M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2584 Press
38-39 Mis.

Dated 2- 11- 1872.

Not to be folded or roughly handled

No. 702.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 16th October 1872.

From

R. D. Elwin Esqre,

Agent and Manager, of the M&R Co

To

Lieutt Col J Hobb Shaw Stewart RE

Consulting Engineer for Railways.

SIR,

With reference to Minute No 6 of the Meeting of the Stores Committee held on the 9th instant, I have the honour to forward for submission to Government a draft of the Time Table which it is proposed to introduce on the South West Line upon the opening of the Neilgherry Branch to the town of Coimbatore.

C/ 572 – 15th October/72

2. I also forward a Copy of the Traffic Manager's Report, explanatory of the proposed Changes, which it was arranged at the Committee should be submitted to the Government with the draft of the Time Table.

3. You will remember that the 15th of November was named as the date upon which the Time Bills could

be printed and the working arrangements perfected, necessary for giving effect to the proposed Changes, and I learn this morning from the Chief Engineer[x] that as far as his Department is Concerned the line will be ready for opening on that date with the exception of the Telegraph, for which he has at present no sanction.

[x] vide his letter No 479 of this date - (Copy enclosed)

4. I request that you will be so good as to point out to the Government that paragraph 1 of section I of the General Rules and Regulations for Railways in India enacts that "every line of Railway intended to be "worked by Engine power for the "Conveyance of Passengers, shall be "provided with an electric Telegraph" and that therefore it is most important that I should be favoured at once with the sanction for which I applied in my letter No 119 of the 25th February 1871

5. In the meantime however in order to prevent the necessity of postponing the opening of the Railway to Coimbatore for this reason, I trust that His Excellency the Governor in Council will be pleased to authorize

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 187

Recd.

No.

the Company to construct the Telegraph from Pothanoor to Coimbatore, pending the receipt of the orders of the Government of India as to the Telegraph for the whole of the Neilgherry Branch.

6. I need not point out how desirable it is that the Branch should be opened to Coimbatore as soon as possible and I hope to be favoured at an early date with such orders from the Government as will enable me to give effect to my recommendations.

I have the honour to be
Sir
Your most obedient Servant

Agent and Manager.

RAILWAY DEPARTMENT. CONSULTING ENGINEER'S OFFICE.

No. 567.

From Lieut Colonel J. W. D. Allan Stewart R.E.
Consulting Engineer for Railways,

To Colonel G. W. Walker R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

No 752 & 16th October 1872. with enclosures.

I have the honour to submit a letter from the Agent of the Madras Railway Company forwarding a copy of the levee-table which he proposes to introduce upon the South-West line on the opening of the Nellcherry branch as far as the town of Coimbatore. The subject was discussed at the meeting of the Madras Railway Committee held on the 9th instant;

&c. &c.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 16th October 1872.
Recd. 17-10-72.
No. 752
P. R. 89/72.

Forwarding for submission a Return of the Levee Table which it is proposed to introduce on the South West Line upon the opening of the Nellcherry Branch as far as the Town of Coimbatore.

the proceedings of which were forwarded to you on the 12th instant, with my endorsement No. 565.

2 The letter from the Traffic Manager, which accompanies the time-table, explains fully the various changes which it is proposed to introduce. The principal change is in the 7-a-m train westward from Madras, and in the 6-15-a-m train eastward from Coimbatore. It is proposed that the first of these trains, which now runs to Coimbatore, shall in future go no further than Erode, and that the second shall start from Erode instead of from

from Coimbatore. The Agent explains fully his reasons, and supplements them by stating that in future only one passenger train shall run through daily between Madras and Coimbatore. I am satisfied that he is right in this recommendation; and that by the proposed reduction in the train service the public will lose no accommodation which they have a right to expect, while the economy, as regards the Company and the State, will be considerable.

3 The other proposed alterations call for no remark

Jeremiah

Remarks. The 5 p.m. train from Paris, and, the 8.15 a.m. train from Boyfleur, will be quickened, and will make the run from coast to coast, the first in 2 hours 15 minutes, and the second in 2 hours 15 minutes. Owing to the very inconvenient position of the terminus at Boyfleur, the 45 minutes which will be gained in the hour of arrival there will be of great importance to nature passengers, almost all of whom have to find their way in to Calais. I cannot but think that the train might have been arranged to reach Boyfleur even earlier, inasmuch as by the new time-table the journey between Poitiers and Boyfleur will occupy 50 minutes more than at present. I have also taken steps to recommend the proposed time-table for adoption, and as the necessary arrangements will take considerable time before the table can be published, I beg that, if it is approved by Government, their approval may be communicated to this office by telegraph.

With reference to the date on which the line is to be opened, I request the special orders of Government. It will be seen that so far as

as the way, works, and stations are completed, the Chief Engineer states that the branch will be ready to be opened to traffic on the 1st proximo; but that, on account of the charges required by the Traffic Manager in the Straits Settlements, it has been thought desirable to postpone the opening until the 15th proximo.

