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# MADRAS RECORD OFFICE

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## Government of Madras

Public works DEPARTMENT

| | | |
|---|---|---|
| G.O. No. | 1696B | Press |
| ~~B.P. No.~~ | | ~~Mis.~~ |
| 453845c<br>453 D | | |
| Dated | 30-6- | 1873. |

***Not to be folded or roughly handled***

Read the following letters :—

No. 453B. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 28th March 1873, No. 187.

WITH reference to the Proceedings of Government, dated the 2nd November 1872, and the 3rd March 1873, Nos. 2,584 and 678, I have the honour to submit, for consideration, the correspondence noted in the margin upon the subject of the changes proposed in the train service upon the South-West Line of the Madras Railway.

From Postmaster General No. $\frac{11229}{3155}$, 13th March 1873.
From Agent, Madras Railway, No. 205, 18th March 1873.
From do. do. No. 207, 18th March 1873.
From Agent, Great Southern of India Railway, No. 4,970, 18th March 1873.
From Postmaster General No. $\frac{11713}{3155}$, 22nd March 1873.

2. The Agent of the Madras Railway Company submits, for approval, a revised time-table, and in his covering letter he explains how it is proposed to meet the objections raised by Government in their order of the 2nd November 1872. With reference to the 3rd paragraph of that order, it is proposed to reduce experimentally all first-class fares from 18 and 22 pies to 15 pies per mile, without reference to day and night trains, and to reduce the second-class night fare from 12 to 8 pies per mile, with an allowance of 60 lbs. free luggage, instead of 25 lbs. as at present. With reference to the 4th paragraph of the order in question, it is explained that on the opening of the Neilgherry branch to Mettapollium no further revision of the time-table will be necessary.

3. With reference to the 2nd paragraph of the order of Government, dated the 3rd March 1873, it is explained how the proposed arrangements will affect passengers to and from Ootacamund, allowing them to ascend and descend the Coonoor ghaut by day-light.

4. It is also explained by the Agent that the revised time-table now submitted does not materially differ from the one previously laid before Government, except as regards a slight increase of speed which is now proposed. As before, the principal changes are in the 7 A. M. train from Madras, and in the 4-15 A. M. train eastward from Coimbatore, which it is proposed in future to stop at Erode, and to start from Erode respectively. The 5 P. M. train from Madras, and the 8-15 A. M. train from Beypore, will be considerably quickened, and are timed to run through in $23\frac{1}{2}$ hours and $22\frac{1}{2}$ hours respectively.

5. It does not seem that these changes, taken in connection with the proposed reduction in the fares for first and second class passengers, will materially inconvenience any travellers to or from Madras, but passengers from Trichinopoly and the south, proceeding to stations west of Erode and *vice versa*, will be subjected to serious inconvenience. As was pointed out by the Agent of the Great Southern of India Railway, in his letter* dated the 31st October 1872, the alterations in the Madras Railway train service will oblige all such passengers to halt for a night at Erode, where the accommodation is by no means of a suitable description. If the proposed time-table is brought into effect on the Madras Railway, the only way to

* *Vide* G. O., 12th November 1872, No. 2,659.

obviate this inconvenience to travellers would be by running night trains on the Great Southern of India Railway, a measure which has never yet been proposed.

6. The enclosed letters from the Postmaster General show that the revised time-table now submitted by the Agent does not altogether meet with his approval. His chief objections seem to be, first, that the proposed speed is not sufficient, and, second, that the north-western and south-western mails will still, as at present, arrive at, and depart from, Madras within a short interval of each other, an arrangement "most inconvenient and very expensive, necessitating double work and extra establishments." Major Bourke submits, for consideration, a skeleton time-table for the South-West Line, in which it will be seen that the average speed of 17½ miles per hour, as proposed by the Madras Railway Authorities, is increased to an average speed of 20 miles; also that the south-western and north-western mails are timed to leave Arconum, and to arrive there at the same hour. Major Bourke is of opinion that, from a postal point of view, the hours proposed in his time-table cannot possibly be improved upon, and he urges that they are also more convenient to the public than those proposed by the Agent. He shows that his proposals will allow of an evening delivery at the points most distant from Madras, viz., Calicut and Negapatam, so that letters received in the evening could be replied to by the outgoing mail the next morning. But he points out that, even under the arrangement proposed by him, the Overland mails for places situated west of Arconum would have to lie at Arconum for twelve hours, and he suggests "that the time for starting the present 7 A. M. train from Madras be changed to 6 A. M., and that it be made a through train to Beypore on the days it carries the Overland mails." To this suggestion the Railway authorities raise no objection, beyond stating that it is "simply a question of expense, which the Post Office may fairly be called upon to bear if the Postmaster General considers the special service worth it."

7. In an annexed table the general arrangements connected with the through train service on the South-West Line are shown: the times of departure and arrival now in force, and those respectively proposed by the Railway Authorities and by the Postmaster General, being given side by side. Speaking in round numbers, it will be seen that the through trains are now timed to run at about 16 miles an hour, that the arrangements proposed by the Agent give an average speed of about 17½ miles an hour, and those proposed by the Postmaster General an average speed of 20 miles an hour.

8. The Railway authorities object to Major Bourke's proposals on the ground that the increased speed will lead to extra expense, inasmuch as the number of vehicles attached to the mail trains would have to be reduced: and it seems to me to be entirely a question for the consideration of Government whether the advantages to the public, which the Postmaster General claims for his proposals, are such as to justify the additional expense. It may be mentioned that the average speed proposed by Major Bourke, 20 miles per hour, is the rate at which the mail trains are now run upon the North-West Line.

9. The Agent of the Madras Railway Company wishes to introduce the revised time-table on the 15th April, and I have therefore the honour to solicit early orders.

*Proceedings of the Madras Government, Public Works Department,*
*30th June* 1873.

| — | Miles. | Present arrangement. | Arrangement proposed by Agent, Madras Railway. | Arrangement proposed by Postmaster General. |
|---|---|---|---|---|
| Leave Beypore ... | ..... | 8 15 A. | 8 15 A. | 12 0 |
| Do. Pothanore ... | 104 | 3 30 P. | 2 40 P. | 5 15 P. |
| Do. Erode ... | 163 | 6 45 P. | 5 20 P. | 8 15 P. |
| Do. Jollarpett ... | 274 | 1 30 A. | 12 20 A. | 2 0 A. |
| Do. Arconum ... | 363 | 6 30 A. | 5 5 A. | 6 50 A. |
| Reach Madras ... | 406 | 8 20 A. | 6 45 A. | 8 40 A. |
| | | * | * | |
| Leave Mettapollium ... | ..... | 1 30 P. | 12 45 P. | 4 0 P. |
| Reach Pothanore ... | 26 | 3 0 P. | 2 15 P. | 5 15 P. |
| | | | † | |
| Leave Negapatam ... | ..... | 8 20 A. | 7 0 A. | 11 0 A. |
| Reach Erode ... | 168 | 6 0 P. | 4 40 P. | 7 30 P. |
| Leave Bangalore ... | ..... | 8 30 P. | 8 0 P. | 6 30 P. |
| Reach Jollarpett ... | 84 | 1 5 A. | 12 0 | 12 0 |

| — | Miles. | Present arrangement. | Arrangement proposed by Agent, Madras Railway. | Arrangement proposed by Postmaster General. |
|---|---|---|---|---|
| Leave Madras ... | ..... | 5 0 P. | 5 0 P. | 5 30 P. |
| Do. Arconum ... | 43 | 7 25 P. | 7 10 P. | 7 30 P. |
| Do. Jollarpett ... | 132 | 1 35 A. | 12 45 A. | 12 0 |
| Do. Erode ... | 243 | 8 40 A. | 7 20 A. | 5 30 A. |
| Do. Pothanore ... | 302 | 12 20 P. | 10 20 A. | 8 30 A. |
| Reach Beypore ... | 406 | 6 0 P. | 4 30 P. | 1 45 P. |
| | | | | |
| Leave Jollarpett ... | ..... | 1 50 A. | 1 0 A. | 2 0 A. |
| Reach Bangalore ... | 84 | 7 0 A. | 6 0 A. | 6 15 A. |
| | | | † | |
| Leave Erode ... | ..... | 9 0 A. | 7 45 A. | 5 30 A. |
| Reach Negapatam ... | 168 | 6 15 P. | 5 0 P. | 2 0 P. |
| | | | † | |
| Leave Pothanore ... | ..... | 12 30 P. | 10 15 A. | 8 30 A. |
| Reach Mettapollium ... | 26 | 2 0 P. | 11 45 A. | 9 45 A. |
| | | * | * | |

* As the Neilgherry branch is not at present open beyond Coimbatore, the hours entered for arrival at, and departure from, Mettapollium are approximate.

† The hours given in this column for the Great Southern of India Railway have not been proposed by the Agent, but they have been calculated in accordance with the proposed alterations on the Madras Railway, the same length of time as at present being allowed for the journey, and the same length of halt at Erode.

From Major the Honourable E. R. BOURKE, Postmaster General, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 13th March 1873, No. $\frac{1122}{3165}$.

REFERRING to Government Order No. 678 of 3rd March 1873, I would beg to be allowed to submit another sketch time-table for the South-West Line, which I trust may meet with approval of His Excellency the Governor in Council.

2. The revised time-table now in vogue on the North-West Line needs no further improvement at present.

3. It will be seen that the rate I propose the mail trains are to run at, including stoppages, are the same as the existing rates of the mail trains on the North-West Line, 20 miles per hour. The present rates are as follow :—

| | | |
|---|---|---|
| From Madras to Bangalore, | 15 | miles per hour. |
| ,, to Jollarpett, | 16 | ,, ,, |
| ,, to Beypore, | 16 | ,, ,, |
| Between Erode and Trichinopoly, | 16 | ,, ,, |

4. I have kept in view the wishes of Government, as explained in the 2nd paragraph of the order above quoted, which enables travellers to and from Ootacamund to ascend and descend the ghaut by day-light.

5. It will be seen that I propose that the outgoing and incoming mails both for the North-West and South-West shall travel between Madras and Arconum by the same trains. In a postal point of view, this arrangement is much to be desired as it effects a considerable economy and ensures greater efficiency ; the saving too to the Railway must also be important.

6. The Madras mails for Bangalore having to wait for the mails from the west and south will suffer a detention of two hours at Jollarpett, arriving at Bangalore at 6-15 A.M., an hour convenient both for passengers and mails.

7. Though these hours are suitable for the through mails from and to Madras towards the west and south, I regret to say that they are by no means convenient for forwarding the Overland mail from Arconum. I would wish to bring the serious detention that these mails suffer prominently to the notice of Government, and to state that nothing short of a through service from Arconum to the west and south can be satisfactory, and in order to accomplish this I would propose that the time for starting the present 7 A.M. train from Madras be changed to 6 A.M., and that it be made a through train to Beypore on the days it carries the Overland Mails. Ample time can always be given to the Railway Authorities to make their arrangements. As we know by telegram the day the mails leave Bombay for Madras, the extra cost of running from Pothanore to Beypore once a week should not be much if arrangements were made that this train should be a goods train from Pothanore to Beypore.

8. I would earnestly beg an early consideration of this important question, as I am unable to carry out several departmental improvements which are urgently required pending the decision of Government.

