

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	1972	Press Mis.
313-14		
Dated	19th August 1872	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th August 1872.*

No. 313 Read the following letter from the Consulting Engineer for Railways to the Secretary to Government, Public Works Department, dated Madras, 31st July 1872, No 398 —

I HAVE the honour to request that you will be so good as to lay before the

From Postmaster-General to Consulting Engineer, No 336-1,305, dated 16th June 1872

From Consulting Engineer to Agent and Manager, Madras Railway, No 457, dated 18th June 1872

From Agent and Manager, Madras Railway, to Consulting Engineer, No 442, dated 26th June 1872, with enclosure.

From Consulting Engineer to Postmaster-General, No 606, dated 8th July 1872

From Postmaster-General to Consulting Engineer, No 1,367-1,305, dated 19th July 1872

From Consulting Engineer to Agent and Manager, No 575, dated 22nd July 1872

From Agent and Manager to Consulting Engineer, No 525, dated 24th July 1872, with enclosure

Government, for consideration, the correspondence noted in the margin having reference to the time at present fixed for the despatch of the early train from Pothenore eastward to Arcunum and Madras.

2 It will be seen that the Postmaster-General drew attention to the fact that the present arrangements necessitate the despatch of the overland mail from Ootacamund on Monday at 8 P.M., and pointed out that, by altering the time of departure of the 4.15 A.M. train to 2.47 A.M., the overland mail might be despatched from Ootacamund on Tuesday at 1 P.M. It was suggested in this office that an alteration of only thirty minutes in the departure of the train in question would meet the difficulty, provided that the speed of the train could be slightly accelerated so as to insure its reaching Arcunum before 3.42 P.M., the time of the arrival of the mail train from Madras to Bombay.

3 The Railway Authorities object to any alteration in the time-bill of the 4.15 A.M. train from Pothenore. The Traffic Manager points out that that hour was fixed as a compromise between the wants of European travellers and those of Native travellers, "that the present hour of departure is extremely inconvenient to the Native residents in Coimbatore, and 2.45 A.M. would be much more so, but this hour would also be exceedingly detrimental to the local native passenger traffic between Coimbatore and Salem, and would, in many cases, prevent passengers from making the journey to Madras at the cheapest rate of fare without a break." The Traffic Manager also points out that the proposed alteration would inconvenience passengers proceeding by that train from the west to Bangalore, as they would be detained for some time at Jolarpett.

4 In his second letter the Postmaster-General points out that the inconvenience caused by present arrangements to native passengers would not be increased if the train were to start two hours earlier, inasmuch as they now generally sleep at the Railway station. Major Bourke also remarks that a slight detention to a few Bangalore passengers can scarcely be set against the advantages which would be gained by the change, and he suggests, if the Agent still thinks that the proposal would materially affect the traffic, that the change should be made only on overland mail days in order to reduce to a minimum the objections urged.

5. Mr. Elwin dismisses as impracticable the suggestion of having a special hour for the departure of the train on overland mail days; and regrets that he sees no way of meeting the object which the Postmaster-General has in view

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19th August 1872.*

unless the times of the 4-15 A.M. train eastward and of the 7 A.M. train westward be entirely re arranged. He points out that the time-bills of these trains were fixed after careful consideration of all circumstances, and have been found to be the most convenient that have yet been tried. He further alludes to the fact that the inconvenience for which a remedy is now sought is caused by the non-completion of the bridge over the Kistna river, which necessitated the alteration in the departure of the mail train from Madras to Bombay from 3-30 P.M. to 2 P.M. He remarks that when the monsoon is over, and the road across the Kistna is again passable, the later hour of starting (3-30 P.M.) will be reverted to, and the early morning train from Pothenore will then catch the North-West Line train at Arconum as formerly.

6. In laying these papers before Government, I have to observe that the Postmaster-General seems to me to attach perhaps too much importance to the change which he advocates. In order to insure the morning train from Pothenore reaching Arconum before 3-12 P.M., it would probably be found necessary to start it at 2-15 A.M., and this would probably necessitate the despatch of the mail from Ootacamund at 12-30 P.M., so that the time gained would be between 8 P.M. on Monday and 12-30 P.M. on Tuesday, or barely two hours of office time.

7. On the other hand I think that the Railway Authorities have perhaps insisted too much on the objections to the proposed change. I cannot bring myself to believe that the native passenger traffic between Coimbatore and Salem would be seriously affected if the morning train were timed to leave Pothenore two hours earlier, nor do I think that the Bangalore passengers would be put to any great inconvenience.

8. It is a matter entirely for the consideration of Government whether the delay which would be gained in the despatch of the overland mails from Ootacamund is of sufficient importance to justify the alteration in the departure of the train. Clause 8 in the Contract with the Madras Railway Company empowers the Government to fix the hours of departure, as well as the rates of speed, of all trains run on the railway. I quite agree with the Railway Authorities that it would be most inexpedient to fix a special hour for the departure of the train on overland mail days.

