bombay, and Calcutta.

APPROVED BY THE GOVERNOR-GENERAL IN COUNCIL.

MADRAS TIME.

UP.—

Howrah	Dept.	11 0 P. M.	23½ hours.	Bombay	Dept.	10 35 A. M. — 27 hours.
				Jubbulpoor	Arr.	1 35 P. M. — 40 minutes.
				Do	Dept.	2 15 P. M. — 9¼ hours.
Allahabad	Arr.	10 30 P. M.		Allahabad	Arr.	11 30 P. M.

Allahabad	...	Dept.	0 30 A. M.	17½ hours.
Bazeeabad	...	Arr.	6 0 P. M.	2 ,,
,,	...	Dept.	8 0 P. M.	8 hours.
Umballa	...	Arr.	4 0 A. M.	20 minutes.
,,	...	Dept.	4 20 A. M.	10 hours.
Lahore	...	Dept.	2 20 P. M.	

DOWN.—

Lahore	...	Dept.	9 30 A. M.	10 hours.
Umballa	...	Arr.	7 30 P. M.	½ hour.
,,	...	Dept.	8 0 P. M.	7¾ hours.
Gazeeabad	...	Arr.	3 45 A. M.	1¼ ,,
,,	...	Dept.	5 15 A. M.	17½ ,,
Allahabad	...	Arr.	10 45	

Allahabad	Dept.	11 0 P. M.	9¼ hours.	Allahabad Dept., midnight
Jubbulpore	Arr.	8 15 A. M.	40 minutes.	Howrah Arr., 11 30 P. M., 23½ hours.
,,	Dept.	8 55 A. M.	27 hours.	
Bombay	Arr.	11 55 A. M.		

This table shows a through mail service between Howrah and Bombay in sixty-one hours.

No. 164. ORDER THEREON, 11th July 1871, No. 1,822.

RAILWAY, No. 16.

COMMUNICATED to the Consulting Engineer for Railways for information and guidance.

(True Extract.)

Captain, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. S. T. Augustin.

Time Table for the Fast Mail Train between Lahore, Bombay, and Calcutta.

APPROVED BY THE GOVERNOR GENERAL IN COUNCIL.

MADRAS TIME.

UP.

Howrah departure	11 0 P. M.	23½ hours.	Bombay departure	10 35 A. M.	27 hours.
Allahabad arrival	10 30 P. M.		Jubbulpoor arrival	1 35 P. M.	40 minutes.
			„ departure	2 15 P. M.	9¼ hours.
			Allahabad arrival	11 30 P. M.	

Allahabad departure	0 30 A. M.	17½ hours.
Gazeeabad arrival	6 0 P. M.	2 hours.
„ departure	8 0 P. M.	8 hours.
Umballa arrival	4 0 A. M.	20 minutes.
„ departure	4 20 A. M.	10 hours.
Lahore arrival	2 20 P. M.	

DOWN.

Lahore departure	9 30 A. M.	10 hours.
Umballa arrival	7 30 P. M.	½ hour.
„ departure	8 0 P. M.	7¾ hours.
Gazeeabad arrival	3 45 A. M.	1½ hours.
„ departure	5 15 A. M.	17½ hours.
Allahabad arrival	10 45	

Allahabad departure	11 0 P. M.	9¼ hours.	Allahabad departure, midnight
Jubbulpore arrival	8 15 A. M.	40 minutes.	Howrah arrival, 11 30 P. M., 23½ hours.
„ departure	8 55 A. M.	27 hours.	
Bombay arrival	11 55 A. M.		

This table shows a through mail service between Howrah and Bombay in sixty-one hours.

All communications should be addressed to the Secretary.

Nos. 1021—33R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

SIMLA, JUNE 15, 1871.

Timing of the through mail service between Bengal, Bombay, and the Punjab.

READ again—

Public Works Department Circular No. 8 R, dated 16th June 1870.
" " " No. 42 R, dated 10th January 1871.
" " " Resolution Nos. 484—94 R, dated 20th March 1871.

Read also—

From the Government of Bengal, No. 647G, dated 31st March 1871.
" Director General of the Post Office, No. 77, dated 7th April 1871.
" The Government of the North-Western Provinces, No. 178½ G—R, dated 11th April 1871.
" The Bombay Government, No. 486, dated 28th April 1871.
Public Works Department No. 765R, dated 6th May 1871, to Government of Bengal.
From the Government of the North-Western Provinces, No. 263 G—R, dated 9th May 1871.
" Government of Bengal No. 997G, dated 15th May 1871.
Note, dated 26th May 1871, by the Director General of the Post Office.
From Government of Bengal, No. 1096G, dated 27th May 1871.
Telegram, dated 25th May 1871, from Government of Bengal.
Public Works Department Telegram dated 29th May 1871, to Government, Punjab.
Telegram dated 30th May 1871, from the Government of Punjab.