*Daily Mail Trains from Madras to Beypore.*

| | Distance. | A. M. | P. M. |
|---|---|---|---|
| Leave Madras ... ... ... ... ... ... | ..... | ..... | 5 30 |
| Do. Arconum ... ... ... ... ... ... | 42½ | ..... | 7 30 |
| Do Jollarpett for Erode ... ... ... ... | ..... | ..... | ..... |
| Leave do. for Bangalore ... ... ... ... | 89½ | ..... | 12 Midnight. |
| Arrive——Bangalore ... ... ... ... | ..... | 2 0 | ..... |
| Leave Erode ... ... ... ... ... | 84½ | 6 15 | ..... |
| Arrive——Negapatam ... ... ... ... ... | 111 | 5 30 | ..... |
| Leave Pothanore ... ... ... ... ... | 168 | ..... | 2 0 |
| Arrive——Mettapollium ... ... ... ... ... | 58¾ | 8 30 | ..... |
| Do. Beypore ... ... ... ... ... ... | 26 | 9 15 | ..... |
| | 104½ | ..... | 1 45 |



*Daily Mail Trains from Beypore to Madras.*

| | Distance. | A. M. | P. M. |
|---|---|---|---|
| Leave Beypore ... ... ... ... ... ... | ..... | 12 Noon. | ..... |
| Do. Pothanore ... ... ... ... ... ... | 104½ | ..... | 5 15 |
| Do.——Mettapollium ... ... ... ... ... | ..... | ..... | 4 0 |
| Do. Pothanore ... ... ... ... ... ... | 26 | ..... | 5 15 |
| Do. Erode ... ... ... ... ... ... | 58¾ | ..... | 8 15 |
| Leave——Negapatam ... ... ... ... ... | ..... | 11 0 | ..... |
| Arrive Erode ... ... ... ... ... ... | 168 | ..... | 7 30 |
| Leave——Bangalore ... ... ... ... ... | ..... | ..... | 6 30 |
| Leave Jollarpett ... ... ... ... ... | 111 | 2 0 | ..... |
| Arrive——Bangalore ... ... ... ... ... | 84½ | 6 15 | ..... |
| Leave Arconum ... ... ... ... ... ... | 89½ | 6 50 | ..... |
| Arrive Madras ... ... ... ... ... ... | 42½ | 8 40 | ..... |

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 18th March 1873, No. 205.

WITH reference to your letter No. 250, of the 10th instant, and to the order of Government and letter noted in the margin, I have the honour to forward herewith, for submission to Government, a time-table which I propose to introduce on the South-West Line on the 15th proximo, if approved by His Excellency the Governor in Council. I also enclose a copy of the Traffic Manager's letter No. C 201-169, of the 15th instant, with which he forwarded the time-table to me, and, after having discussed the whole subject with Mr. Church, I recommend the proposals contained therein for the favourable consideration of the Government.

G. O., No. 2,584, dated 2nd November 1872.
Your letter No. 936 of the 6th idem.

2. Leaving Madras at 5 P.M., as at present, the mail train will reach Pothanore at 9-45 A.M., instead of at 11-50 A.M., and Beypore at 4-30 P.M., instead of at 6 P.M., the next day. Passengers for Ootacamund will be allowed 30 minutes for breakfast at Pothanore and will reach Mettapollium, when the line is opened, at 11-30 A.M., and Ootacamund in time for dinner.

3. Leaving Beypore at 8-15 A.M., as at present, the mail train will reach Pothanore at 2-10 P.M., where it will halt 30 minutes for luncheon, arrive at Salem at 7 P.M., stop 35 minutes for dinner, and arrive at Madras at 6-45 the following morning, instead of at 8-20 as at present.

4. Passengers from Ootacamund will leave Mettapollium, when the line is open, at 12-30 P.M., reach Pothanore in time for refreshment and to proceed by the train due in Madras at 6-45 the following morning.

5. With reference to the 3rd paragraph of the Order of Government, No. 2,584, dated the 2nd of November 1872, it is proposed as an experimental measure, and at the same time to enable all classes of passengers to avail themselves of the mail train service, to reduce the first-class fares over all parts of the line from 18 and 22 pies to 15 pies per mile without reference to day or night trains, and to reduce the second-class night fares from 12 to 8 pies per mile with an allowance of 60 lbs. of free luggage instead of 25 lbs. as at present.

6. Having thus afforded facilities to all classes of the travelling public to make use of the night trains, it is proposed to run the day passenger trains from and to Madras and Erode only.

As explained by Mr. Church, this arrangement will in no way interfere with the existing mail service to Madura, etc., while the mails for Beypore and Cannanore (now carried by the day train to Pothanore and there detained until the following morning) will leave Madras *ten* hours later and reach Beypore only 1 hour and 40 minutes later than at present.

7. The time-table now submitted does not differ materially from the one which was forwarded to you with my letter No. 752 of the 16th of October last, except as regards the slight increase of speed which is now proposed.

8. The objections taken in G. O., No. 2,584, dated the 2nd of November 1872, to the time-table submitted in October are, I think, met by the proposals which I have now the honour to make, and I trust therefore that I may be authorized to give effect to my recommendations.

9. I conclude that you will communicate with the Postmaster General upon this subject and submit his views to the Government.

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From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 15th March 1873, No. C 171.

*South-West Line—Train Service.*

WITH reference to the 2nd paragraph of the Consulting Engineer's letter, No. 250, dated 10th instant, I beg to submit, for the sanction of Government, a revised time-table for the South-West Line.

2. Starting from Madras at the same time as at present (5 P. M.) the mail train will reach Pothanore at 9-45 A.M. instead of 11-50 A.M., and Beypore at 4-30 instead of 6 P.M., the next day. Passengers for Ooty will be allowed 30 minutes for breakfast at Pothanore and will reach Mettapollium, when the line is open, about 11-30 A.M.

3. In the other direction the mail train will leave Beypore at 8-15 A.M., arrive at Pothanore at 2-10 P.M., where the train will halt 30 minutes for refreshment, arrive at Salem at 7 P.M. and stop 35 minutes for dinner, and arrive at Madras at 6-45 the following morning. Ooty passengers will leave Mettapollium about 12-30 noon and reach Pothanore in time for refreshment and to join the main line train. This service will enable passengers in both directions to ascend and descend the ghaut by day-light.

4. For the reasons stated in my letter No. 512, dated 15th October 1872, it is proposed to run the day passenger trains from and to Madras and Erode only. This arrangement will in no way interfere with the existing mail service to Madura, etc., while the mails for Beypore and Cannanore (now carried by the day train to Pothanore and there kept until the following morning) will leave Madras ten hours later and reach Beypore only 1 hour and 40 minutes later than the present service admits of, so that there will be a direct saving to the public in point of time of eight hours.

5. With reference to paragraph 3 of the Order of Government, No. 2,584, dated 2nd November 1872, and to enable all classes of passengers to avail themselves of the mail train service, it is proposed, as an experimental measure, to reduce the first-class fare over all parts of the line from 18 and 22 pies to 15 pies per mile, without reference to day and night trains, and to reduce the second-class night fare from 12 to 8 pies per mile with an allowance to second-class passengers travelling by mail train of 60lbs instead of 25lbs of "free luggage." These rates would give in the case of a passenger travelling by mail train, say between Madras and Pothanore.



*First Class.*

| Day. | Night. |
|---|---|
| Rs. 24 instead of Rs. 28-5-0 | and Rs. 32-10-0. |

*Second Class.*

Rs. 11 instead of Rs. 7-14-0 and Rs. 15-7-0.

6. In calculating these fares it is proposed, for the sake of convenience, to allow all fractions of a rupee under 8 annas, and to charge all fractions of a rupee of 8 annas and upwards as one rupee.

7. First and second-class return tickets to be issued at one fare and a third of the mail train fares, available for return within fifteen days for distances of 220 miles and under, and within twenty days for distances above 220 miles. All fractions of a rupee in these fares to be charged as one rupee.

MADRAS RAILWAY.

*Proposed Time-table for South West Line on and after 15th April 1873.*

| — | 1 Passenger. | 2 1, 2, and Goods. | 3 Goods, 3rd class and cooly. | 4 Mixed. | 5 Mail. | 6 Goods. | 7 Goods. |
|---|---|---|---|---|---|---|---|
| | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. |
| Madras ... ... Dep. | 7 10 | ..... | 9 0 | 2 30 | 5 0 | 7 45 | ... ... |
| Salt Cotaur Goods Shed ... | ... ... | ... ... | ... ... | ... ... | ... ... | ... ... | ... ... |
| Avady ... ... ... | 7 43 | ... ... | 9 55 | 3 20 | ... ... | ... ... | ... .. |
| Tinnanore ... ... ... | 7 55 | ... ... | 10 15 | 3 35 | ... ... | ... ... | ... ... |
| Trivellore ... ... ... | 8 17 | ... ... | 10 47 | 4 5 | 6 0 | 9 10 | ... ... |
| Cudumbatoor ... ... | ... ... | ... ... | 10 57 | 4 15 | ... ... | ... ... | ... ... |
| Chinnamapett ... ... | ... ... | ... ... | 11 22 | 4 40 | ... ... | ... ... | ... ... |
| Arconum ... Arr. | 8 55 | ... ... | 11 50 | 5 5 | 6 40 | 10 8 | ... ... |
| Do. ... Dep. | 9 15 | ... ... | 12 23 | 5 30 | 7 10 | 10 15 | ... ... |
| Sholinghur... ... ... | ... ... | ... ... | 1 10 | 6 10 | ... ... | ... ... | ... ... |
| Arcot ... ... ... | 10 11 | ... ... | 2 5 | 6 45 | 8 20 | 11 45 | ... ... |
| Tiruvellum ... ... ... | 10 30 | ... ... | 2 35 | 7 20 | ... ... | ... ... | ... ... |
| Vellore ... ... Arr. | 10 50 | ... ... | 3 5 | 8 0 | 9 7 | 12 40 | ... ... |
| Do. ... ... Dep. | 10 55 | ... ... | 3 40 | ... ... | 9 17 | 12 55 | ... ... |
| Veerinjeepuram ... ... | 11 13 | ... ... | 4 8 | ... ... | ... ... | ... ... | ... ... |
| Gooriattum ... ... ... | 11 30 | ... ... | 4 50 | ... ... | ... ... | 1 45 | ... ... |
| Mailputty ... ... ... | ... ... | ... ... | 5 34 | ... ... | 10 37 | 2 7 | ... ... |
| Amboor ... ... ... | 12 16 | ... ... | 6 9 | ... ... | ... ... | ... ... | ... ... |
| Vaniembady ... ... | 12 40 | ... ... | 7 10 | ... ... | 11 34 | ... ... | ... ... |
| Jolarpett Junction ... Arr. | 1 5 | ... ... | 8 0 | ... ... | 12 10 | 4 10 | ... .. |
| Jolarpett Junction Dep. | 1 45 | ... ... | ... ... | ... ... | 1 0 | 5 30 | ... ... |
| Coopum ... ... ... | 3 20 | ... ... | ... ... | ... ... | 2 40 | 7 3 | ... ... |
| Colar Road ... ... ... | 4 25 | ... ... | ... ... | ... ... | 3 50 | 8 45 | ... ... |
| Malloor ... ... ... | 5 15 | ... ... | ... ... | ... ... | 4 40 | 10 4 | ... ... |
| Codgoody ... ... ... | 5 51 | ... ... | ... ... | ... ... | 5 16 | 10 47 | ... ... |
| Bangalore ... ... Arr. | 6 30 | ... ... | ... .. | ... ... | 6 0 | 11 30 | ... ... |
| Jolarpett Junction ... Dep. | 1 25 | ... ... | ... ... | ... ... | 12 45 | 5 0 | ... ... |
| Tripatore ... ... ... | 1 42 | ... ... | ... ... | ... ... | 1 2 | 5 35 | ... ... |
| Samulputti ... ... ... | 2 20 | ... ... | ... ... | ... ... | 1 51 | 6 27 | ... ... |
| Morapoor ... ... ... | 3 0 | ... ... | ... ... | ... ... | ... ... | 7 29 | ... ... |
| Mullapooram ... ... | 3 40 | ... ... | ... ... | ... ... | 3 27 | 8 27 | ... ... |
| Shevaroy Hills ... ... | 4 25 | ... ... | ... ... | ... ... | 4 20 | 9 18 | ... ... |
| Salem ... ... Arr. | 5 10 | ... ... | ... ... | ... ... | 5 0 | 10 10 | ... ... |
| Do. ... ... Dep. | 5 40 | ... ... | ... ... | ... ... | 5 25 | 11 10 | ... ... |