9. In dealing with the question, I beg that it may be borne in mind that the opening of the Neilgherry Branch, which may be looked for early in 1873, will probably necessitate a revision of the train service between Madras and Pothenore; also that the temporary road across the Kistna, the removal of which has led to the difficulty now brought forward by the Postmaster-General, will probably not be restored until the 1st January 1873, or thereabouts.

From the Postmaster-General, to the Consulting Engineer for Railways, dated Ootacamund, 16th June 1872, No. 336-1,305

At present the overland mail is despatched weekly from Ootacamund on Monday at 8 P.M., and reaches Pothenore on Tuesday at 11-30 A.M. It is forwarded thence by the train at 3-30 P.M. and gets to Arconum on Wednesday at 6-15 A.M., where it is detained until the arrival the same day at 3-12 P.M. of the train from Madras to Raichore.

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19th August 1872*

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 25th June 1872, No. C-365-289

Alteration of 4-15 a.m. Train

THE time of departure of the morning train from Coimbatore to Madras was fixed at 4-15 A.M., as a compromise between the wants of the European traveller and those of the Native. The hour is an inconvenient one for the native residents of Coimbatore, who are compelled either to sleep at the Coimbatore Station all night or to leave their homes at a very early hour in the morning.

2. The speed of the train, exclusive of stoppages for refreshment but inclusive of stacking, stopping, and starting, is as follows —

Between Coimbatore and Salem, 20-7 miles per hour

„ Salem and Jollapett, 20-9 „ „ „

„ Jollapett and Madras, 25 „ „ „

or an average speed throughout of 22½ miles per hour. It need scarcely be said that to accomplish this rate of travelling the speed between stations must necessarily be very much higher, and that it would be impossible to increase the average speed without considerable extra cost.

3. Under the present service of trains the morning train from Coimbatore and the morning train from Madras meet at Jollapett, and one train each way on the Bangalore Branch accommodates passengers going from Bangalore to the east or west as well as passengers from the east or west to Bangalore, and any alteration in the running of one of the main line trains without a corresponding change in the other would involve either an extra train on the Bangalore Branch or a serious detention at Jollapett.

4. No alteration in the morning train from Madras seems to be called for, and if the morning train from Coimbatore were started at 2-45 A.M., it would reach Jollapett at 11-50 A.M., and passengers proceeding to Bangalore would have to wait at Jollapett until 1-45 P.M. Again, passengers proceeding from Bangalore to the west would have to wait at Jollapett from 11-30 A.M. until 1-25 P.M., and the only way out of this difficulty would be to run another train each way daily on the Bangalore Branch in connection with the morning train from Coimbatore, an expense which could not be justified.

5. As already explained the present hour of departure from Coimbatore, namely, 4-15 A.M., is extremely inconvenient to the native residents of Coimbatore, and 2-45 A.M. would be much more so, but this hour would also be exceedingly detrimental to our local native passenger traffic between Coimbatore and Salem, and would, in many cases, prevent passengers from making the journey to Madras at the cheapest rate of fare without a break.

6. With every desire to meet the wishes of the Postmaster-General, I do not see how they can be met in this case without entailing considerable extra expense on the Company or causing very great inconvenience to all classes of passengers.

From the Consulting Engineer for Railways, to the Postmaster-General, dated Madras, 8th July 1872, No. 606

In reply to your letter dated the 16th ultimo, No. 336-1,305, I have the honour to enclose a copy of a letter* from the Agent of the Madras

* No. 412, dated 26th June 1872, with enclosure.

Railway, from which you will see that, in his

opinion, the interests of the Company prevent him from complying with your request.

2. It seemed to me that it would be practicable to meet your wishes by starting the morning train from Coimbatore at 3-45 A.M., and by slightly accelerating its speed to Arconum, but in the face of the objections raised by the Agent and the Traffic Manager, I do not like to press the proposal.

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19th August 1872.*

2 The early morning train from Pothanore eastward is now despatched at 4-15 A M. If the hour of departure could be changed to 2-47 A M, and if the train could be timed to reach Arconum a few minutes before 3-42 P M, it would admit of the overland mail being despatched from Ootacamund a day later, i.e., on Tuesday at 1 P M, as it would, in that case, reach Pothanore in time for the train leaving on Wednesday at 2-47 A M, and arrive at Arconum in time to join the overland mail from Madras on its way to Raichore.

3 As the proposal involves a very slight change in the hour of departure from Pothanore of the early morning train, and as the gain of post time to the residents of Ootacamund and stations on the line to Pothanore will be very great, I have the honour to request the favor of your informing me whether it could be carried into effect.

4 The alteration as above of the train service will result also in the gain of post time to the ordinary mails passing from Ootacamund, etc., to Calcutta, Bombay, and the other Presidencies of India, and I may observe that it will also contribute not a little to the convenience of the Government while head-quarters is held at Ootacamund.

From the Acting Deputy Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 18th June 1872, No 457.

In forwarding herewith a letter from the Postmaster-General, I have the honour to request that you will be so good as to consider whether, by starting the morning train from Pothanore somewhat earlier, and by slightly accelerating it, say by starting half an hour earlier from Pothanore and accelerating the speed of the train to 22 miles an hour, it would not be possible to meet the wishes of the Postmaster-General.