The telegraph, however, as Mr. Anderson points out, has not been erected upon any portion of the branch, and the very first section of the general Rules and Regulations

Regulations lays down that "every line of railway intended to be worked by engine power for the conveyance of passengers shall be provided with an electric telegraph."

The estimate for erecting a line of electric telegraph along the railway branch amounting to $ 26,378, was laid before Government from this office on the 21st March 1891. The Government of India however, desired that the telegraph should be constructed by State Agency, and the question remained in abeyance for some time. The correspondence which

Ref. to Govt. No. 1059 dated 15th April 1891.

whole passed upon the subject is recorded in the orders* of the Government noted in the margin.

On the 5th July 1872, I laid before Government a letter from the Agent of the Madras Railway in which Mr Elwin pointed out that the works upon the Nellegherry branch were at that time so far advanced that in his opinion no time should be lost in making arrangements to proceed with the construction of the Telegraph and I recommended that the Government of India might be moved to sanction the immediate

* 10 September 1871, No. 2331.
3d November 1871, No 2782.
23d November 1871, No 2968.
22 December 1871, No 3052.

* Vide G.O. No 1878 of 8th August 1872.

immediate carrying over of the work, without prejudice to any arrangements which might be hereafter made for the transfer of the Telegraph upon the whole of the Madras Railway system. No reply has yet been received from the Government of India upon the subject, and Mr Elwin now expresses a hope that in order to prevent the necessity of postponing the opening of the Railway to Coimbatore, His Excellency the Governor in Council will be pleased to authorize the Company to construct the Telegraph from Pollaumee

to

to Coimbatore, pending the receipt of the orders of the Government of India on the whole of the railway branch.

7. I trust that the Government will be able to sanction the Agent's proposal. I have lately been inspected the branch, and I am satisfied that the portion between Pollaunee and Coimbatore is in a fit condition to be opened for public traffic. It will be greatly to be regretted if the opening of this portion should be delayed on account of the non-erection of the telegraph and, in the event of the Government not being willing to authorise the Company to proceed at once with the erection I have the honour to suggest the advisability of permitting the Company to open the line for public traffic, and to work it, under the very special circumstances without a telegraph, upon the condition that only one engine in steam shall be allowed to be upon the line between Pollaunee and Coimbatore, at one and the same time. In England single lines of railway are permitted by the Board of Trade to be worked, subject to the foregoing condition; and I thankfully

in

in recommending that this short piece of line, under four miles in length, should be worked for a time upon the same principle.

As the Railway Authorities are anxious to open the line within four weeks from this date, I trust that I shall soon be favored with the Order of Government.

I have the honour to be,
Sir,
Your most obedient
Humble Servant
for Col. Dept for Railways

Madras
18th October
1872

Railway Department.

No. 5089.
Dated 18th October 1872.
Recd. 19th do.

From
The Consulting Engineer
for Railways,

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

Sir

I beg to acknowledge the receipt of your letter No. 2584-2 dated 18th instant, forwarding a letter No. 567-Rail. 1872 from the Agent & Manager of the Madras Railway Company, which has been returned herewith.

2. The Railway Company's proposal to open the Pollachy Branch as far as the Town of Coimbatore

P. D. 18th 1872 Returned
Rd. 19th do
Ans. 21st do

Madras Railway
Traffic Manager's Office
Madras 15th October 1872

To
The Agent and Manager
Madras Railway Company

Dear Sir

Revised Time Table for the South West Line

In anticipation of the opening of the Pollachy Branch to the Town of Coimbatoor, I beg to submit for the sanction of Government a revised Time Table for the South West Line.

2. With one exception, which will be referred to hereafter, the alterations may be briefly summarised as follows:-

1. An acceleration of the 5 P.M. Mail Train from Madras, so as to arrive at Bangalore at 6.25 instead of 7 A.M., at Salem at 5.15 instead of 5.50, at Dharmapuri Junction at 10 A.M. instead of 11.50 and at Beypoor at 5.15 P.M. instead of 6.0 P.M.

2. An acceleration of the 8.15 A.M. Mail Train from Beypore, so as to arrive at Salem at 7.35 instead of 8.35 P.M. and at Madras at 7.30 instead of 8.30 A.M.

3. More time is allowed to the 7.30 P.M. Goods Train between Dollaipett and Coimbatore where it will arrive at 6.45 instead of 5.0 P.M.

4. For the same reason the Goods train from Coimbatore will leave at 7.15 instead of 8 A.M.

5. The 2 Local Trains between Coimbatore and Pollachee will leave those stations at 7 am and 10-40 am instead of 8 am and 11.15 am respectively -

3. With regard to the 2 Passenger Day Trains now running between Madras and Coimbatore, it is proposed to run them to and from Erode only, as there is not sufficient work for 3 Trains each way daily between Erode and Coimbatore, and the Day Passenger Trains would seem to be least patronized by the paying portion of our Travellers viz - the 2d class. The measure will effect a considerable saving in working without, it is supposed, endangering our passenger traffic, for there will still be two Trains each way daily carrying 3d class Passengers, and one of them Cooly class as well, between Erode and Coimbatore; and these are amply sufficient to serve the District. The saving will probably be from 6 to 800 Train Miles per week, for when the Goods Traffic is slack the mileage of the 2 Passenger Trains will be saved altogether; and when trade is brisk the extra Goods trains now run will take the place of the Passenger Trains and the present "extra" mileage will be saved.