| — | 1 Goods, 3rd class and cooly. | 2 Goods. | 3 Mail. | 4 1, 2, and Goods. | 5 Mixed. | 6 Goods, 3rd class and cooly. | 7 Passenger. |
|---|---|---|---|---|---|---|---|
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| Beypore ... ... Dep. | ... .. | ... ... | 8 15 | 11 0 | ... ... | ... ... | ... ... |
| Perpengady ... ... ... | ... ... | ... ... | 8 42 | 11 30 | ... ... | ... ... | ... ... |
| Tanoor ... ... Arr. | ... ... | ... ... | 8 57 | 11 47 | ... ... | ... ... | ... ... |
| Tiroor ... ... Dep. | ... ... | ... ... | 9 12 | 12 4 | ... ... | ... ... | ... ... |
| Do. ... ... Arr. | ... ... | ... ... | 9 18 | 12 14 | ... ... | ... ... | ... ... |
| Cootipooram ... ... Dep. | ... ... | ... ... | ..... | 12 45 | ... ... | ... ... | ... ... |
| Do. ... | ... ... | ... ... | 9 46 | 12 49 | ... ... | ... ... | ... ... |
| Puttamby ... ... Arr. | ... ... | ... ... | 10 20 | 1 29 | ... ... | ... ... | ... ... |
| Shoranoor ... ... Dep. | ... ... | ... .. | ..... | 1 59 | ... ... | ... ... | ... ... |
| Do. ... | ... ... | ... ... | 10 42 | 2 9 | ... ... | ... ... | ... ... |
| Wootapollium ... ... | ... ... | ... ... | 11 6 | 2 40 | ... ... | ... ... | ... ... |
| Luckady ... ... ... | ... ... | ... ... | 11 21 | 2 56 | ... ... | ... ... | ... ... |
| Purley ... ... Arr. | ... ... | .. ... | 11 49 | 3 28 | ... ... | ... ... | ... ... |
| Palghaut ... ... Dep. | ... ... | ... ... | 12 7 | 3 48 | ... ... | ... ... | ... ... |
| Do. ... | ... ... | ... ... | 12 20 | 4 13 | ... ... | ... ... | ... ... |
| Conjecode ... ... ... | ... ... | ... ... | 12 45 | 4 53 | ... .. | ... ... | ... ... |
| Walliar ... ... ... | ... ... | ... ... | 1 15 | 5 25 | .. ... | ... ... | ... ... |
| Muddikurry ... ... ... | ... ... | ... ... | 1 50 | 6 4 | ... ... | ... ... | ... ... |
| Pothanore Junction ... Arr. | ... ... | ... ... | 2 10 | 6 25 | ... ... | ... ... | ... ... |
| Pothanore Junction... Dep. | ... ... | ... ... | 2 40 | 6 45 | ... ... | ... ... | ... ... |
| Coimbatore ... ... Arr. | ... ... | ... ... | 2 55 | 7 0 | ... ... | ... ... | ... ... |
| Do. ... ... Dep. | 6 40 | ... ... | 2 0 | ... ... | ... ... | ... ... | ... ... |
| Pothanore Junction ... Arr. | 6 55 | ... ... | 2 15 | ... ... | ... ... | ... ... | ... ... |
| Pothanore Junction... Dep. | 7 15 | 10 0 | 2 40 | ... ... | ... ... | ... ... | ... ... |
| Somanoor ... ... ... | 8 8 | 11 0 | 3 16 | ... ... | ... ... | ... ... | ... ... |
| Avenashy Road ... ... | 9 0 | 11 50 | 3 42 | ... ... | ... ... | ... ... | ... ... |
| Wutkallee ... ... ... | 9 35 | 12 27 | 4 4 | ... ... | ... ... | ... ... | ... ... |
| Perandorai ... ... ... | 10 30 | 1 24 | 4 40 | ... ... | ... ... | ... ... | ... ... |
| Erode ... ... Arr. | 11 0 | 1 55 | 5 5 | ... ... | ... ... | ... ... | ... ... |
| Do. ... ... Dep. | 12 0 | ... ... | 5 20 | ... ... | ... ... | ... ... | 5 45 |
| Sunkerydroog ... ... | 1 2 | ... ... | 5 55 | ... ... | ... ... | ... ... | 6 40 |
| McDonald's Choultry ... | 1 45 | ... ... | 6 23 | ... ... | ... ... | ... ... | 7 16 |
| Salem ... ... Arr. | 2 25 | ... ... | 7 0 | ... ... | ... ... | ... .. | 8 0 |
| Do. ... ... Dep. | 3 20 | .. ... | 7 35 | ... ... | ... ... | ... ... | 8 30 |
| Shevaroy Hills ... ... | 4 20 | ... ... | 8 25 | ... ... | ... ... | ... ... | 9 18 |
| Mullapuram... ... ... | 5 15 | ... .. | 9 6 | ... ... | ... ... | ... ... | 10 12 |
| Moorapoor ... ... | 6 11 | ... ... | 9 52 | ... ... | ... ... | ... .. | 11 3 |

MADRAS

*Proposed Time-table for South*

| — | 1 Passenger. | 2 1, 2, and Goods. | 3 Goods, 3rd class, and cooly. | 4 Mixed. | 5 Mails. | 6 Goods. | 7 Goods. |
|---|---|---|---|---|---|---|---|
| McDonald's Choultry ... | 6 23 | ... ... | ... ... | ... ... | ... ... | 11 53 | ... ... |
| *Sunkerydroog* ... ... | 7 5 | ... ... | ... ... | ... ... | 6 30 | 12 50 | ... ... |
| Erode ... ... Arr. | 7 45 | ... ... | ... ... | ... ... | 7 5 | 1 40 | ... ... |
| Do. ... ... Dep. | ... ... | ... ... | .. ... | ... ... | 7 20 | 2 40 | 4 0 |
| Peranduray ... ... | ... ... | ... ... | ... .. | ... ... | 7 45 | 3 16 | 4 40 |
| Wutkallee ... ... | ... ... | ... ... | ... ... | ... ... | 8 23 | 4 10 | 5 35 |
| Avenashy Road ... ... | ... ... | ... ... | ... ... | ... ... | 8 45 | 4 50 | 6 15 |
| Somanoor ... ... | .. ... | ... ... | ... ... | .. ... | 9 10 | 5 32 | 6 57 |
| Pothanore Junction... Arr. | | | | | 9 45 | 6 25 | 7 50 |
| Pothanore Junction... Dep. | ... ... | ... ... | ... ... | ... ... | 10 15 | 6 45 | ... ... |
| Coimbatore ... ... Arr | ... ... | ... ... | 6 40 | ... ... | 10 30 | 7 0 | ... ... |
| Do. ... ... Dep. | ... ... | ... ... | 6 55 | ... ... | 9 35 | ... ... | ... ... |
| Pothanore Junction... Arr. | .. ... | ... ... | | ... .. | 9 50 | .. ... | ... ... |
| Pothanore Junction... Dep. | ... ... | ... ... | 7 10 | ... ... | 10 20 | | ... ... |
| Muddikurry... ... | ... ... | ... ... | 7 34 | .. ... | 10 40 | | .. ... |
| Walliar ... ... | ... ... | ... ... | 8 10 | ... ... | 11 20 | | ... ... |
| Conjecode ... ... | ... ... | ... ... | 8 36 | ... ... | 11 58 | | ... ... |
| Palghaut ... ... Arr. | ... ... | ... ... | 9 10 | ... ... | 12 20 | | .. ... |
| Do. ... ... Dep. | ... ... | ... ... | 9 40 | ... ... | 12 35 | | ... ... |
| Purley ... ... | ... ... | ... ... | 10 5 | ... ... | 12 53 | | ... ... |
| Luckady ... ... | ... ... | ... ... | 10 45 | ... ... | 1 20 | | ... ... |
| Wootapollium ... ... | ... ... | ... ... | 11 6 | ... ... | 1 35 | | ... ... |
| Shoranoor ... ... | ... ... | ... ... | 11 33 | ... ... | 1 59 | | ... ... |
| Puttamby ... ... | ... ... | ... ... | 12 3 | ... ... | 2 20 | | ... ... |
| Cootipooram... Arr. | ... ... | ... ... | 12 48 | ... ... | ... ... | | ... ... |
| Do. ... ... Dep. | ... ... | ... ... | 12 53 | ... ... | 2 55 | | ... ... |
| Tiroor ... ... Arr. | ... ... | ... ... | 1 26 | ... ... | 3 22 | | ... ... |
| Do. ... ... Dep. | ... ... | ... ... | 1 36 | ... ... | 3 32 | | ... ... |
| Tanoor ... ... | ... ... | ... ... | 1 54 | ... ... | 3 47 | | ... ... |
| Perpengady ... ... | ... ... | ... ... | 2 12 | ... ... | 4 2 | | ... ... |
| Beypore ... ... Arr. | ... ... | ... ... | 2 45 | ... ... | 4 30 | | ... ... |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

3rd Class and Cooly between Jolarpett and Coimbatore.

MADRAS,
15*th March* 1873.

(Signed) R. B ELWIN.
*Agent and Manager.*



RAILWAY.