2 It would, of course, be necessary to start the morning train from Bangalore about an hour earlier.

3 I need scarcely remind you of the importance of accelerating as far as possible the despatch of the mails from Ootacamund whilst that station is the seat of Government.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 26th June 1872, No 442.

I HAVE the honour to inform you that I have carefully considered, with the Traffic Manager, the possibility of making the alterations in the service of trains on the South-West Line which are suggested in your letter No 457 of the 18th instant, and I much regret that, for the reasons

stated in the enclosed copy of Mr Church's report* upon the subject, it will not be possible

* No C 365-282, dated 25th June 1872
to do so without incurring considerable extra cost and disarranging the whole of the passenger traffic on the South-West Line and the Bangalore Branch.

2 As regards the suggestions made in your letter that the 4-15 A M train should be started from Pothanore half an hour earlier, and that the speed should be accelerated to 22 miles an hour, you will observe from the Traffic Manager's report that the present hour of starting is inconveniently early for the native passengers, and that the speed of the train between Pothanore and Madras already averages 22½ miles per hour, exclusive of stoppages for refreshments but inclusive of stacking, stopping, and starting.

3 I am quite aware of the importance of accelerating, as far as possible, the despatch of the mails from Ootacamund, especially whilst that station is the seat of Government, but I trust that the explanation now submitted will convince the Postmaster-General that with every desire on my part to meet his wishes, the interests of the Company, in this instance, forbid my recommending the Government to comply with his request.

4 I need scarcely add that if it should be considered desirable I shall be happy to arrange for a special train to run on overland days between Pothanore and Madras at the cost of the Postal Department.

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19th August 1872.*

From the Postmaster-General, to the Consulting Engineer for Railways, dated Ootacamund, 19th July 1872, No 1387-1305.

In continuation of my letter No. 336-1305 of 16th June last, and in reply to your No 606 of the 8th July 1872, it appears to me that the proposed alteration of the time of starting the train from Coimbatore to an hour or two earlier so as to meet the Bombay mail with the overland mail from Madras at Arconum would not be attended with so great inconvenience as set forth by the Traffic Manager of the Madras Railway, for the hour the train starts now is so early that native passengers usually sleep at the station. Supposing the train to start at 2-15 A M, instead of 4-15 A M, the inconvenience to the native passengers urged by the Traffic Manager would surely not be increased, while 2-15 A M. would be a much more convenient hour to Europeans. Both hours are inconvenient to both European and Native passengers, but I submit that 2-15 A M is perhaps the less inconvenient of the two.

2 Respecting the detention of passengers at Jollarpett en-route to Bangalore. While this is to be regretted it must be borne in mind that to suit the conveniences of these the whole of the overland mails west of Arconum are subject to a considerable delay, resulting, in some instances, to the loss of a whole week.

3 Supposing the inward overland mail to be delivered in Ootacamund by the second delivery on a Monday, it is hardly possible, under existing arrangements, to reply by the same post, whereas, by the proposed alteration, a whole day is gained, resulting in actual gain of a week in delivery of the mail in England.

4 The inconveniences of detention at Jollarpett, for two hours of the few passengers that travel to and from Bangalore from the west by this particular train, necessitates the departure of the overland mail one day earlier than would be necessary under the arrangement proposed, and in some instances saving of a week in replies reaching England would accrue. It would be but just to weigh the advantages gained to the whole of the overland mails from stations west of Arconum against the inconveniences of the few Bangalore passengers that travel by this particular train to and from the west.

5. If, however, the Agent and Manager of the Madras Railway still thinks the proposal would materially affect the traffic, I would suggest that the proposed alteration should only take place on overland mail days, thus reducing the various objections urged by him to a minimum. I cannot help feeling the responsibility that rests on me in using every endeavour to accelerate the communications between the seat of Government and London, as well as to gain the public the full advantage of the enormous cost of the weekly overland mail service. I trust, under these circumstances, that my proposals will have your approval and support.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 22nd July 1872, No 575.

REFERRING to your letter dated the 26th June 1872, No 442, I have the honour to enclose, for such observations as you may wish to make, another letter from the Postmaster-General on the subject of the proposed alteration in the time of starting the 4-15 A M train from Coimbatore.

2 If you are unable to concur in Major Bourke's suggestions, I request that you will be so good as to name, if possible, some means of attaining the object which he has in view, namely, that the early train eastward from Coimbatore shall arrive at Arconum in time to catch the through mail train from Madras to Bombay.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 24th July 1872, No 525.

UPON receipt of your letter of the 22nd instant, No 575, giving cover to a letter (herewith returned) from the Postmaster-General on the subject of the proposed alteration in the time of

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19th August 1872.*

starting the 4-15 A M train from Coimbatore, I placed myself in communication with the Traffic Manager, and have now the honour to request your attention to his reply *

* C-457-333, dated 23rd July 1872.

