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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2103 Press / Mis.

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Dated 16-5 1871.

Not to be folded or roughly handled

T.M.S

Proceedings of the Madras Government, Public Works Department, 16th August 1871.

No 180. Read the following Endorsement of the Government of India, Public Works Department, (Railway,) No 1,397 R.—

From the Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Joint-Secretary to the Government of Bengal, Public Works Department, Railway Branch, dated Simla, 3rd August 1871, No. 1,395 R

I AM directed to acknowledge the receipt of your letters noted in the margin, on the timing of the mail train service on the East Indian Railway, and in reply to communicate the following remarks on the subject.

1,290 G, dated 22nd June 1871.
1,356 G ,, 30th ,, ,,
1,365 G ,, 1st July ,,

2. The Governor-General in Council fully acknowledges that the time table, which it has been resolved to adopt, and which was forwarded under cover of Public Works Department No. 1,034 R, dated 15th June 1871, is not the one which would afford the greatest convenience to all the interests concerned. But, in prescribing a train service between places so distant as Calcutta, Bombay, and the Punjab, the interests of all localities must be considered; and as it is hardly possible that these should coincide, it is necessary to adopt the arrangement that will be most generally convenient.

3. After carefully weighing the arguments and suggestions made by all the authorities concerned, the Government of India came to the conclusion that it was desirable that the daily mail service should be so arranged that the up and down trains between Calcutta, Bombay, and the Punjab should all arrive at and leave Allahabad within two hours, and, after mature consideration, the Government are unable to see grounds for altering this determination. The chief reason which makes this arrangement necessary, is not the convenience of the Post Office nor the greater expense of carrying the mails under any other system, but the broad fact, that in no other way can the mails to the Punjab from Calcutta and Bombay be conveyed without great delay, so long as one fast service only can be legitimately demanded in the twenty-four hours. Thus, in the time table proposed by the agency of the East Indian Railway and forwarded with your letter, No 1,096 G, dated 27th May last, the times occupied on the up and down journeys between Howrah and Gazeebad were 45 hours 28 minutes and 45 hours 25 minutes, and the times between Bombay and Gazeeabad were 62 hours 50 minutes and 62 hours 30 minutes, respectively. Under the arrangement now authorized by the Government of India, the times between Howrah and Gazeeabad will be 43 hours and 42 hours 15 minutes, and between Bombay and Gazeeabad 54 hours 40 minutes and 55 hours 25 minutes, respectively. The saving of time thus effected in the actual journey is very considerable; and though it has been argued that the times of arrival at, and departure from, Howrah are such that the saving is of no importance, so far as the mails are concerned, and a positive inconvenience to passengers, it appears to the Government of India that the plan, which has been decided on, is more generally convenient to the conflicting interests involved than any other that has been proposed.

4 The time at which the meeting of trains at Allahabad shall take place has been decided not only with reference to the convenience of the mail service of the principal places, but also in such a way as to admit of the mail trains running over the Ghats on the Great Indian Peninsula Railway, during the hours of daylight, which is at present a necessity. This object is accomplished by the prescribed time table, while at the same time such minor advantages are secured as a reduction in the length of time occupied in through passenger journeys; and the apparent increase to the convenience of passengers in leaving Calcutta at 11 P M, instead of at 8-42 P M, and of arriving there at midnight instead of at 5-30 A.M.

5. On the convenience of the last-named times of departure from and arrival at Howrah, there are naturally different opinions; and as stated in Resolution No. 1,024 R above-quoted, the Governor-General in Council will allow such minor alterations as may suggest themselves to the officers who are immediately responsible to be carried out, provided that they do not interfere with the general arrangements therein laid down. An earlier start from, and later arrival at, Howrah, will have the effect of prolonging the through journeys of Calcutta passengers, but will not affect the mails to and from Calcutta. So long, therefore, as the hours of focussing at Allahabad are adhered to, and the times over the Jubbulpoor and North-West Lines are not materially modified, it is quite open to the Lieutenant-Governor to revise the table on the section between Calcutta and Allahabad. With this exception the prescribed time table should be carried out in its integrity, and I am directed to request that immediate measures may be taken to effect this result. It is now too late to commence this service on 1st August, but it should be introduced on the 1st September next.

6 I am to enclose, for information, copy of a letter from the Government of Bombay on the subject, No 791, dated 5th July 1871.

No. 1,396 R.

COPY forwarded to Government of Bombay for information, with a request that the time table prescribed in Public Works Department Resolution, No. 1,022 R, dated 15th June 1871, may be introduced from 1st September next, subject to the slight modifications mentioned in their letter, No. 791, dated 5th July 1871.

Nos. 1397—1404 R.

COPY forwarded to the Government of Madras and the Punjab for information, with a request that the time table prescribed in Resolution Nos. 1,021—33R, dated 15th June, may be introduced on 1st September next.

Also to Government, North-Western Provinces, Chief Commissioners, Oudh and Central Provinces, the Resident at Hyderabad, and the Director General of the Post Office, for information.

Also to the Financial Department for information, with reference to its memorandum No. 1,759, dated 4th July 1871.

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

No. 181. ORDER THEREON, 16th August 1871, No. 2,103.

RAILWAY, No. 24.

COMMUNICATED to the Consulting Engineer for Railways in continuation of G. O., No. 1,822, dated 11th July 1871.

(True Extract.)

(Signed) A. deC. SCOTT, Captain, R.E.,
Under Secretary to Government.

To the Acting Consulting Engineer for Railways.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT

RAILWAY.

To

No 1397 R.

Dated Simla, 3rd August 1871.

Received

In reply to letters noted on the timing of the mail train service on the East Indian Railway, communicates remarks and desires that the time table prescribed in Public Works Department Resolution Nos 1021—33 *R of* 15*th June* 1871, *for the through mail service between Bengal, Bombay, and the Punjab, may be introduced from* 1*st September next.*

C- No-3889-

Govt of {1871} Madras.

PUBLIC WORKS.

To The Chief Consulting Engr for Railways

Dated

Recd Encl

G O. 16th August, No 2103.

Nos. 1811181

Time table Railways -

Circular from the Govt of India forwarding copies of the Govt of Bengal and requesting that the time table presented in Resolution Nos 1021-33 OC 15th June may be introduced in the Depts next Communicated to the Consulting Engineer —