*West Line on and after 15th April* 1373.—(Continued.)

| — | 1 Goods, 3rd class, and cooly | 2 Goods. | 3 Mail. | 4 1, 2, and Goods. | 5 Mixed. | 6 Goods, 3rd class, and cooly. | 7 Passenger. |
|---|---|---|---|---|---|---|---|
| Samulputty ... ... ... | 7 5 | ... ... | 10 43 | .. ... | .. ... | ... ... | 11 56 |
| Tripatore ... ... ... | 8 5 | ... ... | 11 34 | ... ... | ... ... | ... ... | 12 50 |
| Jolarpett Junction ... Arr. | 8 20 | ... ... | 11 50 | ... ... | ... ... | ... ... | 1 5 |
| Bangalore ... ... Dep. | 11 39 | ... ... | 8 0 | ... ... | ... ... | ... ... | 9 0 |
| Cadegoody ... ... ... | 12 8 | ... ... | 8 33 | ... ... | ... ... | ... ... | 9 33 |
| Malloor ... ... ... | 12 45 | ... ... | 9 5 | ... .. | ... ... | ... ... | 10 4 |
| Colar Road ... ... ... | 1 45 | ... ... | 9 51 | ... ... | ... ... | ... ... | 10 50 |
| Coopum ... .. Arr. | 3 0 | ... ... | ... ... | ... ... | ... ... | ... ... | ... ... |
| Do. ... ... Dep. | 3 20 | ... ... | 10 56 | ... ... | ... ... | ... ... | 11 55 |
| Jolarpett Junction ... Arr. | 5 0 | ... ... | 12 0 | ... ... | ... ... | ... ... | 1 0 |
| Jolarpett Junction ... Dep. | 9 10 | ... ... | 12 20 | ... ... | ... ... | 5 59 | 1 40 |
| Vaniembady ... ... | ... ... | ... ... | ... ... | ... ... | ... ... | 6 37 | 2 0 |
| Amboor .. ... ... | ... ... | ... ... | ... ... | ... ... | ... ... | 7 17 | 2 25 |
| Mailputty ... ... | 10 37 | ... ... | ... ... | ... ... | ... ... | 7 48 | 2 40 |
| Gooriattum ... ... ... | ... ... | ... ... | 2 7 | ... ... | ... ... | 8 35 | 3 5 |
| Veerinjeepuram ... ... | ... ... | ... ... | ... ... | ... ... | ... ... | 9 2 | 3 22 |
| Vellore ... ... Arr. | 12 15 | ... ... | 2 55 | ... ... | ... ... | 9 28 | 3 40 |
| Do. ... ... Dep. | 12 40 | ... ... | 3 0 | ... ... | 6 0 | 9 55 | 3 50 |
| Tiruvellum ... ... ... | ... ... | ... ... | ... ... | ... ... | 6 25 | 10 30 | ... ... |
| Arcot ... ... ... | 1 30 | ... ... | 3 45 | ... .. | 6 50 | 11 10 | 4 25 |
| Sholinghur ... ... Arr. | ... ... | ... ... | ... .. | ... ... | 7 20 | 11 43 | ... ... |
| Arconum Junction ... Dep. | 2 50 | ... ... | 4 55 | ... ... | 8 0 | 12 23 | 5 10 |
| Do. ... ... | 3 10 | ... ... | 5 5 | ... ... | 8 55 | 12 50 | 5 20 |
| Chinnamapett ... ... | ... ... | ... ... | ... ... | ... ... | 9 16 | 1 20 | ... ... |
| Cudumbatoor ... ... | ... ... | ... ... | ... ... | ... ... | 9 37 | 1 50 | ... ... |
| Trivellore ... ... | ... ... | ... ... | 5 45 | ... ... | 9 51 | 2 12 | 6 0 |
| Tinnanore ... ... ... | ... ... | ... ... | ... ... | ... ... | 10 18 | 2 50 | 6 19 |
| Avady ... ... ... | ... ... | ... ... | ... ... | ... ... | 10 37 | 3 20 | ... ... |
| Salt Cotaur Good Shed ... | ... ... | ... ... | ... ... | ... ... | ... ... | ... ... | ... ... |
| Madras ... ... Arr. | 5 30 | ... ... | 6 45 | ... ... | 11 30 | 4 15 | 7 0 |
| | A. M. | P. M. | A. M. | P. M. | A. M. | P. M. | P. M. |

(Signed) H. E. CHURCH,
*Traffic Manager.*

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 18th March 1873, No. 207.

With reference to the letters noted in the margin, and in continuation of my letter No. 205 of today, I have the honour to enclose you a copy of the Traffic Manager's letter of the 17th instant, No. C-171, in which he expresses his views upon the time-table proposed by the Postmaster General for the South-West Line of this railway.

From Consulting Engineer, No. 266, 14th instant.
From Postmaster General, No. 11,229-3,155, 13th idem.

2. Mr. Church shows that to give effect to Major Bourke's proposals would entail a great additional cost upon the Company, and as the advantages to be gained as regards the mails are so slightly in excess of those which will be secured by the time-table submitted with my letter mentioned above, I trust that the latter will be approved by the Government.

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From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 17th March 1873, No. C-171.

*South-West Line—Train Service.*

Consulting Engineer's letter No. 266, dated 14th instant, with letter from the Postmaster General, No. 11,229-3,155, dated 13th idem, submitting another sketch time-table.

I have not had time to see how far it would be practicable to give effect to the Postmaster General's suggestions, or to see whether the times would fit in with all other trains, but on one point there can be no doubt that the speed proposed by Major Bourke from end to end cannot be maintained without additional cost to the Company.

2. In the time-table submitted with my letter No. 201-169, of the 15th instant, the load of the mail trains between Arconum and Salem, and between Palghaut and Beypore, will be respectively 18 and 20 vehicles, but if the mail trains are to be run at the speed proposed by the Postmaster General these loads must be reduced to 12 and 14 vehicles, and this reduction will necessitate the running of two extra trains between Arconum and Salem and two extra trains between Palghaut and Beypore every week, which will involve 956 additional train miles per week at an extra cost to the Railway Company.

3. The saving in time to be gained by this additional expense is really so trifling, if indeed it is practically any saving at all, that it will probably be considered unnecessary to incur any extra expense.

4. The following figures show the number of hours occupied in performing the journey as proposed by the Railway Company and by the Postmaster General.

| *West.* | Railway Company's. | Postmaster General's. |
|---|---|---|
| | Hours. | Hours. |
| Madras to Bangalore ... ... | 13 | 12¼ |
| Do. to Erode ... ... | 14 | 12 |
| Do. to Pothanore ... ... | 16¾ | 15 |
| Do. to Beypore ... ... | 23½ | 20¾ |
| *East.* | | |
| Beypore to Pothanore ... ... | 6 | 5¼ |
| Do. to Erode ... ... | 8¾ | 7½ |
| Do. to Bangalore ... ... | 22¼ | 18¼ |
| Do. to Madras ... ... | 22½ | 20¾ |

5. The running of a night train once a week for the Overland Mails is simply a question of expense, which the Post Office may fairly be called upon to bear if the Postmaster General considers the special service worth it.



From W. S. BETTS, Esq., Agent of the Great Southern of India Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 18th March 1873, No. 4,970.

Your letter No. 123 of the 14th instant. So far as the convenience of the travelling public is concerned I consider the proposal to be open to objection. The chief support of the Railway is local traffic, and, in my opinion, our trains should be run more with a view to accommodate that traffic than to meet postal arrangements.

2. The train times of running at present adopted are well suited to the requirements of the district; they are well known and have been followed for several years. An alteration of half an hour or so would not much matter, but to delay the starting of the morning train from Negapatam by about 2¾ hours, and to put forward the starting of the train from Erode by 3¾ hours would much inconvenience local travellers. Another objection which I have to urge against the proposal is the increase in the speed of running the trains, and the curtailment of the time allowed for transhipment at Erode.

3. The speed of the trains could, of course, be increased, but to do it would be to sacrifice economical working, and to withdraw accommodation which we at present provide for local traffic.

4. In the first place, if the speed be increased we must reduce the number of vehicles on the train, and thereby have occasionally to run extra engines to work off goods left behind. And, in the second place, we should have to reduce the number of stoppages. In a run of 9 hours 40 minutes the Postmaster General proposes to take off 1 hour 10 minutes. We have 21 stations on the length at each of which the train stops. When you consider the class of engines we have to do the work, the number of facing points which have to be passed over, the nature of the gradients between Caroor and Erode, the time required at the Trichinopoly curve and at the Erode junction before entering that station, and the time which must be spent at each station in getting passengers in and out of the train, you will understand that a through speed of 20 miles an hour, including the present number of stoppages, would mean a very high rate of speed over many portions of the road. It may be said that the 20 miles average speed is adopted on the North-West Line; true, but on the North-West Line the average rate of station stoppage is about 15 miles, whereas on the Great Southern of India line a station stoppage occurs at every 8th mile.

5. A curtailment of the time allowed for transhipment at Erode would be injudicious and would only lead to disappointment in working. A margin over actual station requirements should be allowed to cover late arrivals. Even with the present margin native travellers have complained of a want of consideration for their comfort.

6. You are aware that the Government of India have urged, on more than one occasion, the necessity of economical working, and have suggested a reduction of train mileage rather than an increase. I cannot possibly carry out their wishes if I am called upon to carry out such proposals as those now reported upon.

7. Regarding a special service for the Overland Mail, I have to state that arrangements could be made for carrying this through from Erode to Negapatam upon the same terms as those agreed upon for running the mail special from Bombay when necessary. The ordinary trains are sufficient to work our present goods traffic.

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From Major the Honourable E. R. BOURKE, Postmaster General, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 22nd March 1873, No. $\frac{1,1,2,1,3}{3,1,5,3}$

In returning the correspondence received with your letters as per margin, I would beg to point out that by the existing practice, the two important through mails, the Western and Northern, arriving and leaving Madras within so short an interval is most inconvenient and very expensive, necessitating double work and extra

No. 258, dated 19th March 1873.
„ 259 „ 20th „ „

establishments. It would be very much more convenient and less costly if these mails were timed to arrive and leave Madras at the same hour as set forth in my sketch time-table: the present practice entails two separate deliveries, which is exceedingly inconvenient both to the Post Office and to the public.

2. From a postal point of view, the hours stated in my sketch time-table for starting, I believe, cannot possibly be improved upon, and I would urge they are also more convenient to the public than those proposed by the Agent.

3. Respecting the rate of speed, 20 miles per hour, I apprehend this cannot possibly be considered otherwise than the minimum rate through mail trains should travel at; a reference to the time-tables of other Railways will show that the running of the mails on the South-West Line is the slowest through mail service in India, if not in the world, about 16½ miles per hour.

4. I believe it is the wish of the Madras Government to increase even to a greater degree the speed of the mail trains, and to diminish the number of stoppages at unimportant stations; any improvement of this kind would be a great boon to the mails.

5. Regarding the statements of the Agent, Madras Railway, respecting the conveyance of the Overland Mails, I am glad to see he offers no serious opposition to my proposition, that is, either to utilize the existing 7 A.M. from Madras, or to take advantage of the many special luggage trains to forward these Overland Mails to their destination. In computing the extra cost of this service, I trust the economy effected by the abolition of two fast mail trains daily between Madras and Arconum will not be overlooked.

6. I can only reiterate what I have stated in a previous letter, that since the completion of the Railway there has been no revision or re-organization of the mail service.

7. The Government of India have sanctioned a Travelling Post Office on the South-West Line. To carry out these improvements and to reap to the full the benefits accruing therefrom, it is absolutely necessary that there should be a fast through train.

8. If the postal service of this Presidency, both by train and by runners, is to be reformed and put on a permanent solid and firm basis, I would urge that after a considerable amount of careful attention and thought, I see no other way of doing it than the manner in which I have suggested.

9. As the Traffic Manager truly remarks, there is not very much difference between the Agent's proposition and mine, but in a postal point of view the difference is of considerable importance; for instance, the Agent proposes to start the mail from Beypore at 8-15 A.M. I propose utilizing the 11 A.M. by making it start an hour later and exchanging places, as it were, with the 8-15; to the Railway this cannot make much difference, while it is of considerable importance to the Post Office; for a reference to my sketch time-table will show that an evening delivery can be effected at both extremes, Negapatam, Beypore and Calicut, and letters so delivered can be replied to by return of post. This practically effects a saving of 24 hours, and instances the benefits that would arise at all stations on the West Coast and in the Southern division of this Presidency.

10. The only thing I ask is one through daily mail train each way on the South-West and Negapatam Lines, running at a minimum speed of 20 miles per hour, including stoppages—the same rate as the North-West train runs at—to start from Madras at 5-30 P. M., from Beypore at 12 noon, and Negapatam at 11 A.M. I have no wish or desire to interfere with or ask for any alteration of change to any other train, but would urge in the strongest possible manner the importance to the Postal Department it is of having one good through daily mail each way by which all other lines can be regulated.