2 The suggestion contained in paragraph 5 of Major Bourke's letter is, I need hardly point out to you, impracticable, as the day of the arrival of the overland mail is uncertain, and on a single line of railway a train could not be worked to one time-table on one day and to another on the next, as suggested, without great danger of accident, a certainty of all the trains on the line being thrown into irregularity, and obvious inconvenience to passengers, who would not know at what hour the trains would start

3 I have discussed the whole matter most thoroughly with the Traffic Manager, and regret to say that I am unable to suggest any means of attaining the object which the Postmaster-General has in view, unless, as mentioned by Mr Church, the times of the 4-15 A M and 7 A M. trains be entirely re-arranged

4 I beg, however, that you will point out to the Government that the times at which these trains now start were fixed after very careful consideration of local and other circumstances, and have been found after several* years working to be the most convenient that have been yet tried

5 I request that you will also point out that the inconvenience for which a remedy is now sought is caused by our having since the 1st of June last had to start the mail train from Madras to Ratchore at 2 P M instead of at 3-30 P M, in consequence of the break on the Great Indian Peninsula line at the Kistna. When the monsoon is over, and the road across the Kistna is again passable, the latter hour of starting, namely, 3-30 P M, will be reverted to, and the early morning train from Coimbatore will then catch the North-West Line train at Arconum as formerly.

6 The evil pointed out by Major Bourke is, therefore, but a temporary one, and I trust that the Government will not, under the circumstances, consider it desirable that the working of two of our most important trains should be altered

7 However, I need not add that if the Government desire it I shall do my best to meet the wishes of the Postmaster-General by re-arranging the train service, though I am convinced that such a course must be attended with a sacrifice of the convenience of the travelling public

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 23rd July 1872, No. 457-338.

Alteration of 4-15 a m Train from Coimbatore

An alteration of the kind proposed by the Postmaster-General in the 5th paragraph of his letter to the Consulting Engineer would be attended with very great risk on a single line of railway, and would place a responsibility on the working staff which could not be justified in any Court of Law in the event of accident

In reply to the 2nd paragraph of the Consulting Engineer's letter, I see no means of complying with the Postmaster-General's request, except by a total re-arrangement of the 4-15 A M and 7 A M trains, and this cannot be effected without great inconvenience to the travelling public, as the present times are the most suitable yet tried *

No 314

ORDER THEREON, 19th August 1872, No. 1,972.

RAILWAY, No. 46.

TAKING into consideration the facts that it has throughout the current monsoon been practicable to answer important overland letters by return of post, that the break at the Kistna which causes

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19th August 1872.*

the present slight inconvenience will be removed by 1st January next, that the Neilgherry Branch Railway will be opened before next monsoon, and that the present times at which trains are started were fixed after very careful consideration of local and other circumstances, the Governor in Council does not consider it expedient to call for any alterations in the latter at present.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Public Department.

Exd E. C. Shunker.

No 336
1305

G.

Postmaster General's Office
Co to 16 June 1872

The Consulting Engineer for Railway,

Madras.

Sir,

At present the Overland Mail is despatched weekly from Cochinamund on Monday at 8 PM and reaches Pothannur on Tuesday at 11 1/2 AM. It is forwarded thence by the train at 3 1/2 PM and gets to Arcotum on Wednesday at 6 1/4 AM when it is detained until the arrival the same day at 3 1/2 PM of the train from Madras to Raichore.

The early morning train from Pothannur eastward is now despatched at 4 1/4 AM. If the hour of departure could be changed to 2 1/4 AM, and if the train could be timed to reach Arcotum a few minutes before 3 1/2 PM, it would admit of the Overland Mail being despatched from Cochinamund a day later, i.e., on Tuesday at 1 PM, as it would, in that case, reach Pothannur in time for the train leaving on Wednesday at 2 1/4 AM, and arrive at

at Anaim in time to join the Overland Mail
from Madras on its way to Raichore.

3. As the proposal involves a very
slight change in the hour of departure from
Pothanor of the early morning train, and
as the gain of post time to the residents of
Cotacaimund and stations on the line to
Pothanor will be very great, I have the
honor to request the favor of your informing
me whether it could be carried into effect.

4. The alteration as above of the train
service will result also in the gain of post
time to the ordinary mails passing from Cota-
cainund to Calcutta, Bombay, and the
other Presidencies of India, and I may ob-
serve that it will also contribute not
a little to the convenience of the Government
while Head Quarters is held at Cota-
cainund.

I have the honor to be

Sir,

Your most Obedient Servant

M. J. S. S.

Postmaster General

S.P. 19 10

Consulting Engineers Office

Railway Department No 437

FICE

1872.

The Agent and Manager

Madras Railway Company

1872.

Sir,

In forwarding herewith
 a letter from the Post Master
 General, I have the honour to
 request that you will be so good
 as to consider whether, by starting
 the morning train from Pothanore
 somewhat earlier, and by slightly
 accelerating it, - say by starting
 half an hour earlier from Pothanore
 and accelerating the speed of the
 train to 22 miles an hour, - it
 would not be possible to meet the
 wishes

= more half an hour earlier, and that

P.M. 3738/72

18.6.72

C.M.C.

To Agent & Manager
 No 4377 18 June 1872
 Vice & Mr. C. P.M.G.
 No 60698 No 4372

No 606 of '8. July 1888

02/33/92

I have $\frac{800}{24}$

Waukegan, Ill. Oct. 28.

