M.R.O. 1—77,006—8-6-37.

(1) Number of pages 16

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 79 Press Mis.

160-61

Dated 12 1 1871.

Not to be folded or roughly handled

AR

A.R.

Proceedings of the Madras Government. Public Works Department,
12th January 1871.

No. 160. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 20th December 1870, 492:—

From the Postmaster-General, to the Acting Consulting Engineer for Railways, dated Camp at Madura, 16th December 1870, No. 3,298.

I HAVE the honour to bring to notice the unfavourable arrangement for Mail purposes of the Time-table of the Madras Railway, North-West Line, which has come into force from the 12th instant.

2. The only train proceeding on that line from Madras at 6 A.M. arrives at Ghooty at 7-45 P.M., where it stops and does not proceed to the Toongabuddra until 12 noon of the second day, and does not arrive there until 4-40 P.M. of that day. Despatched thence by Mail Cart at 4-40 P.M. it could only arrive at the Kistna Station of the Great Indian Peninsula Railway at 1 A.M. of the third day for the train leaving at 2-20 P.M., and arrive at Bombay on evening of fourth day; whereas, since the Great Indian Peninsula Railway extension to the Kistna from 1st instant, the Mail from Madras has reached Ghooty at 7¾ P.M., and being despatched by Mail Cart from Ghooty has reached the Kistna on the second day at 1 P.M. in time for train leaving at 2-20 P.M., whereby it arrived at Bombay at 1 P.M. of third day.

3. Thus it will be perceived the stoppage of the train for 16¼ hours at Ghooty has the effect of the loss of a whole day of the post time to Bombay, except on Overland days when the delay is avoided by running of a special engine.

4. I therefore request the matter may be submitted by you for the early orders of the Government, with a view to the delay above noticed to the ordinary Mails being avoided by a modification of the Time-table or otherwise.

SUBMITTED to the Government.

2. The detention of the post from Madras to Bombay was clearly brought to the notice of the Government in paragraph 5 of my letter, No. 470, dated the 7th instant; but the comparison between the time taken up by rail and by Mail Cart has become altered since the opening of the Great Indian Peninsula Railway to the Kistna in the present month. In paragraph 6 of the same letter I quoted from the Postmaster-General that the average time hitherto taken up in crossing India is, Madras to Bombay, 82 hours. In this month however, that is, up to the 12th, the cart running at night from Ghooty has conveyed the Mails to the Kistna in time for the 2-20 P.M. train of the following day, so that Bombay was reached in 55 hours. There is thus a clear loss of 24 hours, by discontinuing the Mail Cart, in favour of the Railway; but there is also no remedy until trains run again at night.

G. O., No. 3,024, dated 14th December 1870.

(Signed) H. L. PRENDERGAST, Captain, R.E.,
Acting Consulting Engineer for Railways.

No. 161. ORDER THEREON, 12th January 1871, No. 79.

RAILWAY, No. 21.

IT appears from these papers that the Mails from Madras which reached Ghooty at 7-45 P.M. were conveyed by

Proceedings of the Madras Government, Public Works Department,
12th January 1871.

Mail Cart from the latter station in time for the train which, on the opening of the extension of the Great Indian Peninsula Railway to the Kistna, leaving the Kistna at 2-20 P.M. of the following day, arrived at Bombay at 1 P.M. of the third day, but that, under the arrangements which have been introduced on the North-West Line since the opening of the extension of that Railway to the Toongabuddra on the 12th instant, the detention of the ordinary Mails at Ghooty from 7-45 P.M. till noon of the following day prevents their reaching Bombay earlier than on the evening of the fourth day, thus involving the loss of a whole day. The Postmaster-General accordingly requests such a modification of the Time-table as will ensure a properly expeditious transmission of the Mails.

2. The accident to the Cheyaur bridge renders the delay complained of unavoidable, unless, now that the Railway has been laid across the bed of the river, the running of night trains can be resumed between Arconum and Cuddapah, or a night service of trains be established between Ghooty and the Toongabuddra.

3. If there be any objection to the former course, the Consulting Engineer will urge upon the Agent and Manager the desirability of meeting the convenience of the public by the adoption of the alternative.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker.

No. 3298

Postmaster General's Office,
~~Madras~~ Camp Alagadda, 16 Dec 1870.

To
The Consulting Engineer
for Railways
Madras.

Sir,

I have the honor to bring to notice the unfavorable arrangement for Mail purposes of the Time Table of the Madras Railway North West Line which has come into force from the 12th Instant.