RESOLUTION.—From the papers now read, regarding the rearrangement of the mail service on the chief Railways of Upper and Western India, it appears that the Government of Bombay and the Great Indian Peninsula Railway authorities still consider that passenger trains should not traverse the ghâts, except during the hours of day-light, and are of opinion that more time should be allowed for the journey between Bombay and Jubbulpoor during the monsoon. The East Indian Railway have suggested a timing of 23¾ hours between Howrah and Allahabad, and of 9¼* hours between Allahabad and Jubbulpoor. For the service above Allahabad, they are desirous of substituting a slow train performing the journey in 21 hours to Gazeeabad, for the present mail train which takes 17½ hours, but this sacrifice of the passenger traffic above Allahabad is opposed to the wishes of the Government of the North-Western Provinces. The Officiating Director General of the Post Office would submit to any sacrifice rather than relinquish the arrangement under which the whole of the up and down fast passenger trains interchange mails at Allahabad, and has pointed out the serious

* Agency's letter No. 142G, dated 10th March 1871.

disadvantages under which the postal service of Upper India must be conducted if that system be abandoned.

2. The Governor General in Council had hoped that the changes which were suggested in the Resolution of the Government in this Department, dated the 21st March 1871, would have resulted in a time table which would secure for the Post Office and the travelling public, the advantages which they had a right to look for on the opening of the chord line, without putting any undue burden on other railways or on the Post Office; but on careful consideration of the various proposals that have been made, His Excellency in Council is forced to believe that, so long as only one fast train can be run daily, the interests of the public as well as those of the Post Office will be best consulted by a continuance of the system under which the fast passenger trains, to and from Lahore, Calcutta, and Bombay, arrive at, and depart from, Allahabad about the same hour.

3. Adhering to this system, and allowing two hours as the longest interval during which the six trains must reach and leave Allahabad, it appears to the Government of India that this interval may well extend from 10-30 to 12-30 at night, Madras time. A time table has accordingly been prepared, which appears to the Governor General in Council to be practicable, and as convenient to the conflicting interests involved as is possible. It should be communicated to the several authorities concerned for adoption, subject to such minor alterations and improvements as may suggest themselves to the officers who are immediately responsible from the 1st August next, if not possible sooner. This time table demands on the East Indian Railway a much higher speed than at present, giving $32\frac{3}{4}$ hours between Howrah and Jubbulpoor, exclusive of the stoppage at Allahabad. On the Great Indian Peninsula Railway 27 hours are allowed, as at present, between Jubbulpoor and Bombay. So soon as the repairs of the bridges shall be finished and the line in thorough order, this may be reduced to 26 hours, and a more convenient hour of starting from Bombay will then be obtainable.

4. The speed of the East Indian Railway mail trains being increased under this arrangement, it may be necessary to exclude third class passengers, in order to prevent the trains becoming too heavy, and it may be well to charge as the lowest fare by the fast train on that railway the intermediate rate of $4\frac{1}{2}$ pies per mile. The proposal which has been made by the East Indian Railway Company to run only two passenger trains above Allahabad, instead of three daily as at present, should be separately discussed.

ORDER.—Ordered, that this Resolution be communicated to the Governments of Madras, Bombay, Bengal, and the Punjab, and to the Chief Commissioner of Oudh, with the request that the through mail train service may be expedited as soon as possible; also, for information, to the Home, Military, Foreign, and Financial Departments of the Government of India, to the Government of the North Western Provinces, the Chief Commissioner of the Central Provinces, the Resident at Hyderabad, and the Director General of the Post Office.

E. R. Wichmann *Major, R.E.,*

Deputy Secretary.

No. 1021R

To The Secy. to the Govt. of Madras
Public Works Department (Railway)

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

To

No. 1021—33R.

Dated Simla, 15*th June* 1871.

Received 23rd June 1871

Timing of the through mail service between Bengal, Bombay, and the Punjab.

Govt of India Works.

PUBLIC WORKS.

To Hydy Consulting Engr for Railways

Dated

Rec'd.

G. O. 17 July 1871, No. 1822.

Nos. 163 & 164