Bons Eng. for Railway

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 26 June 1867.

From

Robert B. Shuman Esquire
Agent and Manager. of the M. & C.

To

Lieut. Col. J. H. Shaw Stewart R E
Consulting Engineer for Railways.

SIR,

I have the honour to inform you that I have carefully considered with the Traffic Manager the possibility of making the alterations in the service of Trains on the South West Line which are suggested in your letter N^o 457 of the 18th instant, and I much regret that for the reasons stated in the enclosed copy of Mr. Church's report upon the subject, it will not be possible to do so without incurring considerable extra cost and disarranging the whole of the Passenger traffic on the South West Line and the Bangalore Branch.

2. As regards the suggestions made in your letter that the 4-15 A.M. train should be started from Potha: - more half an hour earlier, and that

**JC/365-25 June 1872*

17/ 11

The speed should be accelerated to 22 miles an hour you will observe from the Traffic Manager's Report that the present hour of starting is inconveniently early for the Native Passengers, and that the speed of the train between Pothannore and Madras already averages $22\frac{1}{2}$ Miles per hour exclusive of stoppages for Refreshments, but inclusive of stacking, stopping and starting.

3. I am quite aware of the importance of accelerating as far as possible the despatch of the Mails from Ootacamund especially whilst that station is the seat of Government, but I trust that the explanation now submitted will convince the Postmaster General that, with every desire on my part to meet his wishes, the interests of the Company in this instance forbid my recommending the Government to comply with his request.

4. I need scarcely add that if it should be considered desirable I shall be happy to arrange for a special Train to run on Overland Days

Days between Pothanore and Madras
at the cost of the Postal Department.

I have the honour to be,

Your most obedt. Servant,

W. P. P. P.
Agent and Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Dated

186

Recd.

No.

C/365
289.

Madras Railway
Traffic Manager's Office
Madras 25th June 1872

To

The Agent and Manager,
M. R. Co.

Dear Sir,

Alteration of 4.15 am Train
Consulting Engineer's letter no 457 of 18th instant
covering a letter C/336/1305 dated 16th idem from the
Postmaster General.

The time of departure of the morning
Train from Coimbatore to Madras was fixed
at 4.15 am as a compromise between the wants
of the European Traveller and those of the native
The hour is an inconvenient one for the native
residents of Coimbatore, who are compelled either
to sleep at the Coimbatore station all night, or
to leave their homes at a very early hour in the
morning.

The speed of the Train, exclusive of
stoppages for Refreshment, but inclusive of
starting, stopping and starting, is as follows:

Between Coimbatore and Salem 20.7 miles per hour

Between Salem and Jallapet 20.9

Between Jallapet and Madras 25

or an average speed throughout of 22 1/2 miles per hour
It need scarcely be said that to accomplish
this rate of travelling the speed between stations
must necessarily be very much higher, and that
it would be impossible to increase the average
speed without considerable extra cost.

From

MADRAS RAILWAY.

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated
Recd.

26th June 1872

No. 4412

Copy to Post Mr Genl Secy to Govt 20/6/78/1/12

On referring to the Engineer's
letter no 457 of 18th instant
reference to the fact
that of making
alterations in the
hours of leaving
on the M. R. line -
- P. N. 3738/72

Under the present service of Trains the morning Train from Coimbatore and the morning Train from Madras meet at Jollapet, and one Train each way on the Bangalore Branch accommodates Passengers going from Bangalore to the East or West as well as Passengers from the East or West to Bangalore, and any alteration in the running of one of the main line Trains without a corresponding change in the other would involve either an Extra Train on the Bangalore Branch or a serious detention at Jollapet.

No alteration in the morning Train from Madras seems to be called for, and if the morning Train from Coimbatore were started at 2.45 PM it would reach Jollapet at 11.50 AM and Passengers proceeding to Bangalore would have to wait at Jollapet until 1.45 PM. Passengers proceeding from Bangalore to the West would have to wait at Jollapet from 11.30 AM until 1.25 PM and the only way out of this difficulty would be to run another Train each way daily on the Bangalore Branch in connection with the morning Train from Coimbatore - an expense which could not be justified.

As already explained the present hour of departure from Coimbatore viz 4.15 PM is extremely inconvenient to the Native Residents of Coimbatore, and 2.45 PM would be much more so, but this hour would also be exceedingly detrimental to our local Native Passenger Traffic between Coimbatore

and Salem, and would in many cases prevent Passengers from making the journey to Madras at the cheapest rate of fare without a break. With every desire to meet the wishes of the Postmaster General I do not see how they can be met in this case without entailing considerable extra expense on the Company or causing very great inconvenience to all classes of Passengers.

Yours faithfully,
J. H. Church,
Traffic Manager.

True Copy
J. H. Church
Agent & Manager

Consulting Engineer's Office
Railway Department
June 1872

The Post Master General
Ootacamund

Sir,

In reply to your letter
dated the 16th ultimo, N^o 336
1300

I have the honour to enclose a
copy of a letter from the Agent
dated 26th June 1872,
with enclosure. of the Madras Railway, from

which you will see that in his
opinion, the interests of the Company
prevent him from complying with
your request.