4. It will be seen from the enclosed statements that the number of all classes travelling

travelling in all Trains between Erode and Coimbatore are insufficient to fill even half a Train, and that but for the Goods Traffic, it would not pay to run more than one train each way daily, so that the public would have, even with 2 Trains each way daily, much greater facilities extended to them than the Passenger Traffic per se would justify -

5. Consequent on the introduction of the Cooly Class between Pollachee and Coimbatore on the 1st August, there is already a very decided inclination to leave the Trains (which it is proposed to stop) for the Cooly Class Trains, and this inclination will no doubt develop month by month -

6. There is hesitation in saying that the Traffic will be worked much more economically under the proposed arrangement, and looking at the very limited Passenger Traffic, the Company can scarcely be expected to run 2 Through Passenger Trains daily, for the Trains from and to Madras and Coimbatore are practically Through Trains.

Yours faithfully
(Signed) H. S. Church
Traffic Manager

(True Copy)

Agent & Manager.

N°479

Madras Railway Company
Chief Engineer's Office
Madras 16th October 1872

The Agent and Manager
Dear Sir,

Yours N°3558 of this date

As I explained at the last Committee the Neilgherry Branch might be opened for public traffic to Coimbatore town on the 1st proximo, but as the Traffic Manager proposes to introduce important changes in the train service consequent upon the opening to Coimbatore, it was considered desirable to postpone opening until the 15th

The way, works, and station arrangements at Coimbatore will be complete in every respect, but I have to bring to your notice the fact that the Telegraph is not laid on any portion of the Branch.

My Estimate was forwarded to Government in February 1871 and a reminder was sent on the 22 June 1872 but no sanction has yet been received for this work. Unless I very soon receive authority to construct the Telegraph as far as Coimbatore it will be necessary to obtain sanction to work the line to Coimbatore under special arrangements without a telegraph.

Yours

P. W. 508/12.

Yours faithfully
(Signed) Beresford Anderson
Chief Engineer

(True Copy)

Agent and Manager

WW

Letter from the Consulting Engineer to the Railway No. 687 dated 18th Dec 1874

Submitted for orders

I think we should ask the P.M.G. if he has any objection to the Mail trains being accompanied when the line is open & the Telegraph is with by Postal Clerks. The Mail with respect to which the Postal Clerks are at present employed between Madras & Combatore only between Madras and Erode, does not appear to have been considered with reference to Postal convenience, or communication with the Hills - It is a question regarding which the Government should not be pressed for a speedy

The question of running the present day trains between Madras and Combatore only between Madras and Erode, does not appear to have been considered with reference to Postal convenience, or communication with the Hills - It is a question regarding which the Government should not be pressed for a speedy

answer, or if the proposal be sanctioned, it should be conditional; say for six months from 15th Nov. to 15th May, report being made after four months to admit of orders for change, if necessary, being issued in good time.

The speedy opening of the branch between Pothanoor and Pambalore is a matter of little consequence, and it is not worth while authorizing the construction of the Telegraph line for that small section, pending receipt of orders relative to the whole line, which have been again applied for by telegraph.

Gww

Rec'd

Public Works Department

No 2384

Proceedings of the Madras Government

Read the following

From The Consulting Engr for Railways } No 567 of 18th Octr 1929

His Excellency the Governor in Council is not prepared to sanction the adoption of a new Time Table involving such considerable changes as those detailed in the Cons Engineers letter No 567 of 18th October without fuller discussion of certain points which have not been

Cr 22nd Octr

noticed either by him or the Railway Authorities.

The Post Master General must in the first place be consulted as to the bearing of these changes on the Mail Service.

Secondly a reconsideration of passenger fares, especially 2nd Class seems necessary. Otherwise the obligation to travel by night at double the Day fare will press heavily on many who can ill afford it.

Thirdly it is a question whether the arrangements now proposed have been sufficiently considered with reference to extension of the Railway to Mettapollium which may be expected in a few months, when it is not desirable that fresh changes should be made.

Altogether His Excellency the Governor in Council is of opinion that the introduction of a revised Time Table may be deferred with advantage till after the Xmas Holidays. But the same necessity

does not exist for post-
-poning the opening
of the line from Pattu-
-vanoor to Coimbatore under
the restrictions noted
at the end of the
Chief Engineers letter
pending receipt of
orders relative to the
construction of the
Telegraph line which
have been telegraphed
for. Ltmw

32

P.C. for Rly Lieut Thorne
Rly Dept
Despd 5/11/92

No 5089

Govt. of (1872) Madras.

PUBLIC WORKS.

To The Consulting Engineer for Railways

Dated

Rec'd. Encl. 3

G. O. 2nd Nov 72, No 2584.

Nos. 38 & 39

Time Table - Passing orders

on letter from the Engr

submitting a new Time

Table proposed to be in-

troduced on the opening

of the Line to Coimbatore.