The only train proceeding on that line from Madras at 6 A.M. arrives at Gooty at 7-45 P.M., where it stops and does not proceed to the Toongabudra until 12 noon of the second day, and does not arrive there until 4-40 P.M. of that day. Dispatches thence by Mail Cart at 4-40 P.M. it could only arrive at the Kistna Station.

of

of the Great Indian Peninsula Railway at 1 A.M. of the 3d day for the train leaving at 2-20 P.M. and arrive at Bombay on evening of fourth day, whereas since the Great Indian Peninsula Railway extension to the Kistna from 1st Instant the Mails from Madras has reached Gootty at 7¾ P.M. and being despatched by Mail Cart from Gootty, has reached the Kistna on the second day at 1 P.M. in time for train leaving at 2.20 P.M. whereby it arrived at Bombay at 1. P.M. of third day.

Thus it will be presumed the stoppage of the train for 16½ hours at Gootty has the effect of the loss of a whole day of the post time to Bombay, except on Overland days when the delay is avoided by running of a special Engine.

5B

I therefore request the matter may be submitted by you for the early orders of the Government, with a view to the delay above noticed to the ordinary Mails being avoided by a modification of the Time Table or otherwise.

I have the honorable
Sir
Your most Obedient Servant
A Cains
Postmaster General

2d Postcards

No 492.

Submitted to the Government.

2. The detention of the Post from Madras to Bombay was clearly brought to the notice of the Government in para. 5 of my letter No 470, dated the 7th instant; but the comparison between the time taken up by rail, and by Mail Cart, has become altered, since the opening of the Great Indian Peninsula Railway to the Kistna in the present month. In para: 6 of the same letter, I quoted from the Post Master General, that the average time hitherto taken up in crossing India, is: Madras to Bombay 82 hours. In this month however, that is, up to the 12th, the cart running at night from

T.O. No 8024 dated 14th December 1870.

Goods, has conveyed the mails to the Kistna in time for the 2-20 P.M. train of the following day; so that Bombay was reached in 55 hours. There is thus a clear loss of 24 hours by discontinuing the Mail cart in favour of the Railway: but there is also no remedy, until trains run again at night.

I have &c

Chas Sandys Abt Captain R.E.

Madras
20 December
1870

Actg Coms: Engr: & Surveyor

To
The Secretary to Govt
Public Works Dept
Fort St George

P. W. D.

No 79

Mr. Mac Nab Govt.

Read Report Abstract

transmitted by Govt. for Railways. Ult. No. 492 dated 20th Dec. 1870

It appears from these papers that the Mail from Madras which reached Ghooty at 9.45 P.M. were conveyed by mail cart from the latter station in time for the train which runs the opposite direction of the Great Indian Peninsula Railway to the Kistna, leaving the Kistna at 2.20 P.M. of the following day, arrived at Bombay at 7 P.M. of the third day, but that, under the arrangements which have been introduced on the

P. W. D. 1870
Proc. of Govt. for January
Nos. 5191
The Ag. Chief Engr.
for Railway
To The Secy to Govt.
P. W. Depte
Fort St. George

Dated 20th Dec. 1870
Rec'd 21st Dec. 1870
Encl. 1
No. 492.

Submitting a letter from the Post Master General regarding the Mail train on the North-West Line of the Madras Railway

No. 79. 12th Jany 1871

No. 160

North West Line puts the opening of the Extension to the Zongahandra on the 12th Instant, the detention of the Diary Mails at Shanty from 7.45 P.M. till noon of the following day prevents their reaching Bombay earlier than on the evening of the fourth day, thus covering the loss of a whole day. The Post Master General accordingly requests such a modification of the time table as will secure a properly expeditious transmission of the Mails.

The accident to the Zongana Bridge under the delay complained of unavoidable unless now that the Railway has been laid across

the bed of the river, the running of night trains can be resumed between Arconum and Cuddapah, or a night service of trains be established between Shanty and the Zongahandra.

If there be any objection to the former course, the Consg Engineer will urge upon the Agent and Manager the desirability of meeting the convenience of the public by the adoption of the alternative.

12th The Chief Engineer
for Remarks
Mds. dated 12-1-71
P.C. 26/11/71

Further Back of Letter.

C/2591

Govt. of {1871} Madras.

PUBLIC WORKS.

To The Acting Consulting Engineer for Railways

Dated

Recd. Encl. 1

G. O. 12th January 1871, No. 49.

Nos. 160-161

Rail Trains. Passing orders

on papers regarding the

running of Mail trains

on the S. W. line of the

Madras Railway.