2 It seemed to me that
it would be practicable to meet
your wishes by starting the morn-
ing train from Coimbatore at

3.

Mr. J. C. W. D.

3.45 A.M., and by slightly accelerating its speed to Arcum; but in the face of the objections raised by the Agent and the Traffic Manager, I do not like to press the proposal.

I have &c
 Madras (Signed) J. H. M. Shaw-Stewart
 8th July 1872
 Cons Eng. for Railway
 (True Copy)

Wm. W. N. S.

Cons Eng. for Railways

No. 1387
 1305

Postmaster General's Office,
 Madras, 19 July 1872.

To

The Consulting Engineer for Railways
 Madras.

Sir,

In continuation of my letter No. 336 of 16th June last, and in reply to yours No. 606, of the 8th July 1872, it appears to me that the proposed alteration of the time of starting the Train from Coimbatore to an hour or two earlier so as to meet the Bombay Mail with the Overland Mail from Madras at Arcum, would not be attended with so great inconvenience as set forth by the Traffic Manager of the Madras Railway for the hour the Train starts now is so early that Native Passengers usually sleep at the station. Supposing, however, the train to start at 2.15 A.M. instead of 4.15 A.M., the inconvenience to the Native

Passengers

Passengers, urged by the Traffic Manager, would surely not be increased while 2-15 A.M. would be a much more convenient hour to Europeans. Both hours are inconvenient to both European & Native Passengers, but I submit that 2-15 A.M. is perhaps the less inconvenient of the two.

2. - Respecting the detention of Passengers at Jollapet en route to Bangalore. While this is to be regretted it must be borne in mind that to suit the conveniences of these, the whole of the Overland Mails West of Arcot are subject to a considerable delay, resulting in some instances to the loss of a whole week.

3. - Supposing the inward Overland Mail to be delivered in Calcutta by the 2nd delivery on a Monday, it is hardly possible, under existing arrangements, to reply by the same post; whereas by the proposed alteration, a whole day is gained, resulting in actual gain of a week in delivery of the Mail in England.

4. - The inconveniences of detention at

at Jollapet for 2 hours of the few Passengers that travel to & from Bangalore from the West by this particular Train, necessitates the departure of the Overland Mail one day earlier than would be necessary under the arrangement proposed, and in some instances, saving of a week in replies reaching England would accrue. It would be just to weigh the advantages gained to the whole of the Overland Mails from stations West of Arcot, against the inconveniences of the few Bangalore Passengers that travel by this particular Train to and from the West.

5. - If, however, the Agent & Manager of the Madras Railway still thinks the proposal would materially affect the traffic, I would suggest that the proposed alteration, should only take place, on Overland Mail days, thus reducing the various objections urged by him to a minimum. ————

I

I cannot help feeling the responsibility that rests on me in using every endeavour to accelerate the communications between the seat of Government & London, as well as to gain the Public the full advantage of enormous cost of the weekly Overland Mail Service. I trust, under these circumstances, that my proposals will have your approval and support.

I have the honor to be,

Sir,
Your most obedt servt

M Boush
Postmaster General

J. M. Webb

Railway Department
Consulting Engineer's Office
No 575

From Lieut Col J. M. Shaw Stewart R.E.
Cons Engineer for Railways

To The Agent and Manager
Madras Railway Company.

Sir

Referring to your letter dated the 26th June 1872, No 1112, I have the honour to

enclose, for such observations as you may wish to make, another letter from the Post Master General, on the subject of the proposed alteration in the time of starting the 4-15 A.M. train from Coimbatore.

2. If you are unable to concur in Major Boush's suggestions, I request that you will be so good as to name, if possible, some means of attaining the object which he has in view, namely, that the early train eastwards

eastward from Coimbatore shall arrive at
Arconum in time to catch the through Mail
train from Madras to Bombay
Madras 22nd July 1872

(signed) J. H. M. Shaw Stewart, Esq. R.E.
Consulting Engineer for Railways.

(True Copy)

[Faint, mostly illegible handwritten text, possibly a second copy or a different version of the letter.]

No. 526-

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 24th July 1872.

From

Robert B. Clavin Esq.
Agent and Manager. M. R. C.

To

Mr. J. H. M. Shaw Stewart, R.E.
Consulting Engineer for Railways.

SIR,

Herewith
returned.

C 457-23
238
July 1872.

Upon receipt of your letter of the 22nd instant No. 575 giving cover to a letter from the Postmaster General on the subject of the proposed alteration in the time of starting the 4.15 A.M. train from Coimbatore I placed myself in communication with the Traffic Manager and have now the honour to request your attention to his reply.

2. The suggestion contained in paragraph 5 of Major Rourke's letter is, I need hardly point out to you, impracticable as the day of the arrival of the Overland Mail is uncertain and on a single line of Railway a train could not be worked to one Time Table on one day and to another on the next as suggested without great danger of accident, or certainty of all the trains on the line being thrown into irregularity, and obvious inconvenience to Passengers, who would not know at what hour the trains would

start.