*Proceedings of the Madras Government, Public Works Department,*
*30th June* 1873.

From Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, to Major the Honourable E. R. BOURKE, Postmaster General, dated Ootacamund, 2nd June 1873, No. 1.

REFERRING to the correspondence which has passed between the Consulting Engineer for Railways and yourself on the subject of the changes proposed in the time-table for the South-West Line, I am directed to inform you that the Government are generally in favour of Mr. Church's time-table, except as regards the 5 P.M. train from Madras westwards, which will reach Mettapollium at 11-30 A.M. and involve travelling up the ghaut in the afternoon. His Excellency in Council is of opinion that with a passenger and mail train (excluding goods) and an earlier start from Madras such an acceleration of the train as would enable it to reach Mettapollium by 6 or 7 A.M. would be convenient if feasible. If not it is proposed that a special train be run once a week to carry passengers as well as mails, the distance being accomplished in 15 or 16 hours, and an enhanced charge made for passengers. Before finally deciding on these arrangements, His Excellency in Council desires to have a further expression of your opinion on the subject. Your original proposals would appear to involve an additional cost, which it would be hard to throw on the Railway Company, and which you do not apparently propose that the Post Office shall bear.

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No. 4,53c. From Major the Honourable E. R. BOURKE, Postmaster General, Madras, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Ootacamund, 14th June 1873, No. $\frac{216}{1649}$.

IN reply to your No. 1 of 2nd June 1873, asking me for an expression of opinion on the proposition of a "passenger and mail train (excluding goods) and an earlier start from Madras such an acceleration of the train as would enable it to reach Mettapollium by 6 or 7 A.M. would be convenient if feasible. If not it is proposed that a special train be run once a week to carry passengers as well as mails, the distance being accomplished in 15 or 16 hours and an enhanced charge made for passengers."

2. I have the honour to state that of the two the former would be most convenient for the postal service.

3. A special service once a week would be worse than useless, for it would necessitate two separate transit lists in nearly every Post Office in the 6th, 7th, 8th, 9th, 10th, and 11th Divisions as well as the Madras Post Office and all the suburban offices attached to it. I should also have to arrange for extra runners on all Mofussil lines diverging from the railway, that the mails carried by the special may suffer no detention. I fear the result would be extra expense and considerable confusion and disarrangement once every week of the whole of the hours for arrival and departure of mails over a very large tract of country. The thing most to be desired in the Postal Department is a regular, punctual, and quick daily through service from each extreme limit of all lines to the terminus at the other end. An exceptional service, such as suggested, would lead to such confusion and extra expense that I feel confident it would not be possible to utilize it for mail

purposes without considerable extra expenditure. For instance, in the regular daily mail service the Clerks and Sorters attached to the Travelling Post Office, (which is about to be immediately introduced all over the Madras lines,) work in sections and in regular rotation performing a trip, out and in, all along the line; if there was a special weekly extra service the regular clerks, I fear, could not get back to their head-quarters in time to start with the special, or if they did would not get back again in time to take up their turn for the return trip, extra hands would, therefore, have to be employed, who would only have full work one day in each week; this instance will serve to illustrate what would also be necessary for all Mofussil lines and stations that are served by the Railway.

4. I hope, therefore, I have shown clearly that as far as the Post Office is concerned a special once a week would be of no use whatever.

5. With regard to a fast passenger train, excluding goods, to reach Mettapollium by 6 or 7 A.M., so as to ensure the ascent of the ghaut in the forenoon, this is exactly what we want.

6. The only question then to be determined upon is the hour of departure from Madras. It will be remembered I proposed the train should leave at 5-30 P.M. My reasons for proposing so late an hour was with a view to economy and to best suit the conveniences of the public.

7. The economy effected would be that both the mails for the North-West, South-West and South would travel by the same train as far as Arconum, thus effecting a saving of one train a day throughout the whole year to Arconum, 42½ miles. I would here observe that the saving effected by this arrangement must be considerable, for over this particular portion of the line the train travels fastest (25 miles an hour). I could also effect a saving in establishments at Madras as well as on the Railway by having only one despatch in the afternoon instead of two; before making the proposition I had ascertained that 5-30 P.M. would be far the most convenient hour for the public.

8. By starting at 5-30 P.M., the latest hour for posting at the General Post Office would be 3-45 P.M., and in the suburbs 3 P.M. As the second delivery (all letters from the Mofussil and other stations from Bombay and Bengal would go out by this delivery,) cannot be finished before noon, it only gives a little over three hours to reply by return post; this is short enough and cannot be abridged. I think by starting at 5-30 P.M. from Madras and travelling at 20 miles per hour, including all stoppages, Mettapollium could easily be reached in 16 hours, or at 9-30 A.M. I submit, therefore, that ample time is left to ascend the ghaut (15 miles) in the forenoon, but as it is all down-hill from Coimbatore to Mettapollium, and the train load would never be heavy, the speed on this portion of the line could be increased without extra expense so as to reach Mettapollium at 9 A.M.

9. I regret I am unable satisfactorily to meet the objections set forth by the Traffic Manager, that increased speed would necessitate extra cost consequent on decreasing the load; but I beg to submit that the number of stoppages made at present are far in excess of those that are necessary.

10. If Government sanction one fast through mail train each way, I should strongly urge that the number of stoppages be considerably reduced.



11. Those stations mentioned in the margin I believe would amply suffice for all purposes, effecting a reduction of 19 stoppages which, in point of actual economy of time, would represent, I believe, not less than 19 quarters of an hour, probably more, or 4¾ hours for the through journey, the load need not be decreased, or the running speed increased to effect this saving, consequently there would be no extra expense. There only remains a little more than one hour to bring the speed over a journey of 406 miles up to 20 miles per hour, or 1 mile an hour increase in the running throughout. The deduction therefore I draw is that the present running speed between stations would not have to be increased to any great extent, or not more than one mile per hour at the most.

| | |
|---|---|
| Trivellore. | Sunkerydroog. |
| Arconum. | Erode. |
| Arcot. | Avenashy road. |
| Vellore. | Pothanore. |
| Mailputty. | Paulghaut. |
| Jollarpett. | Shoranore |
| Samulputty. | Tiroor. |
| Salem. | |

12. I have no means of testing the accuracy of these calculations, but if I am approximately correct the extra expense incurred by accelerating the speed would be very small indeed, and not appreciable when calculating the half-yearly dividend.

13. But to meet any extra expense that might be incurred, I would beg that the economy effected by the abolition of one fast train daily to and from Arconum may be remembered, and I would also suggest that it would be perfectly fair to charge higher fares for passengers by this fast mail train.

14. I fancy these would more than cover all extra expense; but I would beg reference to a passage in the Consulting Engineer's of 6th December 1872, No. 675, found in Proceedings of Madras Government, Public Works Department, 3rd March 1873:—"With regard to extra expense it should be noticed, first, that it is by no means certain that it will be necessary to run extra trains; second, that the maximum mileage of ex trains noticed by the Traffic Manager amounts to a small matter; and, third, that any extra cost will fall not on the Railway Company, but on the State."

15. I would beg also to draw attention to the 6th paragraph of the same letter, which runs thus:—"Clause 8 of the Contract renders the Company liable to run so many trains at such times and at such rates of speed and between such places and with such conveniences and accommodations as the East India Company shall from time to time require." It rests entirely "with the Government to decide what arrangement of the train service will most conduce to the public convenience and advantage."

16. The mail service of this Presidency has never been revised or re-organized since the completion of the Railways, and at present there is no mail train in the proper sense of the word, mails being sent by all manner of trains at all hours; this arrangement is most inconvenient, unsatisfactory, and expensive.

17. A letter posted in Madras on Monday is not delivered in Ootacamund till Wednesday, that is, the third day; if replied to the same day would reach Madras the third day, so that it takes five days at the earliest to receive a reply. By my proposition a letter posted in Madras on Monday would be delivered at Ootacamund next day, or in about 24 to 26 hours at the most; the same accelera-

tion would take place at all stations on the West Coast and stations south of the railway. This is an important point, and the boon, if secured, would doubtless be very greatly appreciated by the public generally throughout the whole of Southern India.

18. I would wish here to mention that the Government of India have sanctioned at my request the establishment of a Travelling Post Office over the whole of the Madras line of railway, to be extended as soon as possible to the Negapatam line; unless there is one fast through train daily each way it will, I fear, deteriorate materially from the benefit that this Travelling Post Office is calculated to confer upon the mails, and I think I should be erring in my duty if I did not represent as strongly as I possibly can that it will be quite impossible for me to carry out the numerous reforms, improvements, and re-organizations, etc., that have become absolutely necessary, and are in truth most urgently required, unless Government will accord me this assistance of one through fast mail train daily, travelling both ways both on the South-West Line of the Madras Railway as well as on the Negapatam line.

19. Any alteration to the remaining trains that may suit the convenience of the Railway Company I have no desire to interfere with; but this particular train is of vital importance not to the Ootacamund mails only, but to the development, management, manipulation of the mail service throughout the whole of the South of India.

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No. 453D. ORDER THEREON, 30th June 1873, No. 1,696B.

RAILWAY, No. 62.

His Excellency the Governor in Council is of opinion that while the arrangements proposed by the Postmaster General are the best that can be proposed in a postal point of view, they will also meet the convenience of the general public so well that it will be worth-while incurring any extra expense that may be necessitated by working at the increased rate of speed required, a rate which is already attained on the North-West Line. He accordingly requests that they may be carried out from the 1st proximo, or as soon after that date as practicable. It is remarked that so far back as 1862, the Agent proposed to run special mail trains from Madras to Beypore, a distance of 406 miles, in 16 hours—*vide* G. O., No. 2,338, of 30th September 1862.

2. The reduction of fares proposed is accepted as fully meeting the wishes of Government on the subject.

(True Extract.)

Colonel, R.E.,
*Secretary to Government.*

To the Consulting Engineer for Railways.
,, Postmaster General.

Exd. S. T. Austin.

Spare Copies.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 183

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,
*Consulting Engineer for Railways,*

To

COLONEL G. W. WALKER, R.E.,
*Secretary to Government,*
*Public Works Department,*
*Fort Saint George.*

SIR,

With reference to the Government dated the 2nd November 1872 and the 5th March 1873 Nos 2684 and 6 of 5, I have the honour to submit for consideration the correspondence noted in the margin upon the subject of the changes proposed in the mail service upon the South-West line of the Madras Railway.

2. The Agent of the Madras Railway Company submits for approval a revised time table, and in his covering letter he explains how it is proposed to meet the

objections raised by Government in their
Order of the 2d November 1872. With -
reference to the third paragraph of that
Order, it is proposed to reduce experimentally
all first class fares from 18 and 22 pies to
15 pies per mile, without reference to day
and night trains; and to reduce the second
class night fare from 12 to 8 pies per mile
with an allowance of 60 lbs free luggage,
instead of 25 lbs, as at present. With
reference to the fourth paragraph of the
Order in question, it is explained that
the opening of the Kulgherry branch to
Mettapollium, no further removal of the
time table will be necessary.

3. With reference to the
second paragraph of the Order of Government
dated the 3d March 1873, it is explained how
the proposed arrangements will affect

passengers to and from Coimbatoor, allowing
them to ascend and descend the Coonoor
ghaut by daylight.