3. I have discussed the whole matter most thoroughly with the Traffic Manager and regret to say that I am unable to suggest any means of attaining the object which the Postmaster General has in view unless as mentioned by Mr. Church the times of the 4.15 am. and 7 am trains be entirely re-arranged.

4. I beg however that you will point out to the Government that the times at which these trains now start were fixed after very careful consideration of local and other circumstances and have been found after several years working to be the most convenient that have been yet tried.

5. I request that you will also point out that the inconvenience for which a remedy is now sought is caused by our having since the 1st of June last had to start the mail train from Madras to Ranchore at 2 P.M. instead of at 3.30 P.M. in consequence of the break on the Great Indian Peninsula line at the Kistna. When the monsoon is over and the road across the Kistna is again passable the latter hour of starting vizt 3.30 P.M. will be reverted to and the early morning train from Coimbatore will then catch the South West line train at Arcunum as formerly.

7 am train
has been running
since 1st Febry
1865-
4.15 am train
has been run-
ning since
1st Jan'y 1868

6. The evil pointed out by Major
Rowke is therefore but a temporary one
and I trust that the Government will
not under the circumstances consider it
desirable that the working of two of our
most important trains should be altered.

7. However I need not add
that if the Government desire it I shall
do my best to meet the wishes of the
Postmaster General by re-arranging
the train service though I am con-
vinced that such a course must be
attended with a sacrifice of the conve-
nience of the travelling public.

I have the honour to be,

Sir,

Your most obedient servant

W. J. H. W. H.
Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

1863

Per

No.

Madras Railway
Traffic Managers Office
Madras 23rd July 1872

N^o C/457
338

To

The Agent and Manager
Madras Railway Company

Dear Sir,

Alteration of 4.15 A.M. Train from Coimbatore
Cons Engr's letter N^o 575 of 22nd inst: with letter
from the Post Master General.

An alteration of the kind proposed by the
Post Master General in the 5th para of his letter to the
Consulting Engineer would be attended with very
great risk on a single line of Railway and would
place a responsibility on the working staff which
could not be justified in any Court of Law in the
event of accident.

In reply to the 2nd para of the Consulting
Engineer's letter, I see no means of complying with
the Post Master General's request, except by a total
rearrangement of the 4.15 A.M. and 7 A.M. Trains,
and this cannot be effected without great inconvenience
to the travelling public as the present times are the
most suitable yet tried.

Yours faithfully
/signed/ H. E. Church
Traffic Manager

/True Copy/
H. E. Church
Agent and Manager.

Cons

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Date: 24th July 1872
Recd: 25th July 1872

No. 525

Replying to Cons Engr's
letter N^o 575
bearing reference to the
proposed alteration of
the time of starting the
4.15 A.M. train from
Coimbatore.
P.H. 338/72

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE.

No. 398

From

Lieut. Colonel J. H. M. Shaw Stewart & Co.

Consulting Engineer for Railways.

To

Colonel G. W. Walker, R. E.

Secretary to Government,

Public Works Department,
Fort Saint George.

SIR,

I have the honour to
request that you will be as good
as to lay before the Government for

From. Postmaster General to Cons. Eng. 1305/716 June 1872
Cons. Eng. to Agent & Manager 457/718 June 1872
Agent & Manager to Cons. Eng. 442/726 June 1872
Cons. Eng. to P. M. General 606/75 July 1872
P. M. General to Cons. Eng. 1387/717 July 1872
Cons. Eng. to Agent & Manager 515/722 July 1872
Agent & Manager to Cons. Eng. 525/724 July 1872

the time at present
fixed for the dispatch of the early
train from Pothenore pastward to
Arcotum and Madras.

2. It will be seen that the Post Master General drew attention to the fact that the present arrangements necessitate the despatch of the overland mail from Pothanur on Monday at 8 p.m.; and pointed out that by altering the time of departure of the 4-15 a.m. train to 2-47 a.m., the overland mail might be despatched from Pothanur on Tuesday at 1 p.m. It was suggested in this Office that an alteration of only 30 minutes in the departure of the train in question would meet the difficulty, provided that the speed of the train could be slightly accelerated, so as to

insure

insure its reaching its terminus before 3-42 p.m., the time of the arrival of the mail train from Madras to Bombay.

3. The Railway Authorities object to any alteration in the time-table of the 4-15 a.m. train from Pothanur. The Traffic Manager points out that that hour was fixed as a compromise between the wants of European travellers and those of Native travellers.

" that the present hour of departure "

" is extremely inconvenient to the "

" Native residents in Coimbatore, and "

" 2-45 a.m. would be much more so; "

" but this hour would also be "

" exceedingly detrimental to the local "

" Native passenger traffic between "

" Coimbatore and Salem, and would "

in

"in many cases prevent passengers from
making the journey to Madras at
the cheapest rate of fares without
a break." The Traffic Manager
also points out that the proposed
alteration would inconvenience
passengers proceeding by that train
from the West to Bangalore, as they
would be detained for some time
at Jolarapett.