4. It is also explained by the
Agent that the revised time-table now sub-
mitted does not materially differ from the one
previously laid before Government, except as
regards a slight increase of speed which is
now proposed. As before, the principal
change is in the 7.0 a.m train from Madras
and in the 4.15 a.m train eastward from
Coimbatoor, which it is proposed in future to
stop at Erode, and to start from Erode re-
spectively. The 5 p.m train from Madras,
and the 8.15 a.m train from Beyfroor, will
be considerably quickened, and are limited to run
through in 23½ hours and 22½ hours respectively.

5 It does not seem that the
changes, taken in connection with the proposed
reduction in the fares for first and second class

passengers

passengers, will materially inconvenience any travellers to or from Madras; but passengers from Trichinopoly and the South proceeding to stations West of Erode, and vice versâ, will be subjected to serious inconvenience. As was pointed out by the agent of the Great Southern of India Railway, in his letter* dated the 31st October 1872, the alterations in the Madras Railway train service will oblige all such passengers to halt for a night at Erode, where the accommodation is by no means of a suitable description. If the proposed time-table is brought into effect on the Madras Railway, the only way to obviate this inconvenience to travellers would be by running night trains on the Great Southern of India Railway, a measure which has never yet been proposed.

6 The enclosed letter from the Postmaster General shows that the revised timetable now submitted by the agent

* Vide Ry C. 12 November 1872 No 2605

does not altogether meet with his approval. His chief objections seem to be, first, that the proposed speed is not sufficient,— and second, that the North-Western and South-Western mails will still, as at present, arrive at and depart from Madras within a short interval of each other, an arrangement most inconvenient and very expensive, necessitating double work and extra establishments. Major Bourke submits for consideration a skeleton time-table for the South-West line, in which it will be seen that the average speed of 17½ miles per hour, as proposed by the Madras Railway Authorities, is increased to an average speed of 20 miles; also that the South-Western and North-Western mails are timed to leave Arconum, and to arrive there, at the same hour. Major Bourke is of opinion that, from a postal point of view, the hours proposed in his time-table cannot possibly be

unproved

improved upon, and he urges that they are also more convenient to the public than those proposed by the Agent. He shows that his proposals will allow of an evening delivery at the points most distant from Madras namely Calicut and Negapatam, so that letters received in the evening could be replied to by the outgoing mail the next morning. But he points out that, even under the arrangement proposed by him, the Overland mails for places situated West of Arconum would have to lie at Arconum for twelve hours, and he suggests that the time for starting the present 7 a.m. train from Madras be changed to 6 a.m., and that it be made a through train to Beypore on the day it carries the "Overland mails." To this suggestion the Railway authorities raise no objection, beyond stating that it is "simply a question of expense, "which the Post Office may fairly be called

upon to bear if the Post Master General considers "the special service worth it."

7. In an annexed table the general arrangements connected with the through train service on the South-West line are shown: the times of departure and arrival now in force, and those respectively proposed by the Railway Authorities and by the Post Master General, being given side by side. Speaking in round numbers, it will be seen that the through trains are now timed to run at about 16 miles an hour; that the arrangements proposed by the Agent give an average speed of about 17½ miles an hour, and those proposed by the Post Master General an average speed of 20 miles an hour.

8. The Railway Authorities object to Major Bourke's proposals on the ground that the increased speed will lead

to

to extra expense, in as much as the number of vehicles attached to the mail trains would have to be reduced; and it seems to me to be entirely a question for the consideration of Government whether the advantages to the public which the Post Master General claims for his proposals are such as to justify the additional expense. It may be mentioned that the average speed proposed by Major Bourke, 20 miles per hour, is the rate at which the mail trains are now run upon the North West line.

4. The Agent of the Madras Railway Company wishes to introduce the revised time table on the 15th April, and I have therefore the honour to solicit early orders.

I have the honour to be
Sir
Your most obedient servant

Madras
28 March 1873

Mountstuart E. Grant Col. R.E.
Consulting Engineer for Railways

RAILWAY DEPARTMENT.

1872.

From

The Consulting Engineer
for Railways,

To

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

Dated [illegible] 1872.

Recd. [illegible]

No.

Postal Genl's Office
Octacammund 14 June 1873

No. 20
1649

From

Major the Honble E. C. Bowker
Postmaster General
Madras

To

Colonel G Walker Engrs
Secretary to Government
Public Works Department

Octacammund

Sir,

I am right to your No 1 of
2nd June 1873 asking me for an
expression of opinion on the pro-
position of a "Passenger and Mer-
"chandize Goods" and an
"ordinary Goods" and an
"ordinary Mail train as such
"an acceleration of the train as
"would enable it to react the Metta-
"pollium by 6 or 7 P.M. on all the
"occasions if practicable - If not it
"is proposed that a special train
"be run once a week to carry

"passengers as well as mails, the
"distance being accomplished in
"15 or 16 hours and entertained
"charge made for passengers"

I have the honor to add
that of the two the former
would be most convenient for
the Postal Service.

A Special service over a spec-
would be worse than useless for
it would necessitate a Special
Steamer in addition to the
Office in the 6th & 7th &
and 11th Divisions as well as
the Aberdeen Post Office and
the Intermediate Offices attached
to it - I would also suggest
arrangements for a Daily
call Aberdeen Office at Hoquiam
from the Railway Post Office
Mail carried by the Steam
may suffice, an obstacle -

Dear Sir, would be extra
expense, and considerable confusion
and disarrangement once every
week of the whole of the hours
for arrival and departure of
Mails over a very large tract
of country - The time most
to be desired in the Postal
Department is a regular frequ-
-ent and quick daily transport
Service from each settlement limit
of all lines to the terminus at
the other end - An occasional
Service such as suggested would
lead to much confusion and
extra expense that Department
-ment should not provide
- labour it for small purposes
-ment considerable extra expen-
-diture - For instance, in the
regular daily Mail Service the
Aberdeen and Santos attached to
the Travelling Post Office which

is about to be immediately introduced all over the Madras railway work in Shetland and in regular rotation performing a trip out and in all along the line – if there was a special weekly extra service the passengers & parks I fear could not get back to their Head Quarters in time to start with the special or if they did would not get back again in time to take up their own proper trip, perhaps would be three days hence at the earliest & who would only have to spend one day in each week – then the numbers would seem to diminish what would also be necessary for all Mr Weil's rules and bylaws that are issued on the Railway.

I hope therefore I have shown clearly that as far as the Post Office is concerned a special once a week would be of no use whatever.

With regard to a fast passenger train – exchanging goods to reach Mettapollam by 6 or 7 A.M. so as to ensure the ascent of the Ghaut in the forenoon – this is exactly what we want

The only question then to be determined upon is the hour of departure from Madras. It will be remembered I proposed the train should leave at 5-30 P.M. – My reasons for proposing so late an hour was with a view to economy & to best suit the convenience of the public.

The economy effected would be that both the Mails for the North West, South West and South would travel by the same train

train as far as Mysoor thus effecting a saving of one train a day throughout the whole year to Mysoor, 42 1/2 Miles. I would here observe that the saving effected by this arrangement must be considerable for over this particular portion of the line the train travels fastest 25 Miles an hour / I could also effect a saving in establishments at Madras as well as on the Railway by having only one dispatch in the afternoon instead of two - thereby making the 2nd portion / have ascertained that 5-30 P.M. would be far the most convenient hour for the Public

By starting at 5-30 P.M. the total hour for reaching the General Post Office would be 3-45 P.M. and as the Inland

19823

3 P.M. As the second delivery of all letters from the Mofussil and other stations from Bombay and Bengal would go out by this delivery / cannot be finished before noon it only gives a little over three hours to reply by return post - this is short enough and cannot be abridged. Starting at 5-30 P.M. from Madras and travelling at 20 Miles per hour including all stoppages Mettapollium could easily be reached in 16 hours or at 9-30 A.M. - I submit a time one that ample time is left to ascend the Ghauts 15 Miles in the forenoon - but as it is all down hill from Coimbatore to Mettapollium and the train load would never be heavy the speed on this portion of the line could be increased without

not the extra expense so as to reach Mogilla, Kollim at 9 A.M.

I regret I am unable satisfactorily to meet the objections set forth by the Traffic Manager that increased speed would necessitate extra cost consequent on shortening the load. But I beg to submit that the number of stoppages made at present are far in excess of those that are necessary.

If Government sanction one fast through Mail train each way I should strongly urge that the number of stoppages be considerably reduced.

Those stations underlined in the margin × I believe would amply suffice for all purposes effecting a reduction of 19 stoppages

× Siva Sivaramma
Gooty
Yerraguntla
Jammalamadugu
Sakam
Cuddapah
Kode
Vikramasimhapuram
Nellore
Sullurpet
Tiruvallur

which in point of actual economy of time would represent I believe not less than 19 quarters of an hour probably more or 4 Hours and 3/4 for the through journey, the load need not be shortened or the running speed increased to effect this saving economically there would be no extra expense - There only remains a little more than one hour to bring the speed over a journey of 406 Miles up to 20 Miles per hour or 1 hour and seven minutes the running strength - The deduction therefore I draw is that the present running speed between stations would not have to be increased to any great extent or not more than one Mile per hour at the most.

I have no means of testing

to test the accuracy of these calculations but if I am approximately correct the extra expense incurred by accelerating the speed would be very small indeed, and not appreciable when calculating the half yearly dividend.

But to meet any extra expense that might be incurred I would beg that the reduction effected by the abolition of one fast train daily to & from Secunderabad may be reinstated and I would also suggest that it would be perfectly fair to charge higher fares for passengers by the fast mail train

If any thing more would be than cover all extra expense - but I would beg to refer to a passage in the Commanding Engineers of 6th September 1872 No 675 issued in Proceedings of Madras Government Public Works Department 3rd March 73, "with regard to extra expense "it should be noticed, first, that "it is by no means certain that "it will be necessary to run extra "trains, second, that the maximum "Mileage of the trains noticed "by the Traffic Manager amounts "to a small matter, and third "that any extra cost will fall not "on the Railway Company but "on the state"

I would beg also to draw attention to the 6th para of the same letter which runs thus - "Clause 8 of the contract renders "the Company liable to run "so many trains at each time & "at each parts of speed and between "such places and with such conveni-

"and recommendations as the East
"India Company shall from time
"to time require" It rests entirely
"with the Government to decide
"what arrangement of the train
"service will most conduce to
"the public convenience and
"advantage."

The Mail service of
the Presidency has never been
revised or reorganized since the
completion of the Railway
at present there is no limit
to time in the strictest sense of
the word, Mails being sent by
all manner of trains at all
times, the arrangement is
most inconvenient unsatisfactory
& expensive

A letter posted in
Madras on Monday is not
delivered in Cotacamund till
Wednesday, that is the 3rd day
if despatched by the same day
mail, reach Madras the third
day so that it takes 5 days at

of Railway to be extended as soon as possible to Nagapatam line - which there is one fast through train daily each way it will shorten materially from the benefit that the Travelling Post Office is conducted in carrying on the Line & I think should be among my duty if Govt not objected as nothing by no prohibition that I could see prohibit for me to carry out the Rumours of Government arrangements that have been made by the Government to be ... the objections of the through part of the ...

daily travelling both ways both on the South West line of the Madras Railway as well as on the Nagapatam line.

Any alteration to the remaining Rules that may suit the convenience of the Railway Company I have no desire to interfere with but the particular items as of vital importance not to be altered - and which only to the observance management, maintenance of the Mail Steamer strength - and the whole of the South of India -

I have the honor to be

Sir,

Your Obedt Servant -

Postmaster Genl

Daily Mail Steam Ferry Boats

Between

Brighton

Leaving Shoreham

| | | | |
|---|---|---|---|
| Leave Shoreham | | | 5-30 |
| " Brighton | 42½ | | 7-30 |
| " Shoreham | 89½ | | 12 midnight |
| " Brighton | | | 2 " " |
| Leave Brighton | 84½ | | 6-15 |
| " Shoreham | 111 | | 5-30 |
| Leave Shoreham | 165 | | 2 " " |
| " Brighton | 55½ | | 8-30 |
| Leave Brighton | 26 | | 9-45 |
| " Shoreham | 104½ | | 1-45 |

Daily Mail Steamer from Beyporé to Madras

Distance A. M. P. m.

| | | | | |
|---|---|---|---|---|
| Leave Beyporé | ——— | ——— | 12 noon | ——— |
| " | Cathanore | 104½ | ——— | 5–15 |
| " | ——— Mr Hirapatlam | ——— | ——— | 4–0 |
| " | Cathanore | 26 | ——— | 5–15 |
| " | Cerode | 58¾ | ——— | 8–15 |
| " | ——— Negapatam | ——— | 11–0 | ——— |
| Leave | Cerode | 165 | ——— | 7–30 |
| Arrive | ——— Bangalore | ——— | ——— | 8–30 |
| Leave | Jellapetta | 111 | 2–0 | ——— |
| Arrive | ——— Bangalore | 84½ | 6–15 | ——— |
| Leave | Bangalore | 89½ | 6–50 | ——— |
| Arrive | Madras | 42½ | 8–40 | ——— |

No 205.

5 1/2

3 3/4

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 1st March 1873.

From Robert B. Elwin Esqr

Agent and Manager, of the M. R. Co.

To Lieutt. Colo. J. Hills. Sir Lawn Stewart K.C.

Consulting Engineer for Railways.

Sir,

With reference to your letter
No 250 of the 10th instant and to the order
of government and letter noted in the
margin* I have the honour to forward
herewith for submission to government a
Time Table which I propose to introduce
on the South West Line on the 15th inst.
if approved by His excellency the Governor
in Council. I also enclose a Copy of the
Traffic Manager's letter No C/201/169 of the
15th instant with which he forwarded
the Time Table to me and after having
discussed the whole subject with Mr. Evans
I recommend the proposals contained
therein for the favourable consideration
of the government.

2. Leaving Madras at 5 P.M. as at
present the Mail Train will reach

P.T.O.

*G.O. No 2584-2 North 20th
your letter No 906 J
the 6th inst.

Pottanore at 9.45 A.M. instead of 11.30 A.M. and Beyoor at 4.30 P.M. instead of 6.0 P.M. the next day. Passengers for Ootacamund will be allowed 30 minutes for breakfast at Pottanore and will reach Mettapollium when the line is opened at 11.30 A.M. and Ootacamund in time for dinner.

i.e Mail will be so well as the Mail will be at Pottanore.

3. Leaving Beyoor at 8.15 A.M. as at present the Mail train will reach Pottanore at 2-10 P.M. where it will halt 30 minutes for Luncheon, arrive at Salem at 7 P.M. stop 35 Minutes for dinner and arrive at Madras at 6.45 the following morning instead of at 6.20 as at present.

4. Passengers from Ootacamund will leave Mettapollium when the line is open at 12.30 P.M. reach Pottanore in time for Refreshment and to proceed by the train due in Madras at 6.45 the following morning.

5. With reference to the third paragraph of the order of Government No 2584 dated the 2nd of November 1872 it is proposed as an experimental measure and at the same time to enable all classes of passengers to avail themselves

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Controlling Engineer

for Railways

Dated

Read

No.

37

of the Mail Train service to reduce the First Class fares over all parts of the line from 18 and 22 Lies to 15 fies per Mile without reference to Day or Night trains, and to reduce the Second Class Night fares from 12 to 8 Lies per mile with an allowance of 60 lbs of free Baggage instead of 25 lbs as at present.

6. Having thus afforded facilities to all classes of the Travelling Public to make use of the Night trains it is proposed to turn the Day Passenger Trains from and to Madras and Erode only. As explained by Mr. Blunch this arrangement will in no way interfere with the existing Mail Service to Madura &c while the Mails for Beypoor and Cannanore (now carried by the Day train to Polhanore and there detained until the following morning) will leave Madras ~~two~~ hours later and reach Beypoor only one hour and 40 Minutes later than at present.

7. The Time Table now submitted does not differ materially from the one which was forwarded to you with my letter No 752 of the 16th of October last, except as

regards

MADRAS RAILWAY.

*From*

The Agent and Manager.

*To*

The Consulting Engineer

for Railways

*Dated* 187

*Rcd.*

No.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Secretary to Government
Public Works Department
Fort St George

Dated Madras 15th March 1873

No 265

Submitting for the sanction of Government a revised Time Table for the South West Line.

No C/201/169

Madras Railway
Traffic Manager's Office
Madras 15th March 1873

To

The Agent and Manager
M. R. Company

Dear Sir,

South West Line Train Service

With reference to the 2nd para of the Consulting Engineer's letter No 250 dated 6th instant I beg to submit for the sanction of Government a revised Time Table for the South West Line.

2. Starting from Madras at the same time as at present (5 P.M.) the Mail Train will reach Polhanoor at 7.45 A.M. instead of 11.50 A.M. and Beypoor at 2.30 instead of 6.0 P.M. the next day. Passengers for Ooty will be allowed 30 minutes for Breakfast at Polhanoor and will reach Mettapollium when the line is open about 11-30 A.M.

3. In the other direction the Mail Train will leave Beypoor at 8-15 A.M. arrive at Polhanoor at 2-10 P.M, where the Train will halt 30 minutes for Refreshment arrive at Salem at 7 P.M. and stop 35 minutes for Dinner and arrive at Madras at 6.45 the following morning. Ooty Passengers will leave Mettapollium about 12-30 noon and reach Polhanoor in time for Refreshment and to join the Main Line Train. This Service will enable Passengers in both directions to ascend

and

and descend the Ghaut by day light.

4. For the reasons stated in my letter No 512 dated 15th October 1872, it is proposed to run the (Day Passenger Train from and to Madras and Erode only. This arrangement will in no way interfere with the existing Mail Service to Madura &c. as the Mails for Beypoor and Cannanore (now carried by the Day Train to Pollachy and there kept until the following morning) will leave Madras ten (10) hours later and reach Beypoor only 1 hour and 40 minutes later than the present Service admits of, so that there will be a direct saving to the public in point of time of eight (8) hours.

5. With reference to para 3 of the Order of Government No 2584, dated 2nd November 1872, and to enable all Classes of Passengers to avail themselves of the Mail Train Service, it is proposed, as an experimental measure, to reduce the First Class Fare over all parts of the Line from 18 & 22 pies to 15 pies per Mile without reference to Day and Night Trains, and to reduce the Second Class Night Fare from 12 to 8 pies per mile with an allowance to 2nd Class Passengers travelling by Mail Train of 60 lbs instead of 25 lbs of free Luggage. These Rates would give to the East a Passenger travelling by Mail Train Day between Madras and Pollachy.

First Class

Rs 24-0-0 instead of Rs 28-5-0 and Rs 32-10-0 by Night

Second Class

Rs 11-0-0 instead of Rs 7-14-0 and Rs 7-0-0 by Night

6. In calculating these fares it is proposed, for the sake of convenience, to allow all fractions of a rupee under 8 annas and to charge all fractions of a rupee 8 annas and upwards as one rupee.

7. First and Second Class Return Tickets to be issued at one fare and a third of the Mail Train fares available for return within 15 days for distances of 220 miles and under, and within 20 days for distances above 220 miles. All fractions of a Rupee on these fares to be charged as one rupee.

Yours faithfully
(signed) H. C. Church
Traffic Manager

(True Copy)

Agent and Manager

low

P.C. 11222
3155

P.C. 2047/13

| | Miles | Present arrangement | Arrangement proposed by Agent, Madras Railway | Arrangement proposed by Ordinance Office General. |
|---|---|---|---|---|
| Leave Madras | 0 | 5 — 0 p | 5 0 p | 5 30 p |
| Do Arconum | 113 | 7 25 p | 7 10 p | 7 30 p |
| Do Jollarpett | 132 | 1 35 a | 12 45 a | 12 0 — |
| Do Erode | 243 | 8 40 a | 7 20 a | 9 30 a |
| Do Coimbatore | 302 | 12 20 p | 10 20 a | 8 30 a |
| Reach Beypore | 406 | 6 0 p | 4 30 p | 1 45 p |
| | | | | |
| Leave Jollarpett | 0 | 1 30 a | 1 0 a | 2 0 a |
| Reach Bangalore | 84 | 7 0 a | 6 0 a | 6 15 a |
| | | | | |
| Leave Erode | 0 | 9 0 a | 7 45 a | 5 30 a |
| Reach Tegapatam | 168 | 6 15 p | 5 0 p | 2 0 p |
| | | | | |
| Leave Coimbatore | 0 | 12.30 p | 10 15 a | 8 30 a |
| Reach Uttapollium | 96 | 2 0 p | 11 45 a | 9 45 a |

| | Miles | Present arrangement | Arrangement proposed by Agent, Madras Railway | Arrangement proposed by Ordinance Office General. |
|---|---|---|---|---|
| Leave Beypore | 0 | 8 15 a | 8 15 a | 12 0 |
| Do Coimbatore | 104 | 3 30 p | 2 40 p | 6 15 p |
| Do Erode | 163 | 6 45 p | 5 20 p | 8 15 p |
| Do Jollarpett | 274 | 1 30 a | 12 20 a | 3 0 a |
| Do Arconum | 363 | 6 30 a | 5 5 a | 6 30 a |
| Reach Madras | 406 | 8 20 a | 6 45 a | 8 40 a |
| | | | | |
| Leave Uttapollium | 0 | 1 30 p | 12 45 p | 4 0 p |
| Reach Coimbatore | 96 | 3 0 p | 2 15 p | 6 15 p |
| | | | | |
| Leave Tegapatam | 0 | 8 20 a | 7 0 a | 11 0 a |
| Reach Erode | 168 | 6 0 p | 4 40 p | 7 30 p |
| | | | | |
| Leave Bangalore | 0 | 8 30 p | 8 0 p | 6 30 p |
| Reach Jollarpett | 84 | 1 5 — | — — | — — |

N. As the Tadpatry branch is not at present open beyond Coimbatore, the hours entered for arrival at, and departure from Uttapollium are approximate.
. The hours given in this column for the Great Southern of India Railway have not been proposed by the Agent, but they have been calculated in accordance with the proposed alterations on the Madras Railway, the same length of halt at Erode, of time as at present being allowed for the journey and the same length of halt at Erode.

S.P.W.

No. 267.

**MADRAS RAILWAY.**

AGENT AND MANAGER'S OFFICE.

Madras, 18 October 1873.

5334

From

*Agent and Manager.*

To

*Consulting Engineer for Railways.*

Sir,

23441

MADRAS RAILWAY.

*From*

The Agent and Manager.

*To*

The Consulting Engineer

for Railways

Dated 1 } March 1873

Recd. [illegible]

No. 207.

Forwarding City Office Traffic Manager's letter expressing his views upon the Time Table proposed by the Postmaster General for the Loop Metre Line Madras Railway.

Postage 3

Per person every week, which will involve a good additional Train to per week all over the Railway Company.