In his second letter the Post Master General points
out that the inconvenience caused
by present arrangements to station
passengers would not be increased
if the train were to start two
hours earlier, inasmuch as they
now generally sleep at the railway
station

station." Major Bourke also
remarks that a slight detraction
to a few Bangalore passengers can
scarcely be set against the advantages
which would be gained by the change,
and he suggests, if the Agent
still thinks that the proposal
would materially affect the traffic,
that the change should be made
only on overland mail days in
order to reduce to a minimum the
objections suggested. and it is also
suggested that the change be made
as impracticable. the suggestion of
having a special hour for the de-
parture of the train on overland
mail days; and remarks that he sees
no

no way of meeting the object which
the Postmaster General has in view,
unless the times of ^{the} 4-15 a.m. train
eastwards, and of the 7-0 a.m. train
westwards, be entirely rearranged.
He points out that the time-tables
of these trains were fixed after
careful consideration of all cir-
cumstances, and have been found
to be the most convenient that have
yet been tried. He further
alludes to the fact that the
inconvenience for which a remedy
is now sought is caused by the
non-completion of the bridge over
the Krishna river, which necessitated
the alteration in the departure of
the

the mail train from Madras to Bombay
from 3-30 p.m. to 2-0 p.m. He remarks
that when the monsoon is over, and
the road across the Krishna is
again passable, the later hour of
starting (3-30 p.m.) will be reverted
to, and the early morning train from
Pothanore will then catch the
North-West line train at Arcot
as formerly.

6. In laying these papers
before Government, I have to
observe that the Postmaster
General seems to me to attach perhaps
too much importance to the change
which he advocates. It would
insure

insure the morning train from
Pothanore reaching Arcanum
before 3-42 p.m. it would probably
be found necessary to start it
at 2-15 a.m., and this would
probably necessitate the despatch
of the mail from Pothanore at
12-30 p.m. So that the time gained
would be between 8-0 p.m. on Monday
and 12-30 p.m. on Tuesday, or nearly
2 hours of office time.

On the other hand,
I think that the Railway authorities
have perhaps insisted too much
on the objections to the proposed
change. I cannot bring myself
to

to believe that the Native passenger
traffic between Coimbatore and
Salem would be seriously affected
if the morning train were timed to
have Pothanore two hours earlier;
nor do I think that the Bangalore
passengers would be put to any
great inconvenience.

It is a matter entirely
for the consideration of Government,
whether the delay which would be
gained in the despatch of the
overland mails from Pothanore
is of sufficient importance to
justify the alteration in the departure
of the train. Clause 8 in the Contract

with

with the Madras Railway Company
empowers the Government to fix the
hours of departure, as well as
the rates of speed, of all trains
run on the railway. I quite
agree with the Railway Authorities
that it would be most inexpedient
to fix a special hour for the departure
of the train on overland mail days.

On dealing with the
question, I beg that it may be
borne in mind that the opening
of the Neilgherry branch, which
may be looked for early in 1873,
will probably necessitate a revision
of

of the train service between Madras
and Pothenore: also that the
temporary road across the Krishna,
the removal of which has led to
the difficulty now brought forward
by the Postmaster General, will
probably not be restored until
the 1st January 1873, or thereabouts.

I have the honour to be,
Sir,

Your most obedient Servant
W. MANTON

Consulting Engineer for
Railways

Madras
31st July 1873

No 197 Public Works Department
 Proceedings of the Madras Government

Read the following:

Know the Consulting Engineer for Railways { H. E. L. 3987/31st July 1872.

Taking into consideration the facts that it has throughout the current monsoon been practicable to answer important overland letters by return of post, that the break at the Tristrah which causes the present slight inconvenience will be removed by 1st January next, that the N. & S. Ghats Varanah Railway will be

L. D.

[Signature]

[Signature]

20th 1872
 No 3987/31st July 1872.

RAILWAY DEPARTMENT.
 1872.

From
 The Consulting Engineer
 for Railways.

To
 The Secretary to Government,
 P. W. Department,
 Fort Saint George.

Dated 31st July 1872.
 Recd 2nd August 1872.
 Sec. 95

No. 3987

Enclosure, having the reference to the same of the early to see from Do. Thence to the 19th 1872.

20th 1872
 No 3987/31st July 1872.

[Faint handwritten text, mostly illegible]

opened before, next
monsoon, and that
the present times at
which Trains are started
were fixed after very
careful consideration
of local and other
circumstances, the
Governor in Council
does not consider it
expedient to call for
any alterations in the
latter at present.

His Lordship is
not of opinion that the
proposed alteration of
time in starting the
early morning train
from Coimbatore would

inconvenience either
European or Native
passengers from that
Station, but he does
consider it would be
likely to inconvenience
Passengers proceeding
from the Hill stations
to catch that train
G.M.W.

To the C. & G. for the
Pub. Dept.
Depts 24/8/12.

Cho 3728

Gobt. of 1872 Madras.

PUBLIC WORKS.

To The Consulting Engineer
for Railways

Dated

Recd.

Encl 9

19th Sept. 1912

Nos. 313 & 314

Madras

Passing orders on the
letter from the Chief for
the regarding the altera-
-tion of the time at present fixed
for the despatch of the early train
from Pottanum to Arcot
Madras on the Madras

Recd 18 Sept

18/9/12