3. The running time for passengers by this additional express is really so big, if indeed it is practicable at all, that it will probably be considered unnecessary to run any express.

4. The following figures show the number of hours occupied in performing the journey as proposed by the Railway Company and by the Parliamentary Com.

| Work. | Railway Company | Parliamentary Hours & 25 |
|---|---|---|
| | Hours | Hours |
| Alnwick to Rothbury | 1 7 | 1 2 3/4 |
| Do " Acklington | 1 4 | 1 2 |
| Do " Felton | 1 6 3/4 | 1 5 |
| Do " Morpeth | 2 3 1/2 | 2 0 1/4 |

| Back | Railway Company | Parliamentary Hours |
|---|---|---|
| | Hours | Hours |
| Morpeth to Felton | 0 | 0 1/4 |
| Do " Acklington | 0 3/4 | 0 3/4 |
| Do " Rothbury | 0 11/4 | 1 0 1/4 |
| Do " Alnwick | 0 11/2 | 1 0 3/4 |

5. The running [illegible] on week for the Railway Company [illegible] (Office) may [illegible] Board of Trade [illegible] Act

(the special Service) work the 18

Yours faithfully
for N. E. Railway
Traffic Manager

(True Copy)

Gen. Manager.

Pol. 217/73

No. 1990

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 18th March 1873

*From*

THE AGENT,

*Great Southern of India Railway.*

*To*

The Consulting Engineer
for Railways
Madras

SIR,

With your letter No 125 of the 14th Instant
I do not see the convenience of the
travelling public is concerned I consider the
proposal to be open to objection. The chief
defect of the railway is local traffic and
in my opinion our trains should be man-
aged with a view to accommodate that traffic
more than to meet postal arrangements.

2 The train times of running at
present adopted are well suited to the require-
ments of the district they are well known
and have been followed for several years
An alteration of half an hour or so would
not much matter but to delay the starting
of the morning train from Negapatam
by about 2¾ hours and to put forward
the starting of the train from Erode by 3¾
hours

hours would much inconvenience local travellers
Another objection which I have to urge against
the proposal is, the increase in the speed of
running the trains, and the curtailment of
the time allowed for transhipment at Erode
3. The speed of the trains could of
course be increased but to do it would be
to sacrifice economical working and to
withdraw accommodation which we at
present provide for local traffic
4 In the first place if the speed
be increased we must needs the number
of vehicles in the trains and thereby have
recourse to more extra Engines to work
proportionally to run
of goods left behind. And in the second
place we should have to reduce the number
of stoppages. On a run of 9.40 H.M. the Postmaster
General proposes to take off 1.10. H.M. the have 21
minutes in the length of each of which the
train stops. When we consider the class of
engines we have to do the work, the number
of passengers to be set down and taken up
over the gradients which have to be passed
and Erode the time required at the Trichinopoly
curves, and at the Erode junction before entering
that

that station, and the time which must be spent at each station in getting passengers in and out of the trains, you will understand that a through speed of 20 miles an hour including the present number of stoppages, would mean a very high rate of speed over many portions of the road. It may be said that the 20 miles average speed is adopted on the North-west line - time, but on the North west line the average rate of station stoppage is about 15 miles whereas on the G. I. P. line a station stoppage occurs at every 9th mile

5. A curtailment of the time allowed for transhipment at Erode would be impracticable and would only lead to disappointment in working. A margin over actual station requirements should be allowed to cover late arrivals. Even with the present margin nature travellers have complained of a want of consideration for their comfort.

6. You are aware that the Coast of India have urged on more than one occasion the necessity of economical working, and have suggested a reduction of

No. GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

18

From

THE AGENT,

Great Southern of India Railway.

To

SIR,

of train mileage rather than an increase. I cannot possibly carry out their wishes if I am called upon to carry out such proposals as those now responded upon

Regarding a special service for the Queenland Mail, I have to state that arrangements could be made for carrying this through from Erode to Negapatam upon the same terms as those agreed upon for running the Mail special from Bombay when necessary. The ordinary trains are sufficient to work our present goods traffic

I have the honor to be
Sir
Your most obedient servant

Agent

No. GREAT SOUTHERN OF INDIA RAILWAY,
AGENT'S OFFICE,
NEGAPATAM, 18

*From*
THE AGENT,
*Great Southern of India Railway.*

*To*

SIR,

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

18

*From*

THE AGENT,

*Great Southern of India Railway,*

*To*

SIR,

be postponed upon, and I would urge that they are also more convenient to the public than those proposed by the Agent.

Respecting the rate of speed, 12 miles per hour, I apprehend Government will not possibly be induced to increase from the minimum rate through mail trains should travel above seven & the Time Tables of the Railway, will show that the running of the mails on the South West line at the slowest through mail service on India, & not in the world, about 10 1/2 miles per hour.

I believe it is the wish of the Madras Government to increase even to a greater degree the speed of the Mail Trains, and to diminish the number of stoppages at unimportant stations, any improvement of this kind would be a great boon to the Public.

Regarding the statements of the Agent Madras Railway respecting the conveyance of the Overland Mails, I am glad to see he offers no serious opposition

to your proposition, that a letter be published stating the existing facts from Madras to take advantage of the many special luggage Trains to forward these Overland mails to their destination. Enclosing the extra cost of this service, without the economy effected by the abolition of the fast mail Trains between Madras and Bezwada will not be exhausted.

I am sorry I cannot what I have stated in a former letter that the completion of the Railway there can be a question of reorganization of the mail service.

The Government of India have sanctioned a travelling Post Office on the South West line to carry out these improvements and to map to the task, the complete accuring therefrom, it is absolutely necessary that there should be a fast through train.

of the Postal service of this Presidency

-dency both by train and by runners is to be reformed and put on a permanent solid and firm basis, I would urge that after a considerable amount of careful attention and thought, I see no other way of doing it than the manner in which I have suggested.

As the Coffee Planters have remarks there is not any much difference between the Grand Jeppo Estate and mine but in a Rainy point of view, the distance of considerable importance to the Coffee Agent in reference to my whether this Agent proposes to start the mail from Beypore at 8 or 10 o'clock proposal obliging the H.A.M. by making it start one hour later and exchanging files, as I have, with the 8 or 10 to the Sunday, this cannot make much difference while there is considerable importance to the Coffee in reference to my whether this

Table will show that an evening delivery can be effected at both extremes. Tegapatam, Beypore and Cotacul mail letters so delivered can be replied to by return of post. This practically effects a saving of 24 hours and restores the benefits that would arise at all stations on the West coast and in the Interior

The only thing that is one through mail train each way on the mail and Tegapatam lines running at a minimum speed of 20 miles per hour, including stoppages the same rate as the North West train each Coast from Madras at 2.30 P.M. from Beypore at Noon and Tegapatam at H.A.M. Hoshangabad to deliver with exchange for any alteration exchange would any other line but would cause no

the

the strongest possible manner. The importance to the Postal Department of its having one good through daily mail each way by which all other lines can be regulated

I know the Lines to be

Yours

Gen. President Herndon

Postmaster-Gen. &c

Letter from the Consulting Engineer for Railways, dated 28th March 1873, No. 187.

Recirculated for orders with reference to Mr. Lind's remarks and proposal.

Chas. Alexander Lt. R.E. Secy: to Government P.W.D.

Public Works Department

Proceedings of the Madras Government

Read the following

From The Consulting Engineer for Railways - } No. 74 E. dated 28th March 1873

His Excellency the Governor in Council is of opinion that while the arrangements proposed by the Post Master General are the best that can be proposed on a postal point of view, they will also suit the convenience of the general public

I do not think that the Post Master General has shown the necessity for the increased speed nor have we any estimate of the cost I would advise the Post time table -

dispell that it will be
worth while incurring
the extra expense that
will be necessitated
by working at the in-
-creased rate of speed
required; a rate which
is already attained
on the North West
Line. He accordingly
requests that they may
be carried out, and
that he may be in-
-formed of the date
on which the Railway
Companies will be
prepared to do so.

The reductions of
fares proposed to be
accepted as fully meet-
-ing the wishes of

which seems to provide
for all the wants of
the travelling public
& sufficiently to fulfil
local requirements.

The Railway authorities
do not object to Mayor
Brooke's proposal re-
-duction, & by that
meaning a practical
reduction. It is the
hoped Mayor Brooke
(who ought to be thanked
for his action) will
ask the Postal
authorities, & attach
great importance to
his proposal: and

Government on the
subject. [illegible]

may add that in a private
letter he expresses the opinion
that they will be attended
by little if any additional
expense. He does not
object to Mayor Brooke's
modifications; and if
they entail additional
expense, it is to be
that the Post Office
agree to bear it.

The P.O. will not
bear any additional
expense. The contract
with the Rail: Co
requires the Co to

carry the mail
free of charge
and Mayor Brooke
is asked to limit
that the mile
beg for the Postal
Authority entitled
to
According to
the Chronicle time
the 5 Mile-
table. The Londres
train from Londres
Westwards will
not - but table
at 11.30. Also the
Express entitled
to
pass up the Post

in the afternoon
when it is always
very hot or very wet.
It will be seen that
while the Co. do the
132 miles from Madras
to Pearbelt in 7. 45. 0
they take 6. 35. 0 hrs
the next 111 - through
much of which is run
at night, and the
Statutes for bullocks
need be very hard.
I think to build
a Railway I will
train (excluding stops)
an earlier start
from Madras, that
any acceleration of
the train as would
make it break
Pearbelt main by bar
also would be feasible.
If this cannot be

Ex. 2/11/73 R. 9th

Brn. of mixed engines, has the
cost of a Electrical
Early departure on
St Thomas in 15 or 16
being made the Lieut
Limited to Rupees
also circular.

2nd

1596B

Pro. of the Madras Govt.

Read the following:-

From the Secy Govt Mys (H.E. No 187 of 28 March/73
Letter from Secy of Govt Bom to the Post Master Genl (H.E. No 1 of 2 June/73)
From the Post Master Genl Madras (H.E. No 216/1649 of 14 June/73)

His Excellency the Governor in Council

is of opinion that

while the arrangements

proposed by the Post

Master General are

the best that can

be proposed in a

postal point of view

they will abolish

the

the convenience of the
general public so
well that it will be
worth while incur-
-ring any extra ex-
-pense that may be
necessitated by work-
-ing at the increased
rate of speed required;
a rate which is al-
-ready attained on
the other West Line-
He accordingly re-
-quests that they
may be carried out
from the 1st Proximo-
or as soon after that
date as practicable

I do not think
Major Warren's
table will be at
any convenient. He
will leave Dundrum
at 5.30 P.M. & reach
Nitapollium at
9.45. Allowing that
keeping in a train
all night must
work & eat. &
that it will be
11. A.M. before they
can start on their
journey on the Plant.
I would start at
4.30 - or even 4.
from Dundrum & so
gain an hour. The
Mgr. on his part must

accelerate his time
during. I would also
note the undermen-
tioned - namely the
the hours of arrival
& departure & GG
the Railway Stations
& the details -

W. D.S.

If it remarked that so
far back as 1862
the Agent proposed
to run special Mail
Trains from Kadina
to Weyfore, a distance
of 108 miles in 16
hours - Vide G.O. No 2338
of 30th September 1862.

The reduction
of fares proposed is
accepted as fully -
meeting the wishes of
Government on the
subject -

G.W.

To the Govt Engineer
& Post Master &c.
Mt. Remarks 1/10/73
Colonies &c. to both 16/10/73.

h? 4504 + 5716

h? 4513-4532